Appendix A

Geographic Information System Database Source List

APPENDIX A

Geographic Information System Source List

TABLE A-1
GIS Source List

Source	Description	Date
AirPhotoUSA	Aerial Photography of Chicagoland	2008
City of Chicago	Aerial Photography of Chicagoland	2006
City of Chicago	O'Hare Current Runways and Taxiways	2009
City of Chicago	O'Hare Current Airport Property Line	2009
City of Chicago	OMP Acquisition Areas	2009
City of Chicago	SW Rail and Roads at O'Hare Airport	2003
City of Chicago	Future Object Free Areas	2003
City of Chicago	Future Building Restriction Areas	2003
City of Chicago	Future Runway Protection Zones	2003
City of Chicago	All Future Restriction Zones in one	2003
City of Chicago	OMP Full Build Noise Contour (65 DNL)	2003
City of Chicago	Locations of Future Terminals	2003
City of Chicago	Future Property Line	2003
City of Chicago	Current Outer Marker Locations at O'Hare	2009
City of Chicago	Future SW Cargo Buildings	2003
City of Chicago	Future OMP Runways	2003
City of Chicago	OMP Wetlands	2009
DuPage County GIS Department	Forest Preserve Trails	2002
DuPage County GIS Department	Parcels	2007
DuPage County GIS Department	Section Boundaries	2006
DuPage County GIS Department	Township Boundaries	2006
DuPage County GIS Department	Contours	1991
DuPage County GIS Department	Spot Elevations	1991
DuPage County GIS Department	DuPage County Boundary	2006
DuPage County GIS Department	Board District Boundary	2006
DuPage County GIS Department	Election Precincts	2006
DuPage County GIS Department	Illinois Rep Districts	2006
DuPage County GIS Department	Illinois Senate Districts	2006

TABLE A-1
GIS Source List

Source	Description	Date
DuPage County GIS Department	Tax Increment Finance Districts	2006
DuPage County GIS Department	Municipal Boundary	2006
DuPage County GIS Department	U.S. Congressional District	2006
DuPage County GIS Department	Park District Boundary	2006
DuPage County GIS Department	Mosquito Districts	2006
DuPage County GIS Department	Surface Water District Boundary	2006
DuPage County GIS Department	Forest Preserves	2006
DuPage County GIS Department	Community College Boundary	2006
DuPage County GIS Department	Fire Protection District	2006
DuPage County GIS Department	Sanitary District Boundary	2006
DuPage County GIS Department	Special Police District Boundary	2006
DuPage County GIS Department	Special Service District Boundary	2006
DuPage County GIS Department	Unit School District	2006
DuPage County GIS Department	Grade School District	2006
DuPage County GIS Department	School District	2006
DuPage County GIS Department	Library Districts	2006
DuPage County GIS Department	Building Footprints	2006
DuPage County GIS Department	Golf Courses/Parks	2006
DuPage County GIS Department	Railroad Lines	2006
DuPage County GIS Department	Roads Centerlines	2006
DuPage County GIS Department	Streams	2007
DuPage County GIS Department	Lakes	2007
DuPage County GIS Department	Edge of Pavement	1991
DuPage County GIS Department	DCWI Wetlands	1999
DuPage County Stormwater Department	100 Year Floodplain Contour Line	2007
DuPage County Stormwater Department	Floodway	2007
DuPage County Stormwater Department	100 Year Miscellaneous Lines	2007
DuPage County Stormwater Department	100 Year Floodplain	2007
DuPage County Stormwater Department	500 Year Floodplain	2007
DuPage County Stormwater Department	Cross Section Lines	2007
ESRI	Illinois Counties Boundaries	2000
ESRI	Municipal Boundaries	2001

TABLE A-1
GIS Source List

Source	Description	Date
ESRI	Parks and Preserves Locations	2000
ESRI	Cemetery Locations	2000
ESRI	U.S. Geographic Building Names	2000
ESRI	Hospital Locations	2000
ESRI	Church Locations	2000
ESRI	School Locations	2000
ESRI	Interstate Highways	2000
ESRI	Major Roads	2000
ESRI	Minor Roads and Streets	2000
ESRI	Freight Rail lines and Railways	2000
ESRI	Illinois Rivers and Streams	2000
ESRI	Lakes, Rivers, Ponds	2000
FEMA	Future Detention Basins	2007
FEMA	100 Year Floodplain	1993
GLIN	Managed Lands	2004
IDNR	Land Protection Areas	2006
IDNR	Bike Trails	2007
IDNR and INHD	Threatened and Endangered Species	2008
IDNR and INHD	Illinois Natural Area Inventory Sites	2008
IDOT	IDOT Roadway Bike Routes	2007
IEPA	Watershed Boundaries	UK
IEPA	303(d) Lakes 2004	2006
IEPA	303(d) Lakes 2006	2006
IEPA	Outfall Points	2003
IEPA	305 (b) Stream Monitoring Sites	2006
IEPA	EPA Assessed Streams 2004	2004
IEPA	EPA Assessed Streams 2006	2006
IEPA	EPA Assessed Streams 2004	2004
IEPA	CWS and non-CWS wells, SWAP ArcIMS Mapping Tool	2008
IEPA	Leaking Underground Storage Tanks	2008
IEPA	Site Remediation Program Sites	2009

TABLE A-1
GIS Source List

Source	Description	Date
IHPA	Archaeological Sites	2008
ISGS	Landfill Locations	1997
ISGS	State Conservation Areas	1996
ISGS	Fish and Wildlife Areas	1996
ISGS	Major Aquifers	1985
ISGS	Water and Related Wells in Illinois	2007
ISGS	Soil Associations	1984
ISGS	Quarry Deposits Line	1996
ISGS	Quarry Deposits Polygon	1996
ISGS	Geologic Unit Boundaries	1967
ISGS	Bedrock Surface Contours	1994
Northeastern Illinois Planning Commission (NIPC)	Greenways/Trail Opportunities	2002
NIPC	Land use Categories	1995
NIPC	Bike Trails	1997
NIPC	CTA Train Lines	1995
NIPC	CTA Train Stations	1995
Office of State Fire Marshall	Petroleum and Chemical Safety - UST Sites	2008
PACE	PACE Routes in Study Area	2007
Project Team	Study Area Project Boundary	2007
Project Team	Study Area Golf Courses	2007
Project Team	Building Footprints in Cook County	2007
Project Team	MWRD Treatment Plants/Res	2007
Project Team	MWRD Facilities Lines	2007
Project Team	Flood Control Reservoir	2009
Project Team	Wastewater Treatment Plant	2009
Project Team	Dams	2009
RTA	Metra Train Rail Lines	2007
RTA	Metra Train Stations	2007
U.S. Census Bureau	Illinois Community Boundaries	2000
U.S. Census Bureau	Illinois Counties Boundaries	2000
U.S. Census Bureau	Illinois Township Boundaries	2000

TABLE A-1
GIS Source List

Source	Description	Date
U.S. Census Bureau	Illinois Legislative Senate Districts	2006
U.S. Census Bureau	Illinois Legislative House Districts	2006
U.S. Census Bureau	Zip Code Boundaries	2000
U.S. Census Bureau	Census Tract Boundaries	2000
U.S. Census Bureau	Census Block Boundaries	2000
USDA	Cook County Soils	2007
USDA	DuPage County Soils	2008
USDA National Agriculture Statistics Service, IDNR, IDOA	Land Cover of Illinois 1999-2000	2002
USEPA	CERCLIS Active Sites	2008
USEPA	CERCLIS Archived Sites	2008
USEPA	RCRA Sites	2008
USEPA	TRI Sites	2007
USFWS	NWI Wetlands	2005
USGS	USGS Quadrangle maps	VARIOUS
USGS	Natural Gas, Transmission & Hazardous Material Lines	2004
USGS	ComEd Transmission Boxes	2004

APPENDIX A

GIS Data Layers

FILE NAME	DESCRIPTION	SOURCE	FILE TYPE	DATE	REF SCALE	COORDINATES	PROJECTION	GENERAL COMMENTS
BASE MAPPING								
IDOT_Study_Area.shp	Study Area Project Boundary	Project Team	Shapefile	2007	UK	West: -88.060466 East: -87.828875 North: 42.077980 South: 41.881175	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	
ill_communities_2000census.shp	Illinois Community Boundaries	U.S. Census Bureau	Shapefile	2000	UK	West: -91.466901 East: -87.522576 North: 42.508284 South: 36.970298	GCS_North_American_1983	
ill_counties_2000census.shp	Illinois Counties Boundaries	U.S. Census Bureau	Shapefile	2000	UK	West: -91.513079 East: -87.496494 North: 42.508302 South: 36.970298	GCS_North_American_1983	
ill_townships_2000census.shp	Illinois Township Boundaries	U.S. Census Bureau	Shapefile	2000	UK	West: -91.513079 East: -87.496494 North: 42.508302 South: 36.970298	GCS_North_American_1983	
Census_blks_all	Census Blocks for Study Area	U.S. Census Bureau	Shapefile	2000	UK	Left: 1038544.758 Right: 1106233.212 Top: 1958792.296 Bottom: 1908550.014	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	COMBINED CENSUS BLOCK DATA FOR COOK AND DUPAGE COUNTIES. POPULATION AND INCOME DATA IS ATTACHED WITH EACH CENSUS BLOCK.
2000_census_blkgrp_all	Census Block Groups for Study Area	U.S. Census Bureau	Shapefile	2000	UK	Left: 1035506.769 Right: 1108414.264 Top: 1958792.242 Bottom: 1902423.304	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	COMBINED CENSUS BLOCK GROUP DATA FOR COOK AND DUPAGE COUNTIES. POPULATION AND INCOME DATA IS ATTACHED WITH EACH CENSUS BLOCK GROUP.
ill_senate_dist_2006	Illinois Legislative Senate Districts	U.S. Census Bureau	Shapefile	2006	UK	West: -91.513079 East: -87.496494 North: 42.508302 South: 36.970298	GCS_North_American_1983	
ill_house_dist_2006	Illinois Legislative House Districts	U.S. Census Bureau	Shapefile	2006	UK	West: -91.513079 East: -87.496494 North: 42.508302 South: 36.970298	GCS_North_American_1983	
Chicago-LG.Map	Aerial Photography of Chicagoland	AirPhotoUSA	PhotoMapper Map	1998	3 ft Res.	West: -88.538868 East: -87.290562 North: 42.473664 South: 41.490492	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	
Chi-99pc-Lg,Map	Aerial Photography of Chicagoland	AirPhotoUSA	PhotoMapper Map	1999	3 ft Res.	West: -88.575076 East: -87.294166 North: 42.496225 South: 41.450291	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	
Airphoto_april2006	Aerial Photography of Chicagoland	City of Chicago	Ratser Catalog	2006	1/2 ft Res.	West: -88.074487 East: -87.510979 North: 42.081783 South: 41.640093	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	
dtl_cnty_Clip.shp	Illinois Counties Boundaries	ESRI	Shapefile	2000	1:100000	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA WAS CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
Quad Maps	USGS Quadrangle maps	USGS	SID image	VARIOUS	1:24000	West: -88.707318 East: -87.523862 North: 42.495748 South: 41.201538	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA WAS EXPORTED FROM TERRAIN NAVIGATOR PRO SOFTWARE AT 400 DPI AND CONTAINS MAPS FOR THE SIX COUNTY AREA
ill_zipcodes_bndy.shp	Zip Code Boundaries	U.S. Census Bureau	Shapefile	2000	UK	West: -91.513079 East: -87.496494 North: 42.508302 South: 36.970298	GCS_North_American_1983	
placeply_Clip.shp	Municipal Boundaries	ESRI	Shapefile	2001	1:100001	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA WAS CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
IL_County_DuPage_Cadastral_Parcels_Polygons_20061231.shp	Addison Township Parcels	DUPAGE CO. GIS DEPT.	Shapefile	2007	1:20,000	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF ALL PARCELS WITHIN ADDISON TOWNSHIP AND INCLUDES PIN, ADDRESS, BILL NAME, PROP CLASS.
IL_County_DuPage_Cadastral_PLSSSections_Polygons_20061231.shp	DuPage County Section Bndy.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF ALL SECTION BOUNDARIES WITHIN DUPAGE COUNTY.
IL_County_DuPage_Cadastral_PLSSTownships_Polygons_20061231.shp	DuPage County Township Bndy.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF ALL TOWNSHIPS WITHIN DUPAGE COUNTY AND INCLUDES NAMES
IL_County_DuPage_Elevation_Contours_Lines_1991.shp	Addison Township Contours	DUPAGE CO. GIS DEPT.	Shapefile	1991	1:1,200	West: -88.127380 East: -87.919625 North: 41.994445 South: 41.862054	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF 2' CONTOURS AND SPOT ELEVATIONS COMPILED FROM 1:1200 SCALE AERIAL PHOTOGRAPHY ACQUIRED IN 1991
IL_County_DuPage_Elevation_SpotElevation_Points_1991.shp	Addison Township Spot Elevations	DUPAGE CO. GIS DEPT.	Shapefile	1991	1:1,200	West: -88.127380 East: -87.919625 North: 41.994445 South: 41.862054	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF 2' CONTOURS AND SPOT ELEVATIONS COMPILED FROM 1:1200 SCALE AERIAL PHOTOGRAPHY ACQUIRED IN 1991
IL_County_DuPage_GovernmentalUnits_County_Polygons_20061231.shp	DuPage County Bndy.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY BOUNDARY
IL_County_DuPage_GovernmentalUnits_DuPageCountyBoardDistricts_Polygons_20061231.shp	DuPage County Board Dist. Bndy.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY BOARD DISTRICT BOUNDARIES
IL_County_DuPage_GovernmentalUnits_ElectionPrecincts_Polygons_20061231.shp	DuPage County Election Precincts	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY ELECTION PRECINCTS
IL_County_DuPage_GovernmentalUnits_IllinoisRepresentativeDistricts_Polygons_20061231.shp	DuPage Co. IL Rep Districts	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY ILLINOIS STATE REPRESENTATIVE DISTRICT BOUNDARIES
IL_County_DuPage_GovernmentalUnits_IllinoisSenateDistricts_Polygons_20061231.shp	DuPage Co. IL Senate Districts	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY ILLINOIS STATE SENATE DISTRICT BOUNDARIES
IL_County_DuPage_GovernmentalUnits_MiscellaneousServiceDistricts_Polygons_20061231.shp	DuPage Co. TIF Districts	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF MISCELLANEOUS SERVICE DISTRICTS INCLUDING TIF AND BOND DISTRICTS
IL_County_DuPage_GovernmentalUnits_Municipalities_Polygons_20061231.shp	DuPage Co. Municipal Boundary	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF ALL MUNICIPALITIES WITHIN DUPAGE COUNTY AND NAMES
IL_County_DuPage_GovernmentalUnits_UnitedStatesCongressionalDistricts_Polygons_20061231.shp	DuPage Co. US Congressional Dist.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF U.S. CONGRESSIONAL DISTRICT BOUNDARIES WITHIN DUPAGE COUNTY

FILE NAME	DESCRIPTION	SOURCE	FILE TYPE	DATE	REF SCALE	COORDINATES	PROJECTION	GENERAL COMMENTS
ENVIRONMENTAL								
Streams.shp	Illinois Rivers and Streams	IEPA/ DPC/COOK CO	Shapefile	VARIOUS	1:24000	West: -160.220853 East: -66.988396 North: 49.376613 South: 18.922673	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA WAS CREATED FROM ESRI DATA AND DUPAGE COUNTY DATA CLIPED AMD MERGED TOGETHER.
Merged_watersheds.shp	Watershed Boundaries	IEPA	Shapefile	UK	UK	West: -98.119642 East: -87.176180 North: 42.500356 South: 41.333409	NAD_1983_UTM_Zone_16N	THIS DATA WAS REPROJECTED TO FIT PROJECT COORDINATES, IT INCLUDES THE LITTLE CALUMET PIKE ROOT CHICAGO DESPLAINS UPPER AND LOWER FOX RIVERS
STCONSRV_poly_region.shp	State Conservation Areas	ISGS	Shapefile	1996	1:100000	West: -90.801922 East: -87.524676 North: 41.675809 South: 37.093084	Lat Long for MAPINFO type 0 Datum	THIS DATA CONSISTS OF THE STATE CONSERVATION AREAS DIGITIZED FROM MAPS PROVIDED FROM DNR AND WAS REPROJECTED TO FIT PROJECT COORDINATES
STFWA_poly_region.shp	Fish and Wildlife Areas	ISGS	Shapefile	1996	1:100000	West: -90.656555 East: -87.716435 North: 42.318166 South: 37.767707	Lat Long for MAPINFO type 0 Datum	THIS DATA CONSISTS OF STATE FISH AND WILDLIFE AREAS DIGITIZED FROM MAPS PROVIDED BY DNR WAS REPROJECTED TO FIT PROJECT COORDINATES
aqmsg_IL_region.shp	Major Aquifers	ISGS	Shapefile	1985	1:500000	West: -91.513379 East: -87.495219 North: 42.508323 South: 36.969912	Lat Long for MAPINFO type 0 Datum	THIS DATA CONSISTS OF THE DISTRIBUTION OF MAJOR SAND AND GRAVEL AQUIFERS IN AL OF ILLINOIS AND WAS REPROJECTED TO FIT PROJECT COORDINATES
CERCLIS Active.shp	Active CERCLIS Sites	USEPA	Shapefile	2008	UK			IN DEVELOPMENT
CERCLIS Arcived.shp	Arcived CERCLIS Sites	USEPA	Shapefile	2008	UK			
SRP Sites.shp	Site Remediation Sites	IEPA	Shapefile	2008	UK			
UST Sites.shp	Underground Storage Tank Sites	State Fire Marshall	Shapefile	2008	UK			
landfills.shp	Landfill Locations	IEPA	Shapefile	1997	1:24000	West: -88.665651 East: -87.515063 North: 42.490970 South: 41.249843	NAD_1983_StatePlane_Illinois_East_FIPS_1201	THIS DATA CONSISTS OF THE LOCATIONS OF LAND FILLS IN NORTHEAST ILLINOIS AS POINTS
100 Year Floodplain.shp	100 Year Floodplain	FEMA/DUPAGE CO	Shapefile	1993/2007	UK	West: -88.060466 East: -87.828875 North: 42.077980 South: 41.881175	GCS_North_American_1927	THIS DATA ORIGINATES FROM THE MERGING OF THE DUPAGE COUNTY DATA NAD FIRM DATA FOR COOK COUNTY. IT ALSO INCLUEDS UPDATED TO WILLOW HIGGINS CREEK FROM CBBEL
well points.shp	Well Locations	ISGS	Shapefile	2007	UK	West: -88.142313 East: -87.777075 North: 42.100558 South: 41.879993	GCS_Assumed_Geographic_1	THIS DATA CONSISTS OF WELL (WATER) LOCATIONS FOR THE STUDY AREA AND WAS REPROJECTED TO FIT PROJECT COORDINATES
GLIN_Managed_Lands_region.shp	Managed Lands	GLIN	Shapefile	2004	UK	West: -88.705376 East: -87.524683 North: 42.495303 South: 41.152221	Lat Long for MAPINFO type 0 Datum	THIS DATA CONSISTS OF THE MANAGED LANDS IN NORTHEAST ILLINOIS OBTAINED FROM THE GREAT LAKES CONSERVATION DISTRICT AND WAS REPROJECTED TO FIT PROJECT COORDINATES
OWN6_poly_region.shp	Greenways/Trail Opportunities	NIPC	Shapefile	2002	1:100000	West: -88.705253 East: -87.524573 North: 42.495242 South: 41.201580	Lat Long for MAPINFO type 0 Datum	THIS DATA CONSISTS OF GREENWAYS AND TRAIL OPORTUNITIES IN ILLINOIS AND WAS REPROJECTED TO FIT PROJECT COORDINATES
Lust_Sites.shp	Leaking Underground Storage Tanks	ILEPA	Shapefile	2008	UK	West: -91.5826823 East: -87.38401652 North: 42.49563968 South: 36.95351896	GCS_North_American_1983 HARN	THIS DATA CONSISTS OF THE STATUS OF ALL ILLINOIS LUST INCIDENTS REPORTED TO THE ILLINOIS EMERGENCY MANAGEMENT AGENCY (IEMA) AND TO THE ILEPA
soilmu_a_il031.shp	Cook County Soils	USDA	Shapefile	2007	1:12,000	West: -88.264315 East: -87.516942 North: 42.154365 South: 41.468302	GCS_North_American_1983	THIS DATA EXTENDS FOR ALL OF COOK COUNTY AND ORIGINATES FROM HARDCOPY SSURGO MAPS FROM 1979
il043_a_polygon.shp	DuPage County Soils	USDA	Shapefile	2008	1:12,000	West: -88.262939 East: -87.914149 North: 41.994116 South: 41.685287	GCS_North_American_1983	THIS DATA EXTENDS FOR ALL OF DUPAGE COUNTY AND ORIGINATES FROM HARDCOPY SSURGO MAPS FROM 1979
IL_Soil_Associations_1984_Py.shp	Soil Associations	ISGS	Shapefile	1984	1:1,000,000	West: -91.510917 East: -87.022340 North: 42.510709 South: 36.968509	GCS_North_American_1983	THIS DATA CONSISTS OF SOIL ASSOCIATIONS FROM THE GENERAL SOIL MAP OF ILLINOIS, THIS COVERS ALL OF ILLINOIS AND WAS REPROJECTED TO FIT PROJECT COORDINATES
IL_Quat_Unit_Bndys_2500K_1996_Ln.shp	Quarry Deposits Line	ISGS	Shapefile	1996	1:2500000	Left: -91.510917 Right: -87.498703 Top: 42.510709 Bottom: 36.968509	GCS_North_American_1983	THIS DATA CONSISTS OF A GENERALIZED VERSION OF QUATERNARY DEPOSITS OF ILLINOIS AND WAS REPROJECTED TO FIT PROJECT COORDINATES
IL_Quat_Units_2500K_1996_Py.shp	Quarry Deposits Polygon	ISGS	Shapefile	1996	1:2500001	West: -91.5826823 East: -87.38401652 North: 42.49563968 South: 36.95351896	GCS_North_American_1983	THIS DATA CONSISTS OF A GENERALIZED VERSION OF QUATERNARY DEPOSITS OF ILLINOIS AND WAS REPROJECTED TO FIT PROJECT COORDINATES
IL_Geo_Unit_Bndys_500K_1967_Ln.shp	Geologic Unit Boundaries	ISGS	Shapefile	1967	1:500001	West: -91.5826823 East: -87.38401652 North: 42.49563968 South: 36.95351896	GCS_North_American_1983	THIS DATA CONSISTS OF THE DISTRIBUTION AND EXTENT OF THE BEDROCK GEOLOGIC UNIT BOUNDARIES AND FAULTS WITH IN ILLINOIS AND WAS REPROJECTED TO FIT PROJECT COORDINATES
IL_Bedrock_Topography_1994_Ln.shp	Bedrock Surface Contours	ISGS	Shapefile	1994	1:500000	West: -91.58050943 East: -87.38825182 North: 42.49669441 South: 36.9521143	GCS_North_American_1983	THIS DATA CONSISTS OF THE BURIED BEDROCK SURFACE OF ALL OF ILLINOIS AND WAS REPROJECTED TO FIT PROJECT COORDINATES
eorep_elgin_ohare.shp	Threatened and Endangered Species	ILDNR	Shapefile	2006	UK	West: -88.229666 East: -87.758902 North: 42.154369 South: 41.831631	GCS_North_American_1927	THIS DATA CONSISTS OF THREATENED AND ENDANGERED SPICES WITHIN THE PROJECT STUDY AREA AND WAS REPROJECTED TO FIT PROJECT COORDINATES
inai_elgin_ohare.shp	Illinois Natural Area Inventory Sites	ILDNR	Shapefile	2008	1:24000	West: -88.140550 East: -87.763872 North: 42.119195 South: 41.831656	GCS_North_American_1927	THIS DATA CONSISTS OF ILLINOIS NATURAL AREAS INVENTORY SITES WITHIN THE PROJECT STUDY LIMITS AND WAS REPROJECTED TO FIT PROJECT COORDINATES BASED ON AERIALS OR QUAD MAPS
inpc_elgin_ohare.shp	Land Protection Areas	ILDNR	Shapefile	2006	1:24000	West: -88.067085 East: -87.894077 North: 42.118347 South: 41.833465	GCS_North_American_1927	THIS DATA CONSISTS OF LAND PROTECTION AREAS OVERSEEN BY THE ILLINOIS NATURE PRESERVE COMMISSION(INPC) INCLUDES DEDICATED NATURE PRESERVES, REGISTERED LAND /WATER RESERVES, AND NATURAL HERITAGE LANDMARKS BASED ON 7.5 MINUTE QUAD MAPS
lake2004ucs.shp	303(d) Lakes 2004	IEPA	Shapefile	UK	UK	West: -91.203768 East: -87.503349 North: 42.493953 South: 37.094789	GCS_North_American_1927	THIS DATA CONSISTS OF LAKES LISTED ON THE 303(d) LIST FOR YEAR 2004
lake2006.shp	303(d) Lakes 2006	IEPA	Shapefile	UK	UK	West: -91.203993 East: -87.506709 North: 42.502799 South: 37.094844	GCS_North_American_1927	THIS DATA CONSISTS OF LAKES LISTED ON THE 303(d) LIST FOR YEAR 2006
npdes.shp	Outfall Points	IEPA	Shapefile	2003	UK	West: -91.515591 East: -87.458617 North: 42.506713 South: 36.980624	GCS_North_American_1927	THIS DATA CONSISTS OF DISCHARGE POINTS (OUTFALLS) FOR ILLINOIS REGULATED UNDER THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM. COVERS ALL OF ILLINOIS
park_dtl_Clip.shp	Parks and Preserves Locations	ESRI	Shapefile	2000	1:100000	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA WAS CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
wshed.shp	Illinois Watersheds	IEPA	Shapefile	UK	UK	Left: 2440541.5Right: 3568587.75 Top: 3450058.0 Bottom: 1441164.0	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF ALL WATERSHED/SUB-BASINS WITHIN ILLINOIS WE REPROJECTED TOP FIT IN PROJECT COORDINATES
strsite.shp	305 (b) Stream Monitoring Sites	IEPA	Shapefile	UK	1:24000	West: -91.584411 East: -87.419287 North: 42.504091 South: 36.963114	GCS_North_American_1927	THIS DATA CONSISTS OF STREAM MONITORING SITES LISTED ON THE 305(b) LIST
str2004ucs.shp	EPA Assessed Streams 2004	IEPA	Shapefile	2004	1:100000	West: -91.583288 East: -87.382822 North: 42.545903 South: 36.954291	GCS_North_American_1927	THIS DATA CONSISTS OF ILLINOIS STREAM DATA THAT DEFINES STREAMS LISTED ON THE 303(D) LIST AND WAS REPROJECTED TO FIT PROJECT COORDINATES
streams06.shp	EPA Assessed Streams 2006	IEPA	Shapefile	2006	1:100000	West: -91.583288 East: -87.382822 North: 42.545903 South: 36.954291	GCS_North_American_1927	THIS DATA CONSISTS OF ILLINOIS STREAMS BASED ON THE NATIONAL HYDROGRAPHY DATASET (NHD) AND ASSIGNED IEPA ID'S FOR ATTAINMENT ASSESSMENTS, AND WAS REPROJECTED TO FIT PROJECT COORDINATES
strm2004.shp	EPA Assessed Streams 2004	IEPA	Shapefile	2004	1:100000	West: -91.583288 East: -87.382822 North: 42.545903 South: 36.954291	GCS_North_American_1927	THIS DATA CONSISTS OF DELINEATED STREAMS OF ALL OF ILLINOIS BY THE IEPA BUREAU OF WATER IN THE 2004 ILLINOIS WATER QUALITY REPORT AND IDENTIFICATION IN THE 2004 ASSESSMENT DATABASE (ADB)
ddf_c100ln.shp	100 Year Floodplain Contour Line	DUPAGE CO. STORM WATER	Shapefile	2007	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY 100 YEAR FLOODPLAIN CONTOUR LINE
ddf_fwln.shp	Floodway Line	DUPAGE CO. STORM WATER	Shapefile	2007	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY FLOODWAY BOUNDARY LINES
ddf_fwpy.shp	Floodway Area	DUPAGE CO. STORM WATER	Shapefile	2007	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY FLOODWAY AREAS
ddf_m100ln.shp	100 Year Miscelanious Lines	DUPAGE CO. STORM WATER	Shapefile	2007	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY MISCELLANEOUS LINES
ddf_p100ln.shp	100 Year Floodplain Line	DUPAGE CO. STORM WATER	Shapefile	2007	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY 100 YEAR FLOODPLAIN BOUNDARY LINES
ddf_p500ln.shp	500 Year Floodplain Line	DUPAGE CO. STORM WATER	Shapefile	2007	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY 500 YEAR FLOODPLAIN BOUNDARY LINES
ddf_p500py.shp	500 Year Floodplain Polygon	DUPAGE CO. STORM WATER	Shapefile	2007	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY 500 YEAR FLOODPLIAN BOUNDARY AREAS
ddf_xsmln.shp	Cross Section Lines	DUPAGE CO. STORM WATER	Shapefile	2007	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY MODELED CROSS SECTION LINES
Cook FIRM.shp	Cook County FIRM	FEMA Q3 Data	Shapefile	1993	UK			
DuPage FIRM.shp	DuPage County FIRM	FEMA Q3 Data	Shapefile	1994	UK			
IL_County_DuPage_GovernmentalUnits_ParkDistricts Polygons_20061231.shp	DuPage Co. Park Dist. Boundary	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF ALL MUNICIPAL PARK DISTRICT BOUNDARIES WITHIN DUPAGE COUNTY (THIS IS NOT INDIVIDUAL PARKS)

FILE NAME	DESCRIPTION	SOURCE	FILE TYPE	DATE	REF SCALE	COORDINATES	PROJECTION	GENERAL COMMENTS
IL_County_DuPage_GovernmentalUnits_MosquitoAbatementDistricts_Polygons_20061231.shp	DuPage Co. Mosquito Districts	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF MOSQUITO ABATEMENT DISTRICTS
IL_County_DuPage_GovernmentalUnits_SurfaceWaterDistricts_Polygons_20061231.shp	DuPage Co. Surface Water Dist. Bndy.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF SURFACE WATER DISTRICT BOUNDARIES WITHIN DUPAGE COUNTY
IL_County_DuPage_Cadastral_DuPageCountyForestPreserves_Polygons_20061231.shp	DuPage County Forest Preserves	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF ALL FOREST PRESERVES WITHIN DUPAGE COUNTY AND INCLUDES OWNERSHIP AND NAMES
IL_County_DuPage_Cadastral_DuPageCountyWetlands_199904.shp	DuPage County Wetlands	DUPAGE CO. GIS DEPT.	Shapefile	1999	UK			
Water Poly.shp	Lakes, Rivers, Ponds	ESRI / DPC	Shapefile	2006-2000	UK	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF ESRI WATER POLYGONS MERGED WITH DUPAGE COUNTY WATER POLYGONS
Wetlands.shp	NE Illinois Wetlands	NWI	Shapefile	2007	1:24,000	West: -89.000004 East: -86.999996 North: 42.500000 South: 41.499996	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF ALL WETLANDS WITHIN DUPAGE COUNTY ORIGINATING FROM MULTIPLE SOURCES NWI, DUPAGE COUNTY ENVIRONMENTAL CONCERNS, VENDORS, AND DUPAGE COUNTY FOREST PRESERVES
SOCIOECONOMIC								
Land_Use2.shp	Land use Categories	NIPC	Shapefile	1995	1:24000	West: -88.707318 East: -87.523862 North: 42.495748 South: 41.201538	GCS_North_American_1927	THIS DATA WAS REPROJECTED TO FIT PROJECT COORDINATES AND EXTENDS FOR THE SIX COUNTY AREA COOK, DUPAGE, LAKE, WILL, KANE, MCHENRY
Land_Cover.shp	Land Cover Categories	USDA/IDNR	Shapefile	1999-2000	1:24000	West: -88.781632 East: -87.379929 North: 42.167461 South: 41.454222	NAD_1983_UTM_Zone_16N	THIS DATA WAS REPROJECTED TO FIT PROJECT COORDINATES
gcemetry_Clip.shp	Cemetery Locations	ESRI	Shapefile	2000	1:100000	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA WAS CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
gblding_Clip.shp	U.S. Geographic Building Names	ESRI	Shapefile	2000	UK	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA WAS CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
ghospitl_Clip.shp	Hospital Locations	ESRI	Shapefile	2000	1:100000	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA WAS CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
gchurch_Clip.shp	Church Locations	ESRI	Shapefile	2000	1:100000	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA WAS CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
gschools_Clip.shp	School Locations	ESRI	Shapefile	2000	1:100000	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA WAS CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
tracks.shp	Census Tract Boundaries	U.S. Census Bureau	Shapefile	2000	1:100000	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF THE U.S. CENSUS TRACKS FOR THE 2000 CENSUS AND WAS CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
blk_groups.shp	Census Block Boundaries	U.S. Census Bureau	Shapefile	2000	1:100000	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF THE U.S. CENSUS BLOCK GROUPS FOR THE 2000 CENSUS AND WAS CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
golf_courses_region.shp	Study Aera Golf Courses	Project Team	Shapefile	2007	UK	West: -88.235636 East: -87.680279 North: 42.115745 South: 41.827548	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF ALL GOLF COURSES WITHIN THE STUDY AREA CREATED BY THE STUDY TEAM
Archaeological High Probaility.shp	Location of Archaeological High Probaility	IL State Museum	Shapefile	1994	UK			IN DEVELOPMENT
Entered In NR.shp	Site Entered into the National Regester of Historic Homes	IHPA/HAARGIS	Shapefile	2008	UK			
Historic Cemetary.shp	Historic Cemetaries	ITARP	Shapefile	2008	UK			
Undetermined NR.shp	Sites Undetermined Historic Homes	IHPA/HAARGIS	Shapefile	2009	UK			
Mound Sites.shp	Historic Mound Sites	ITARP	Shapefile	2008	UK			
May2009_NoiseZones.shp	Noise-Sensitive Receptor Areas	Project Team	Shapefile	2009	UK	Left: 1038619.941 Right: 1102403.856 Top: 1956389.519 Bottom: 1919022.147	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF AREAS IN WHICH THERE IS POTENTIAL FOR NOISE. THIS DATA INCLUDES PARKS< RESIDENTIAL STRUCTURES, CHURCHES, SCHOOLS, AND HOSPITALS
Buildings.shp	Building Footprints in Study Area	Project Team	Shapefile	2007	UK	Left: 1064173.309443 Right: 1110409.593000 Top: 1951626.075000 Bottom: 1911018.252461	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF BUILDING FOOT PRINTS ALONG THE THORNDALE ROW AND WAS UPDATED TO 2006 AERIAL PHOTOGRAPHY
IL_County_DuPage_GovernmentalUnits_CommunityCollegeDistricts_Polygons_20061231.shp	DuPage Co Community College Bndy.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF COMMUNITY COLLEGE DISTRICT BOUNDARIES WITHIN DUPAGE COUNTY
IL_County_DuPage_GovernmentalUnits_FireProtectionDistricts_Polygons_20061231.shp	DuPage County Fire Protection Dist.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY FIRE PROTECTION DISTRICT BOUNDARIES
IL_County_DuPage_GovernmentalUnits_SanitaryDistricts_Polygons_20061231.shp	DuPage Co. Sanitary Dist. Boundary	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF SANITARY DISTRICTS WITHIN DUPAGE COUNTY
IL_County_DuPage_GovernmentalUnits_SpecialPoliceDistricts_Polygons_20061231.shp	DuPage Co. Special Police Dist. Bndy.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF SPECIAL POLICE DISTRICT BOUNDARIES
IL_County_DuPage_GovernmentalUnits_SpecialServiceDistricts_Polygons_20061231.shp	DuPage Co. Special Service Dist. Bndy.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF SPECIAL SERVICE DISTRICT BOUNDARIES WITHIN DUPAGE COUNTY
IL_County_DuPage_GovernmentalUnits_UnitSchoolDistricts_Polygons_20061231.shp	DuPage Co. Unit School Dist.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF UNIT SCHOOL DISTRICT BOUNDARIES WITHIN DUPAGE COUNTY
IL_County_DuPage_GovernmentalUnits_GradeSchoolDistricts_Polygons_20061231.shp	DuPage County Grade School Dist.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY GRADE SCHOOL DISTRICT BOUNDARIES AND NUMBERS
IL_County_DuPage_GovernmentalUnits_HighSchoolDistricts_Polygons_20061231.shp	DuPage County High School Dist.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY HIGH SCHOOL DISTRICT BOUNDARIES AND NUMBERS
IL_County_DuPage_GovernmentalUnits_LibraryDistricts_Polygons_20061231.shp	DuPage Co. Library Districts	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY LIBRARY DISTRICT BOUNDARIES
IL_County_DuPage_Structures_BuildingFootprints_Polygons_200610.shp	Addison Township Building Footprints	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.127380 East: -87.919625 North: 41.994445 South: 41.862054	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF ALL BUILDING FOOTPRINTS WITHIN ADDISON TOWNSHIP DERIVED FROM 2006 AERIALS
IL_County_DuPage_Cadastral_GolfCoursesParks_Polygons_20061231.shp	DuPage Co Golf Courses/Parks	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF ALL GOLF COURSES WITHIN DUPAGE COUNTY AND INCLUDES NAME AND OWNERSHIP

FILE NAME	DESCRIPTION	SOURCE	FILE TYPE	DATE	REF SCALE	COORDINATES	PROJECTION	GENERAL COMMENTS
TRANSPORTATION								
intrstat_Clip.shp	Interstate Highways	ESRI	Shapefile	2000	1:250000	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF ALL INTERSTATES CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
mjrrds_Clip.shp	Major Roads	ESRI	Shapefile	2000	1:100000	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF ALL MAJOR ROADS CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
streets_Clip.shp	Minor Roads and Streets	ESRI	Shapefile	2000	1:50000	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF ALL STREETS CLASSIFIED BY CLASS CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
TRAILS_arc_polyline.shp	Bike Trails	NIPC	Shapefile	1997	1:24000	West: -88.707362 East: -87.523862 North: 42.499960 South: 41.202952	Lat Long for MAPINFO type 0 Datum	THIS DATA CONSISTS OF LOCATIONS OF EXISTING AND PROPOSED TRAILS AND GREENWAYS IN THE SIX COUNTY AREA AND ARE BASED ON THE USGS QUADS
dupage_fpd_trails_polyline.shp	Forest Preserve Trails	DUPAGE CO	Shapefile	2002	SUB METER	West: -88.266482 East: -87.926886 North: 41.987301 South: 41.687100	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF ALL TRAILS IN AND OUT OF DUPAGE COUNTY FOREST PRESERVE DISTRICT BOUNDARIES
CBBEL Trails.shp	Existing &Proposed Regional Trails	DPC/IDNR	Shapefile	2009	UK			
iltrails_ILDNR_polyline.shp	Bike Trails	ILDNR	Shapefile	2007	UK	West: -91.376142 East: -87.524602 North: 42.504802 South: 36.981873	Lat Long for MAPINFO type 0 Datum	THIS DATA CONSISTS OF LOCATIONS OF BIKE AND WALKING PATHS THROUGHOUT ILLINOIS WWW.GREENMAPPING.ORG
cta_arc.shp	CTA Train Lines	NIPC	Shapefile	1995	1:24000	West: -87.905035 East: -87.587270 North: 42.074510 South: 41.713144	NAD_1927_StatePlane_Illinois_East_FIPS_1201	THIS DATA WAS REPROJECTED TO FIT PROJECT COORDINATES AND INCLUDED ALL CTA TRAIN LINES FOR THE CHICAGOLAND AREA
cta_node.shp	CTA Train Stations	NIPC	Shapefile	1995	1:24000	West: -87.905035 East: -87.587270 North: 42.074510 South: 41.713144	NAD_1927_StatePlane_Illinois_East_FIPS_1201	THIS DATA WAS REPROJECTED TO FIT PROJECT COORDINATES AND INCLUDES ALL THE CTA STOPS FOR THE CHICAGOLAND AREA
metra_rail_lines.shp	Metra Train Rail Lines	RTA	Shapefile	2007	UK	West: -88.617303 East: -86.280793 North: 42.587399 South: 41.401307	NAD_1927_StatePlane_Illinois_East_FIPS_1201	THIS DATA WAS PROVIDED BY VLECIDES-SCHROESDER ASSOCIATES
metra_stations.shp	Metra Train Stations	RTA	Shapefile	2007	UK	West: -88.617960 East: -87.530909 North: 42.586411 South: 41.416255	NAD_1927_StatePlane_Illinois_East_FIPS_1201	THIS DATA WAS PROVIDED BY VLECIDES-SCHROESDER ASSOCIATES
rail100k_Clip.shp	Freight Rail lines and Railways	ESRI	Shapefile	2000	1:50000	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF ALL RAIL LINES CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT. RAIL YARD DATA PROVIDED BY VLECIDES-SCHROEDER ASSOCIATES
pace_routes.shp	PACE Routes in Study Area	PACE	Shapefile	2007	UK	West: -88.223680 East: -87.683655 North: 42.146330 South: 41.778742	GCS_North_American_1983	
IL_County_DuPage_Transportation_RailroadTracksetCenterlines_Lines_200610.shp	DuPage County Railroad Lines	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF ALL RAILROADS WITHIN DUPAGE COUNTY AND INCLUDES OWNERSHIP
IL_County_DuPage_Transportation_RoadNetwork_Lines_20061231.shp	Addison Township Roads Centerlines	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.127380 East: -87.919625 North: 41.994445 South: 41.862054	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF ALL ROADS WITHIN ADDISON TOWNSHIP AND INCLUDES NAMES, CLASS, JURISDICTION, PUBLIC OR PRIVATE CLASSIFICATION.
IL_County_DuPage_Transportation_RoadPavementEdges_Lines_1991.shp	Addison Township Edge of Pavement	DUPAGE CO. GIS DEPT.	Shapefile	1991	1:1,200	West: -88.127380 East: -87.919625 North: 41.994445 South: 41.862054	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSISTS OF ALL EDGE OF PAVEMENT LINES INCLUDING DRIVEWAYS AND PARKING LOTS.
IDOT Bike Routes.shp	IDOT Roadway Bike Routes	IDOT	Shapefile	2007	UK	West: -88.065199 East: -81.227125 North: 42.174049 South: 41.557661	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA WAS DIGITIZED FROM THE IDOT BIKE ROUT MAP AND HAS SUITABILITY CLASSES
UTILITIES								
Utilities.shp	Natural Gas, Transmission & Hazardous Material Lines	USGS	Shapefile	2004	1:24000	West: -88.947649 East: -87.511690 North: 42.494685 South: 41.199757	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA WAS DIGITIZED FROM MULTIPLE SOURCES, NATIONAL PIPELINE MAPPING SYSTEM AERIAL PHOTO, USGS QUAD MAPS. AND ROCKFORD PLAT MAPS
Com Ed_091407.shp	ComEd Transmission Boxes	USGS	Shapefile	2004	1:24000	West: -88.652936 East: -87.533900 North: 42.453984 South: 41.393195	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA WAS DIGITIZED FROM MULTIPLE SOURCES, NATIONAL PIPELINE MAPPING SYSTEM AERIAL PHOTO, USGS QUAD MAPS. AND ROCKFORD PLAT MAPS
Utilities.shp	JAWA Lines	MWRD	Shapefile	2008	UK			
Treatment Plants-Reservoir.shp	MWRD Treatment Plants/Res	Project Team	Shapefile	2007	UK	West: -87.940258 East: -87.930485 North: 42.022679 South: 42.019140	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSITST OF MWRD METROPOLITAN WATER RECLOMATION DISTRICT LINES WITHIN THE EOWB STUDY AREA. THIS WAS DIGITIZED FROM A MWRD MAP.
Deep Tunnel.shp	MWRD Facilities Lines	Project Team	Shapefile	2007	UK	West: -87.959267 East: -87.824485 North: 42.066364 South: 41.836242	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	THIS DATA CONSITST OF MWRD METROPOLITAN WATER RECLOMATION DISTRICT LINES WITHIN THE EOWB STUDY AREA. THIS WAS DIGITISED FROM A MWRD MAP.
AIRPORT								
current_ohare_apt.shp	O'Hare Current Runways and Taxiways	City of Chicago	Shapefile	UK	UK	West: -87.934392 East: -87.879202 North: 42.003172 South: 41.952827	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	
current_airport_prop.shp	O'Hare Current Airport Property Line	City of Chicago	Shapefile	UK	UK	West: -87.940911 East: -87.870885 North: 42.011999 South: 41.950464	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	
omp_acquisition_area.shp	OMP Acquisition Areas	City of Chicago	Shapefile	UK	UK	West: 1091342.26000 East: 1098045.46750 North: 1945789.0322 South: 1925348.6379	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	
chicago_res_data.shp	SW Rail and Roads at ORD	City of Chicago	AutoCAD	2003	UK	West: -88.018798 East: -87.693689 North: 42.045615 South: 41.748228	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	
omp_ofa_areas.shp	Future Object Free Areas	City of Chicago	Shapefile	2003	UK	West: -87.935492 East: -87.875971 North: 42.004072 South: 41.950450	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	
omp_bra_areas.shp	Future Building Restriction Areas	City of Chicago	Shapefile	2003	UK	West: -87.935704 East: -87.873041 North: 42.004630 South: 41.950438	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	

FILE NAME	DESCRIPTION	SOURCE	FILE TYPE	DATE	REF SCALE	COORDINATES	PROJECTION	GENERAL COMMENTS
omp_rpz_areas.shp	Future Runway Protection Zones	City of Chicago	Shapefile	2003	UK	West: 1090769.56766 East: 1110036.86172 North: 1944808.8869 South: 1923273.4782	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	
rpz_ofa_brl_areas.shp	All Future Restriction Zones in one	City of Chicago	Shapefile	2003	UK	West: -87.941777 East: -87.870526 North: 42.005420 South: 41.946060	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	
omp_fullbuild_65dnl.shp	OMP Full Build Noise Contour (65 DNL)	City of Chicago	Shapefile	2003	UK	West: -87.992722 East: -87.798906 North: 42.004792 South: 41.937167	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	
omp_terminals.shp	Locations of Future Terminals	City of Chicago	Shapefile	2003	UK	West: -87.935842 East: -87.881660 North: 41.981958 South: 41.972767	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	
future_creek1.shp	Future Creek Location	UK	Shapefile	2003	UK	West: -87.929732 East: -87.895118 North: 42.006630 South: 41.996696	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	
Bensenville_ditch.shp	Bensenville Ditch Location	UK	Shapefile	2003	UK	West: -87.939938 East: -87.912814 North: 41.961896 South: 41.955279	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	
future_creek2.shp	Future Creek Location	UK	Shapefile	2003	UK	West: -87.939047 East: -87.875673 North: 42.012065 South: 41.958141	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	
future_detention_basins.shp	Future Detention Basins	FEMA	Shapefile	2007	UK	West: -87.921576 East: -87.880014 North: 41.997443 South: 41.952278	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	
future_airport_prop	Future Property Line	City of Chicago	Shapefile	2003	UK	West: 1090978.18557 East: 1109953.51898 North: 1947210.8940 South: 1924889.2290	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	
ord_outer_markers.shp	Current Outer Marker Locations at O'Hare	City of Chicago	Shapefile	UK	UK	West: -88.027500 East: -87.789167 North: 42.069167 South: 41.894722	GCS_North_American_1983	
sw_cargo_buildings.shp	Future SW Cargo Buildings	City of Chicago	Shapefile	2003	UK	West: -87.928523 East: -87.905273 North: 41.964161 South: 41.959629	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	
omp_buildout_runways.shp	Future OMP Runways	City of Chicago	Shapefile	2003	UK	West: 1093473.48787 East: 1107655.95897 North: 1943995.9716 South: 1925831.5565	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet	

Appendix B

Methodology Paper

APPENDIX B

Methodology

The Elgin O'Hare–West Bypass (EO-WB) study is being conducted pursuant to the National Environmental Policy Act (NEPA) regulations issued by the Council of Environmental Quality (CEQ), 40 Code of Federal Regulations (CFR) Part 1502.20, and FHWA 23 CFR Part 771.111. In accordance with 23 CFR Part 771.111, Federal Highway Administration (FHWA) and Illinois Department of Transportation (IDOT) agreed to conduct the EO-WB planning process in two parts, or tiers. The level of detail and the timeframes associated with this project must meet NEPA requirements for the two-step tiered process. This process allows a systems-level study that includes a macro level engineering and environmental analysis to be performed under Tier One, with traditional level of detail studies conducted as part of Tier Two project development.

Tier One will result in recommended multimodal transportation system alternative(s) at a conceptual level of detail. Tier Two studies will then be undertaken for individual parts of the Tier One system plan that have independent and operational utility. This appendix outlines the methods used for the Tier One resource analyses.

Environmental Studies

Each of the customary resource issues pertaining to transportation system improvement projects were evaluated for existing conditions and potential impacts from the implementation of the build alternative(s). This appendix focuses on the following resource areas:

- Socioeconomics;
- Environmental justice;
- Water resources/Water quality;
- Wetlands;
- Floodplains;
- Biological resources;
- Threatened and endangered species;
- Public use lands - Section 4(f)/Section 6(f)/106 Considerations;
- Air quality;
- Noise;
- Special waste;
- Cumulative and secondary impacts; and

- Mitigation plans.

Intensive field investigations were not performed for the resource studies. Instead, the entire Tier One study consisted of an evaluation of effects on environmental and social resources in the study areas based on available resources and general field reconnaissance. The extent of field reconnaissance was guided by the configuration of the roadway and transit strategies. These strategies share parts or all of the following corridors, and the field reconnaissance was limited to these corridors:

- IL 83;
- York Road/Elmhurst Road;
- Thorndale Avenue/Elgin O'Hare Expressway; and
- O'Hare West Bypass.

A Geographic Information System (GIS) database served as the key tool for estimating and comparing potential impact quantities for alternative strategies. Build alternative footprints were used to evaluate the potential impact area under the Tier One Environmental Impact Statement (EIS). The environmental resources were plotted in GIS and their presence within the build alternative footprints was evaluated as a potential direct impact. Indirect impacts to resources outside the footprint were evaluated based on the resource and the proximity to the footprint, on a case-by-case basis. The methods of analysis for each resource area are detailed below.

Socioeconomics

Demographics

U.S. Census demographic information was collected at the state, county, and individual community level; as well as for census block and census block groups adjacent to the proposed improvements. The most current census data was used including 2000 data and special census data.

The 2030 population, household, and employment forecasts were obtained from the Chicago Metropolitan Agency for Planning (CMAP). County and community forecasts endorsed by CMAP on September 27, 2008 were also used.

In addition, CMAP generated socioeconomic forecasts for the 2030 RTP and 2030 Baseline for the EO-WB Study Area, which served as the starting points for the build alternatives forecast development. Using the CMAP forecasts, specific forecasts were developed for each of the build alternatives. This involved redistribution of population, households, and employment to traffic analysis zones (TAZ's) within the project. The final build alternatives socioeconomic forecasts represented a change/increase in population, household, and employment that was confined to the study area and purely based on project specific conditions. These forecasts did not alter the conformed 2030 CMAP RTP regional totals and socioeconomic relationships that are established by CMAP for the regional planning process. A more detailed explanation is provided in the memos titled "Elgin O'Hare – West Bypass Finalist Build Alternatives 2030 Socio-Economic Data Forecasts: Estimation and

Distribution Methodology," dated April 2009 and "EO-WB Project - 2030 Baseline (No-Build) Socio-Economic Data Assessment – Meeting Minutes," dated January 22, 2008.

Displacements

To determine building displacements, all building footprints were digitized within and near the proposed alignments based upon aerial photography. From there, all structures were field verified; and ancillary structures (e.g., garages or sheds) were identified. Boundaries were then refined within the GIS system, as necessary. As part of the field review, specific businesses were identified within each commercial building so that the number of businesses and employees impacted could be calculated. This was continually refined through the alignment development and screening process.

The GIS database and professional interpretation of data was used to estimate potential impacts that the roadway and transit strategies could have on property, structures, and employees.

Economic Characteristics

To assess economic impacts resulting from construction of the project, an input-output/social accounting matrices (IO/SAM) model[1] known as IMPLAN PRO[2] was utilized. The model assessed total economic impacts, which consisted of direct, indirect, and induced (secondary) effects resulting from project construction. The model generated numerical multipliers that estimated indirect and induced effects—both for the project as well as for cumulative impacts resulting from other reasonably foreseeable projects.

The IMPLAN model output was also used to estimate the economic impact to the region from displaced businesses and employees. The economic impacts of the employee displacements included the loss of earned wages, further employment loss in the region, and loss of added value[3] to the affected industry. The analysis reflected a "worst case" scenario, in that, it assumed that none of the businesses and their employees would relocate in the region.

Community and Land Use Impacts

This consisted of the collection and review of the official planning/land use documents and land use/zoning maps from each of the core communities, the counties, and CMAP. Each entities' policies (as articulated in their various official documents), land use, and zoning maps were also reviewed to ascertain whether an expanded Elgin O'Hare Expressway or O'Hare West Bypass were incorporated into their plans, and/or compatible with their plans.

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[1] The IO/SAM model is an accounting framework that traces spending and consumption among various economic sectors, including businesses, households, government, and "foreign" economies in the form of exports and imports.

[2] IMPLAN is a modeling system originally developed by the U.S. Forestry Service in the late 1970s. Today, the Minnesota IMPLAN Group (MIG Inc.) owns the copyright and distributes data and software. It is probably the most widely used economic impact model in existence. IMPLAN comes with databases containing the most recently available economic data from a variety of sources.

[3] Added value is the net measure of the economic contribution of an industry to the regional economy less the intermediate goods and services used.

Environmental Justice

U.S. Census 2000 data was used to evaluate the potential for disproportionate effects in areas containing low income or minority residents. For the finalist alternatives, the influence area was defined by the census tract blocks or block groups bordering the proposed improvements. Block group data was used to analyze economic (income) characteristics and block data to analyze racial characteristics. It compared them to county as well as state statistics. In areas where there appeared to be disproportionate impacts, we reviewed aerial photography and displacement details, to ascertain whether environmental justice impacts would occur.

Water Resources/Water Quality

Using existing information, an overview of surface water, water quality, aquifer systems/groundwater, groundwater supply wells, and aquatic life within the study area was prepared. The potential effects on these resources were reliant on published research and available data. No water quality testing or modeling was performed. Watersheds and surface water resources proximate to the roadway and transit strategies were defined and described, including land uses within the watershed, approximate drainage area, length of stream segments, flow characteristics of identified streams, flood control projects and designated uses of streams.

ESRI (GIS software) data was used to identify mapped water resources (e.g., rivers, creeks, and lakes) within the study area. The ESRI data was supplemented with information provided by Cook and DuPage Counties and through available resources such as DuPage County Wetland Inventory (DCWI), Hydrologic Atlases, U.S. Geological Survey Quadrangle Maps, and Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) and Flood Insurance Studies (FIS).

Based on available mapping, approximate water resource boundaries were added to the GIS database along with recent aerial photography. The data was plotted to identify potential water resources in the study area. Mapped water resources proximate to the proposed EO-WB alternatives were field verified. Field reconnaissance was completed during June, July, and October 2008 and May 2009[4] to generally confirm water resource boundaries previously identified on the maps, as well as to identify other water resources.[5] Field reconnaissance focused on water resources located near the proposed EO-WB improvements.[6]

Based on the results of the field reconnaissance and review of available aerial photography, water resource locations and boundaries were refined within the GIS system, as necessary. Surface water boundaries are approximate. Open water stormwater management facilities were also inventoried as part of this study due to their potentially jurisdictional nature. On

[4] Data refinement, including occasional field visits, was completed between October 2008 and May 2009, as necessary.

[5] Identified based on the "ordinary high water mark" - a line established by fluctuations of water, which can be indicated by physical characteristics such as: a scour line, shelving, changes in the character of soil, destruction of terrestrial vegetation, or the presence of litter and debris.

[6] The O'Hare Modernization Program (OMP) obtained a Section 404 permit from the USACE in December 2005. A jurisdictional determination was completed as part of the OMP. This study relied on OMP data to identify surface waters within OMP limits.

an individual basis, the open water stormwater management facilities may be determined to be exempt from federal regulation following a review of soils data, site records, and/or coordination with the U.S. Army Corps of Engineers (USACE).

Surface waters and stormwater basins that were identified included a predominance of open water at the time of the preliminary field reconnaissance. Open water areas may include wetland fringe vegetation along the perimeter. The dominant cover type was used for descriptive purposes in this study. More detailed analysis will be completed during the Tier Two environmental studies.

Field reconnaissance at potential stream crossings was also completed and used to provide general notations regarding stream conditions/streambank erosion, riparian corridors, potential wildlife/in-stream habitat, and mussel shells (if any) on the streambanks. Field reconnaissance was completed during August and September 2008 and January and May 2009. Aquatic sampling/field surveys were not conducted as part of the study; instead, national, state, and county databases were searched for information. Data was refined through coordination with resource agencies as necessary. More detailed analysis will be completed during the Tier Two environmental studies.

The GIS database and professional interpretation of available data was used to estimate potential impacts that the roadway and transit strategies could have on water resources and water quality, emphasizing potential impacts at stream crossings or other project effects on surface waters.

Wetlands

The 1987 Corps of Engineers' Wetland Delineation Manual identifies three essential characteristics of a jurisdictional wetland: hydrophytic vegetation, hydric soils, and wetland hydrology.[7] Routine wetland delineations in accordance with the 1987 wetland delineation manual were not performed for the EO-WB Tier One study. Instead, published wetland data sources and preliminary field reconnaissance were used to locate potential wetland areas.

The DCWI was used to identify mapped wetlands in DuPage County. In general, it is considered more locally accurate than the National Wetlands Inventory (NWI). Because the DCWI does not include Cook County information, the NWI was used for Cook County.[8] Wetland data from the OMP was used for parts of the study area that overlapped with the OMP project limits.[9]

Based on the wetland mapping, approximate wetland boundaries were added to the GIS database along with recent aerial photography. The data was plotted to identify potential wetlands in the study area and proximate to the EO-WB alternatives. Mapped wetlands potentially affected by roadway and transit strategies were field verified. Field

[7] The Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region, (September 2008) provides additional guidance regarding completion of wetland delineations in most of Illinois.

[8] The Natural Resources Conservation Service (NRCS) Wetland Maps were not used for this study. The NRCS Wetland Maps will be used as a reference during the Tier Two environmental studies.

[9] OMP obtained a Section 404 permit from the USACE in December 2005. As authorized by that permit, onsite wetlands are in the process of being filled and these wetland acreages are likely to decrease; as such, the wetlands within OMP limits were kept separate in the data.

reconnaissance was completed during June, July, and October 2008 and May 2009[10] to generally confirm wetland boundaries previously identified on the maps, as well as to identify other wetlands and waters of the United States. The preliminary field reconnaissance focused on wetlands near the proposed EO-WB improvements.[11] Based on the results of the preliminary field reconnaissance and review of available aerial photography, wetland locations and boundaries were refined within the GIS system, as necessary.

During the preliminary field reconnaissance, dominant wetland plant species were identified, and general notes pertaining to wetland functions and values were recorded. Based on the preliminary field observations, the general quality of the identified wetlands was established. Detailed plant inventories were not completed, and a Floristic Quality Index and native mean C-value were not calculated.[12] Preliminary quality determinations are subject to change pending additional data collection completed during the Tier Two environmental studies. Additionally, function and value evaluation was also aided by the use of DuPage County interpretation of "critical" or "regulatory" designated wetlands and whether threatened/endangered species were mapped as potentially present at the wetland.

Approximate wetland areas were identified based on a general assessment of a dominance of hydrophytic vegetation. Some wetlands include more than one community type or contained areas of open water. The dominant community type was used for descriptive purposes in this study. In general, roadside/railroad[13] stormwater conveyance ditches, in-channel wetland in predominantly unvegetated linear water bodies, and fringe wetlands at the perimeter of open water areas were not inventoried as wetlands during the preliminary field review. Some roadside/railroad ditches and in-channel/perimeter wetland areas may be considered federal and/or state jurisdictional wetlands following more detailed wetland studies and regulatory review. Wetland bottom stormwater management facilities were inventoried as part of this study due to their possible jurisdictional nature; however, some may be found to be exempt from state or federal regulation following a site specific review of soils data, site records, and/or coordination with the USACE and/or the Illinois Department of Natural Resources (IDNR).

Based on preliminary data collection, an estimate regarding jurisdictional status was provided. Jurisdictional status is based on preliminary assessment and is subject to change pending more detailed studies to be completed as part of the Tier Two environmental studies and following a USACE jurisdictional determination.

Based on available data, existing wetland mitigation sites located proximate to the build alternatives were also added to the GIS database. Examples of wetland mitigation sites included areas within the Elgin O'Hare Expressway right-of-way, Wood Dale/Itasca Reservoir, and Redmond Reservoir. Mitigation sites within OMP limits were categorized as "OMP Wetlands." Mitigation sites may not meet all three wetland parameters (i.e.,

[10] Limited data collection was completed outside of the 2008 growing season. Wetlands located within the proposed alternative footprints were re-visited in May 2009.

[11] A farmed wetland determination using the procedures followed by the NRCS was not completed for agricultural areas.

[12] Swink, F. A., and G. Wilhelm. 1994. *Plants of the Chicago Region.* 4th edition. Indianapolis: Indiana Academy of Science: Indianapolis, IN.

[13] Access to railroad property was limited.

vegetation, soils, and hydrology). Known mitigation sites proximate to the proposed EO-WB alternative footprints were assumed to be USACE jurisdictional and higher quality.

The approximate size of each identified wetland and the percentage located within the build alternative footprints were calculated. The wetland database was used to compare wetland impacts across the roadway and transit alternatives. Potential direct wetland impacts were determined by calculating the approximate wetland acreage located within the footprint of each build alternative using GIS photographic interpretation. Wetlands not directly impacted by the footprint were not counted as affected. Based upon coordination, the USACE, U.S. Fish and Wildlife Service (USFWS), and U.S. Environmental Protection Agency (USEPA) concurred with the Tier One wetland methodology, wherein the level of detail and field verification was sufficient to support reasonably representative levels of impact for this type of study.[14] The agencies concurred that only direct wetland impacts need be calculated as part of the Tier One study. Indirect wetland impacts need not be quantified at this time, but will be assessed individually during Tier Two environmental studies.

A comprehensive wetland delineation and assessment will be completed in Tier Two environmental studies for the preferred alternative(s) to determine exact wetland sizes and locations with respect to the proposed limits of the EO-WB improvements. The assessment would provide a qualitative analysis of wetland functions and values, including floristic composition and wildlife habitat presence.

Floodplains

Based on available data, FEMA mapped floodplains were identified and included as a GIS layer.[15] Potential effects to drainage patterns and encroachments in floodplains and floodways were identified with an emphasis on identifying longitudinal and transverse floodplain encroachments.

Potential floodplain encroachments were identified by overlaying proposed roadway locations onto FEMA FIRMs. Proposed roadways were separated by county (Cook or DuPage) and compensatory storage requirements (due to fill in floodplains) were analyzed in accordance with the respective local stormwater management ordinance since they are more strenuous or demanding than IDNR requirements. Because of the absence of a proposed roadway profile, all floodplains were assumed to be affected to the 100-year flood elevation. The width of encroachment area was based on proposed roadway width (roadway footprint) from proposed typical cross sections. Shoulder-to-shoulder roadway widths were used to determine the amount of fill in the floodplain or floodway. Methodology will be redefined during the Tier Two environmental studies, when proposed profiles and templated cross sections are available. Impacted floodplain and floodway areas were calculated using GIS software and overlaying proposed roadways onto the FIRMs.

[14] Resource Agency field visit on November 12, 2008.

[15] Floodplain refinement was completed based on additional available studies, as necessary.

Biological Resources

For the purposes of this study, biological resources refer to vegetation/land cover and wildlife resources. Available data was used to characterize vegetation, land cover, and upland habitat within the study area. The methodology used to describe aquatic resources, such as surface waters and wetlands, was previously discussed. The primary database used for land cover within the study area was the Land Cover of Illinois 1999 – 2000, which is the result of the Illinois Interagency Landscape Classification Project (IILCP).[16] This data was used to identify mapped habitat types (forests, prairie, and urban open space), urban/built up land, and agricultural land within the EO-WB study area (if any). Based on available mapping, approximate land cover types were added to the GIS database along with recent aerial photography. The data was plotted to identify potential upland habitat types and agricultural land in the study area. Mapped habitat types and agricultural land proximate to the proposed EO-WB alternatives were field verified.

Field reconnaissance was completed during August and December 2008 and June 2009 to generally confirm previously mapped land cover types, as well as to identify other potential habitat. Field reconnaissance focused on land cover near the proposed EO-WB improvements. Field reconnaissance was completed to provide preliminary information on vegetative cover types and a general description of the quality of the areas, including identification of woodlands, tallgrass prairie, and old fields. Wildlife identified during the field reconnaissance was also noted. A wildlife survey was not conducted as part of the study; instead, national, state, and county databases and/or resource agencies were contacted to obtain wildlife information.

The GIS database and professional interpretation of available data were used to estimate potential impacts that the EO-WB roadway and transit strategies could have on identified habitat areas and on mammals, birds, reptiles, amphibians, and invasive species.

Threatened and Endangered Species

Threatened and endangered (T&E) species information was obtained from USFWS, IDNR, and other resource agencies and/or available sources (see Section 5, Coordination, of this Draft EIS). Based on existing data, a general summary of available T&E species information was provided for the EO-WB study area. Electronic shape files of potential T&E species sites obtained through the coordination process were used for the GIS database. General locations were identified and boundaries included as a GIS layer.

For Tier One of the study, no detailed consultation under Section 7 of the Endangered Species Act or the Illinois Endangered Species Protection Act was completed; but the potential need for consultation and potential impacts to T&E species sites was identified. The accuracy of available data does not allow a conclusive determination of specific impact to the state- and federal-listed species. As part of Tier Two, additional studies will be conducted to determine potential presence and potential impacts to T&E species. Under Tier

[16] IILCP includes the following agencies: USDA National Agricultural Statistics Service, Illinois Department of Agriculture, and IDNR.

Two, future work associated with the build alternative(s) will include detailed T&E species field surveys (if necessary) and the required consultation with IDNR and USFWS.

Public Use Lands – Sections 4(f)/6(f)/106 Considerations

To identify publicly-owned recreational properties, publicly owned natural areas, and potential historically significant properties that may qualify as 4(f), available published data was reviewed including public entities' internet web sites or documents (community, county, and state agencies), USGS quadrangle mapping, and aerial photography. Sites were then verified in the field. Properties purchased or developed using Land and Water Conservation (LAWCON) funds or Open Space Land Acquisition and Development (OSLAD) grant program funds that are located within or immediately adjacent to the roadway and transit strategy corridors were also identified by reviewing available data to determine if any properties qualified as Section 6(f) or OSLAD-assisted lands. The property boundaries of identified potential 4(f), 6(f), and OSLAD-assisted resources were then digitized in the GIS database relative to each alternative.

Identified properties were assessed for their ownership and use (size, type of use, level of development, habitat quality, etc.). The identified properties went through a determination step as to whether FHWA would consider them as Section 4(f) properties. For purposes of Section 4(f), historical significance was based on whether a historic site was included on or eligible for, the National Register of Historic Places (NRHP).

Air Quality

Neither IDOT's computer screening model *Illinois Carbon Monoxide Screen for Intersection Modeling* (COSIM), which is used to estimate worst-case carbon monoxide concentrations for proposed roadway projects affecting signalized intersections with a sensitive receptor within 1,000 feet of the intersection, nor the *Hot Spot Analysis,* which is used to estimate the future localized PM concentrations and assess potential standard violations, were performed at this stage (Tier One) of the study. These analyses have been reserved for Tier Two documents when more specificity is available.

This Tier One Draft EIS included a basic Mobile Source Air Toxic (MSAT) analysis of the likely emission impacts of this project. Available technical tools did not enable us to readily predict the project-specific health impacts of the emission changes associated with the alternatives. Due to these limitations, a discussion of MSATs was included in accordance with CEQ regulations (40 CFR 1502.22(b)) regarding incomplete or unavailable information. The need for a quantitative analysis will be evaluated during subsequent environmental studies.

Noise

Noise modeling to determine existing and design-year dBA at noise-sensitive receivers was not undertaken. Similarly, noise abatement analysis to identify techniques to mitigate noise impacts was not undertaken during the Tier One analysis.

Residential areas that could approach or exceed the Noise Abatement Criteria (NAC) were identified using available information on the property types along the corridor. Sensitive non-residential noise receptors within 500 feet of the proposed improvements, such as churches, schools, or parks, were also identified. This was done using existing aerial base mapping to determine locations where the proposed improvements would result in potential impacts. These areas were then verified in the field.

Special Waste

Internet web sites were reviewed to determine potential hazardous waste locations. Follow-up with appropriate agencies was undertaken. The potential hazardous waste locations were mapped and referenced in GIS, for use throughout the study. A visual reconnaissance was also conducted of sites proximate to proposed improvements associated with the finalist alternatives. Based on engineering judgment, a broad-risk assessment was applied to each site associated with the finalist alternatives based on the type of sites encountered (i.e., high, medium, and low). These ratings were used to indicate properties with a high potential for contamination to those that have no indication of releases from suspected materials.

Cumulative and Secondary Impacts

Evaluating cumulative and secondary impacts stems from NEPA and the CEQ regulations for implementing NEPA (40 CFR 1500-1508). The cumulative and secondary impacts were prepared in compliance with CEQ's 11-step process. Other reasonably foreseeable actions in the study area were identified for which cumulative impacts were assessed. These impacts focused on several target resources that were mutually agreed upon by IDOT and FHWA and included: socioeconomics, wetlands, biological, and water quality resources. The analysis also included an assessment of indirect land use impacts, or induced development.

Mitigation Plans

Mitigation measures will be provided to compensate for acknowledged unavoidable impacts to resources that may be affected by the proposed EO-WB roadway and transit strategies. Mitigation proposals and concepts for resource losses or for managing short-term and long-term social effects were prepared. Detailed mitigation strategies will be developed during the Tier Two environmental studies.

The Tier One Draft EIS includes a description of conceptual mitigation plans. Measures that may be required and will be considered during the Tier Two environmental studies include, but are not limited to: erosion/sediment control, noise, air quality, floodplain, wetland, water quality, land use, and displacement mitigation. Types of mitigation measures will be identified to relocate or mitigate habitat impacts. IDOT's "no overall net loss of the State's existing wetland acres or their functional value" policy will be coordinated with relevant federal and state agencies during Tier Two.

Tier One was limited to screening the roadway and transit strategies and identifying what potential mitigation options are practical. The analysis included an assessment of

unavoidable adverse impacts. Best Management Practices (BMPs) that could be implemented to minimize impacts to the environment are discussed in the Tier One Draft EIS. Mitigation concepts are presented, but no specific mitigation commitments are made in the Tier One Draft EIS.

Appendix C

Correspondence

APPENDIX C

List of Letters

TABLE 1
List of Federal Agency Letters

Date of Letter	Author	Topic	Page Number
November 9, 2007	USDOT, FHWA	Cooperating and participating agency invitations	C_1-1
	Participating and Cooperating Agency	Summary table of responses	C-1-23
December 5, 2007	FEMA	Response to cooperating agency invitation	C_1-24
December 5, 2007	U.S. Department of Homeland Security, TSA	Response to cooperating agency invitation	C_1-25
December 5, 2007	U.S. Department of Interior	Response to participating agency invitation	C_1-26
February 5, 2008	U.S. Department of the Interior, USFWS	Potential federal-listed threatened and endangered species.	C_1-28
February 7, 2008	FEMA	Floodplain impacts	C_1-31
February 13, 2008	USDOT, FHWA	Participating agency invitations	C_1-33
	Participating Agency	Summary table of responses	C_1-55
March 6, 2008	USDOT, FTA	Scoping process and transit	C_1-56
April 10, 2008	U.S. Department of the Interior, USFWS	Indiana bat	C_1-58
December 15, 2008	CBBEL to USFWS	Threatened and endangered species	C_1-60
January 29, 2009	U.S. Department of the Interior, USFWS	Revised threatened and endangered species list	C_1-64
March 25, 2009	Honorable Peter Roskam, Member of Congress, 6th District	Support for South Connection Option D	C_1-66
May 22, 2009	CBBEL to USFWS	Eastern Massasauga (email)	C_1-68
May 22, 2009	USFWS	Eastern Massasauga (email)	C_1-69

TABLE 2
List of State Agency Letters

Date of Letter	Author	Description	Page Number
July 11, 2007	IDOT, Division of Highways	Village of Itasca Thorndale access point	C_2-1
October 30, 2007	IDNR	EcoCAT	C_2-2
November 9, 2007	IDOT, Division of Highways	Task force public involvement	C_2-7
November 14, 2007	IDOT, Division of Highways	Follow-up to task force public involvement request	C_2-16
November 14, 2007	IDOT, Division of Highways	Participating agency request	C_2-25
	Participating Agency	Summary table of responses	C_2-39
November 29, 2007	IEPA	NPDES permit requirement	C_2-42
November 30, 2007	IDNR	EcoCat	C_2-43
December 3, 2007	IDNR	EcoCat	C_2-48
January 10, 2008	IDOT, Division of Highways	Elk Grove Village 300 foot corridor	C_2-49
January 11, 2008	IDOT, Division of Highways	Threatened and endangered species	C_2-51
January 15, 2008	IDOT, Office of the Secretary	Village of Itasca western access to O'Hare Airport	C_2-55
January 31, 2008	IDOT, Division of Highways	GIS data	C_2-57
January 31, 2008	IDOT, Division of Highways	Inter-agency agreement	C_2-58
March 5, 2008	IDOT, Division of Highways	Elk Grove Village alternative evaluation	C_2-59
March 14, 2008	IDOT, Division of Highways	Tiered EIS	C_2-61
September 30, 2008	IDOT, Division of Highways	Alternative 501	C_2-63
October 17, 2008	IDOT, Division of Highways	Drainage information	C_2-65
December 1, 2008	IDOT, Division of Highways	Village of Bensenville Public Meeting Number Two	C_2-76
December 11, 2008	IDNR	License Agreement for data	C_2-80
January 6, 2009	IDOT, Division of Highways	Inter-agency letter	C_2-82
February 11, 2009	IDOT, Division of Highways	Village of Hanover Park 2030 traffic volume	C_2-83
February 12, 2009	IDOT, Division of Highways	OMP December 4, 2008 meeting	C_2-85
February 18, 2009	IDNR	Use of data	C_2-89
March 11, 2009	IDOT, Division of Highways	EO-WB context and scope	C_2-90
June 11, 2009	IDNR	EcoCat	C_2-94
June 15, 2009	IDNR	EcoCat	C_2-99

TABLE 2
List of State Agency Letters

Date of Letter	Author	Description	Page Number
July 20, 2009	Illinois Historic Preservation Agency	Cultural resource architectural concurrence	C_2-100

TABLE 3
List of Local Agency Letters

Date of Letter	Author	Description	Page Number
June 15, 2007	Village of Itasca	Thorndale access point	C_3-1
November 16, 2007	City of Chicago, OMP	UPRR and Irving Park Road	C_3-6
December 7, 2007	Village of Itasca	Western access point	C_3-8
December 14, 2007	Elk Grove Village	300 foot corridor	C_3-10
January 18, 2008	Elk Grove Village	Alternative evaluation	C_3-12
May 19, 2008	Village of Bensenville	Bensenville public hearing	C_3-14
August 18, 2008	Village of Schiller Park	Alternative analysis	C_3-16
September 18, 2008	MWRDGC	North and South Connection Options	C_3-18
December 11, 2008	Village of Hanover Park	2030 traffic impact	C_3-19
January 28, 2009	Bensenville Fire Protection District	Location of fire stations, hospitals, primary routes, etc.	C_3-21
March 2, 2009	Elk Grove Village	Existing Traffic Volume and 2030 Traffic Demand Data	C_3-24
March 6, 2009	Tasty Catering	Support of Alternative 203 and South Connection Option D	C_3-30
March 9, 2009	Elk Grove Rural Fire Protection District	Support of Alternative 203 and South Connection Option D	C_3-31
	Township High School District 214	Email to parents from superintendent providing information regarding EO-WB	C_3-32
March 10, 2009	ProLogis	Support of Alternative 203 and South Connection Option D	C_3-34
March 11, 2009	Village of Bensenville	Preference for South Connection Option D	C_3-35
March 11, 2009	Itasca Police Department	Support of Alternative 203	C_3-37
March 19, 2009	Elk Grove Village	Public outreach and roadway alternatives	C_3-38
March 20, 2009	Hamilton Partners	Comments on Public Information Meeting Number Three	C_3-48
March 23, 2009	Village of Bensenville	Comments on EO-WB study	C_3-51

TABLE 3
List of Local Agency Letters

Date of Letter	Author	Description	Page Number
March 25, 2009	Village of Itasca	Public Information Meeting Number Three Comments	C_3-80
March 27, 2009	Elk Grove Village	Resolution No. 19-09	C_3-82

TABLE 4
List of Miscellaneous Letters

Date of Letter	Author	Description	Page Number
January 31, 2008	CBBEL to Cook County Assessor's Office	Inter-agency agreement GIS data	C_4-1
November 19, 2008	CBBEL to DuPage County Department of Economic Development and Planning	FOIA request	C_4-10
December 11, 2008	CBBEL to FPDCC	Wildlife species list	C_4-11
January 23, 2009	CPRR	South Connection Options	C_4-12
February 9, 2009	UPRR	Memorandum of call discussing South Connection Options	C_4-16
April 6, 2009	UPRR	South Connection Option C (email)	C_4-17
May 22, 2009	CBBEL to IDOT	Environmental Survey Request	C_4-18
June 2, 2009	CBBEL to IDOT	Environmental Survey Request	C_4-20

Federal Letters

U.S. Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Drive
Springfield, Illinois 62703

November 9, 2007

Mr. Kenneth Westlake
US Environmental Protection Agency
Environmental Planning and Evaluation Branch
Region 5
77 West Jackson Blvd.
Chicago, IL 60604

BUREAU OF PROGRAMMING
RECEIVED
NOV 21 2007
DISTRICT 1

In Reply Refer To:
HPER-IL

Dear Mr. Westlake:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass. The project study area is located in DuPage and Cook Counties. The study area boundary is bordered by Interstate 90 (I-90) on the north, IL 53/Interstate 290 (I-290) on the west and south, and Interstate 294 (I-294) on the east.

The study area covers approximately 50 square miles. The project area is a densely developed suburban area comprised of residential, commercial and industrial development. Major transportation hubs of national significance are present in the project area including O'Hare International Airport and the Bensenville railroad yard as well as five interstate facilities (I-355, I-190, I-90, I-294 and I-290).

The Tier One EIS will include an evaluation of transportation system needs across the entire study area as well as the development and evaluation of multi-modal system alternatives. A travel demand model and a Geographic Information System database will be the primary technical tools used to identify transportation system needs and potential environmental impacts during the Tier One EIS.

The Tier One EIS will conclude with a record of decision selecting a preferred transportation system alternative(s). Following the Tier One EIS, projects with independent utility may be advanced to Tier Two National Environmental Policy Act (NEPA) document(s) that will focus on detailed environmental analyses

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of NEPA.

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The FHWA and IDOT identified the US Environmental Protection Agency (USEPA) as an agency that may have an interest in the project because of the potential environmental impacts in the proposed project area and USEPA has special expertise with respect to this and other environmental issues. Therefore, with this letter, FHWA and IDOT invite the USEPA to become a *participating agency* and a *cooperating agency* in the development of the EIS for the Elgin O'Hare-West Bypass project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and
3. Timely review and comment on the pre-draft or pre-final Environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to December 10, 2007. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,

Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator

cc:
Mr. Eric E. Harm, IDOT Deputy Director, -Interim Bureau Chief of Design and Environment
Ms. Diane O'Keefe, IDOT Deputy Director, Region 1 Engineer

U.S. Department of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Drive
Springfield, Illinois 62703

November 9, 2007

Mr. Don Klima, Director
Advisory Council on Historic Preservation
1100 Pennsylvania Ave. NW, Ste 803
Washington, DC 20004

In Reply Refer To:
HPER-IL

Dear Mr. Klima:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass. The project study area is located in DuPage and Cook Counties. The study area boundary is bordered by Interstate 90 (I-90) on the north, IL 53/Interstate 290 (I-290) on the west and south, and Interstate 294 (I-294) on the east.

The study area covers approximately 50 square miles. The project area is a densely developed suburban area comprised of residential, commercial and industrial development. Major transportation hubs of national significance are present in the project area including O'Hare International Airport and the Bensenville railroad yard as well as five interstate facilities (I-355, I-190, I-90, I-294 and I-290).

The Tier One EIS will include an evaluation of transportation system needs across the entire study area as well as the development and evaluation of multi-modal system alternatives. A travel demand model and a Geographic Information System database will be the primary technical tools used to identify transportation system needs and potential environmental impacts during the Tier One EIS.

The Tier One EIS will conclude with a record of decision selecting a preferred transportation system alternative(s). Following the Tier One EIS, projects with independent utility may be advanced to Tier Two National Environmental Policy Act (NEPA) document(s) that will focus on detailed environmental analyses.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

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The FHWA and IDOT identified the Advisory Council on Historic Preservation (ACHP) as an agency that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the ACHP to become a *participating agency* in the development of the EIS for the Elgin O'Hare-West Bypass project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.
The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be a participating agency prior to December 10, 2007. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,

Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator

cc:
Mr. Eric E. Harm, IDOT Deputy Director, -Interim Bureau Chief of Design and Environment
Ms. Diane O'Keefe, IDOT Deputy Director, Region 1 Engineer

U.S. Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Drive
Springfield, Illinois 62703

November 9, 2007

Dr. Willie Taylor
Director of Environmental Policy and Compliance
United States Department of the Interior
1849 C Street NW
Washington, DC 20240

In Reply Refer To:
HPER-IL

Dear Dr. Taylor:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass. The project study area is located in DuPage and Cook Counties. The study area boundary is bordered by Interstate 90 (I-90) on the north, IL 53/Interstate 290 (I-290) on the west and south, and Interstate 294 (I-294) on the east.

The study area covers approximately 50 square miles. The project area is a densely developed suburban area comprised of residential, commercial and industrial development. Major transportation hubs of national significance are present in the project area including O'Hare International Airport and the Bensenville railroad yard as well as five interstate facilities (I-355, I-190, I-90, I-294 and I-290).

The Tier One EIS will include an evaluation of transportation system needs across the entire study area as well as the development and evaluation of multi-modal system alternatives. A travel demand model and a Geographic Information System database will be the primary technical tools used to identify transportation system needs and potential environmental impacts during the Tier One EIS.

The Tier One EIS will conclude with a record of decision selecting a preferred transportation system alternative(s). Following the Tier One EIS, projects with independent utility may be advanced to Tier Two National Environmental Policy Act (NEPA) document(s) that will focus on detailed environmental analyses

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

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The FHWA and IDOT identified the US Department of the Interior (DOI) as an agency that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite DOI to become a *participating agency* in the development of the EIS for the Elgin O'Hare-West Bypass project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be a participating agency prior to December 10, 2007. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,

Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator

cc:
Mr. Eric E. Harm, IDOT Deputy Director, -Interim Bureau Chief of Design and Environment
Ms. Diane O'Keefe, IDOT Deputy Director, Region 1 Engineer

U.S.Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Drive
Springfield, Illinois 62703

November 9, 2007

Mr. Steve Hamer, Program Manager
Illinois Department of Natural Resources
Division of Natural Resource Review and Coordination
One Natural Resources Way
Springfield, IL 62702

In Reply Refer To:
HPER-IL

Dear Mr. Hamer:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass. The project study area is located in DuPage and Cook Counties. The study area boundary is bordered by Interstate 90 (I-90) on the north, IL 53/Interstate 290 (I-290) on the west and south, and Interstate 294 (I-294) on the east.

The study area covers approximately 50 square miles. The project area is a densely developed suburban area comprised of residential, commercial and industrial development. Major transportation hubs of national significance are present in the project area including O'Hare International Airport and the Bensenville railroad yard as well as five interstate facilities (I-355, I-190, I-90, I-294 and I-290).

The Tier One EIS will include an evaluation of transportation system needs across the entire study area as well as the development and evaluation of multi-modal system alternatives. A travel demand model and a Geographic Information System database will be the primary technical tools used to identify transportation system needs and potential environmental impacts during the Tier One EIS.

The Tier One EIS will conclude with a record of decision selecting a preferred transportation system alternative(s). Following the Tier One EIS, projects with independent utility may be advanced to Tier Two National Environmental Policy Act (NEPA) document(s) that will focus on detailed environmental analyses

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of NEPA.

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The FHWA and IDOT identified the Illinois Department of Natural Resources (IDNR) as an agency that may have an interest in the project because of the potential environmental impacts to natural resources in the proposed project area and IDNR has special expertise with respect to this and other environmental issues. Therefore, with this letter, FHWA and IDOT invite the IDNR to become a *participating agency* and a *cooperating agency* in the development of the EIS for the Elgin O'Hare-West Bypass project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and
3. Timely review and comment on the pre-draft or pre-final Environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to December 10, 2007. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,

Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator

cc:
Mr. Eric E. Harm, IDOT Deputy Director, -Interim Bureau Chief of Design and Environment
Ms. Diane O'Keefe, IDOT Deputy Director, Region 1 Engineer

US Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Drive
Springfield, Illinois 62703

November 9, 2007

Ms. Marisol Simon, Regional Administrator
Federal Transit Administration
200 West Adams Street, Ste 320
Chicago, IL 60606

In Reply Refer To:
HPER-IL

Dear Ms. Simon:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass. The project study area is located in DuPage and Cook Counties. The study area boundary is bordered by Interstate 90 (I-90) on the north, IL 53/Interstate 290 (I-290) on the west and south, and Interstate 294 (I-294) on the east.

The study area covers approximately 50 square miles. The project area is a densely developed suburban area comprised of residential, commercial and industrial development. Major transportation hubs of national significance are present in the project area including O'Hare International Airport and the Bensenville railroad yard as well as five interstate facilities (I-355, I-190, I-90, I-294 and I-290).

The Tier One EIS will include an evaluation of transportation system needs across the entire study area as well as the development and evaluation of multi-modal system alternatives. A travel demand model and a Geographic Information System database will be the primary technical tools used to identify transportation system needs and potential environmental impacts during the Tier One EIS.

The Tier One EIS will conclude with a record of decision selecting a preferred transportation system alternative(s). Following the Tier One EIS, projects with independent utility may be advanced to Tier Two National Environmental Policy Act (NEPA) document(s) that will focus on detailed environmental analyses

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of NEPA.

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The FHWA and IDOT identified the Federal Transit Administration (FTA) as an agency that may have an interest in the project because of the potential involvement of transit facilities. Therefore, with this letter, FHWA and IDOT invite the FTA to become a *participating agency* and a *cooperating agency* in the development of the EIS for the Elgin O'Hare-West Bypass project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and
3. Timely review and comment on the pre-draft or pre-final Environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to December 10, 2007. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project, and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,

Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator

cc:
Mr. Eric E. Harm, IDOT Deputy Director, -Interim Bureau Chief of Design and Environment
Ms. Diane O'Keefe, IDOT Deputy Director, Region 1 Engineer

US Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Drive
Springfield, Illinois 62703

November 9, 2007

Mr. Kip Hawley
Administrator – TSA-1
Transportation Security Administration
601 South 12th Street
Arlington, VA 22202-4220

In Reply Refer To:
HPER-IL

Dear Mr. Hawley:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass. The project study area is located in DuPage and Cook Counties. The study area boundary is bordered by Interstate 90 (I-90) on the north, IL 53/Interstate 290 (I-290) on the west and south, and Interstate 294 (I-294) on the east.

The study area covers approximately 50 square miles. The project area is a densely developed suburban area comprised of residential, commercial and industrial development. Major transportation hubs of national significance are present in the project area including O'Hare International Airport and the Bensenville railroad yard as well as five interstate facilities (I-355, I-190, I-90, I-294 and I-290).

The Tier One EIS will include an evaluation of transportation system needs across the entire study area as well as the development and evaluation of multi-modal system alternatives. A travel demand model and a Geographic Information System database will be the primary technical tools used to identify transportation system needs and potential environmental impacts during the Tier One EIS.

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The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of NEPA.

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The FHWA and IDOT identified the Transportation Security Administration (TSA) as an agency that may have an interest in the project because of the proximity of the project to Chicago O'Hare International Airport. Therefore, with this letter, FHWA and IDOT invite the TSA to become a *participating agency* and a *cooperating agency* in the development of the EIS for the Elgin O'Hare-West Bypass project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and
3. Timely review and comment on the pre-draft or pre-final Environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to December 10, 2007. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,

Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator

cc:
Mr. Eric E. Harm, IDOT Deputy Director, -Interim Bureau Chief of Design and Environment
Ms. Diane O'Keefe, IDOT Deputy Director, Region 1 Engineer

US Department
of Transportation
Federal Highway
Administration

Illinois Division

3250 Executive Park Drive
Springfield, Illinois 62703

November 9, 2007

Mr. John D. Rogner, Field Supervisor
U.S. Fish & Wildlife Service
Chicago Illinois Field Office
1250 South Grove, Suite 103
Barrington, IL 60010

In Reply Refer To:
HPER-IL

Dear Mr. Rogner:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass. The project study area is located in DuPage and Cook Counties. The study area boundary is bordered by Interstate 90 (I-90) on the north, IL 53/Interstate 290 (I-290) on the west and south, and Interstate 294 (I-294) on the east.

The study area covers approximately 50 square miles. The project area is a densely developed suburban area comprised of residential, commercial and industrial development. Major transportation hubs of national significance are present in the project area including O'Hare International Airport and the Bensenville railroad yard as well as five interstate facilities (I-355, I-190, I-90, I-294 and I-290).

The Tier One EIS will include an evaluation of transportation system needs across the entire study area as well as the development and evaluation of multi-modal system alternatives. A travel demand model and a Geographic Information System database will be the primary technical tools used to identify transportation system needs and potential environmental impacts during the Tier One EIS.

The Tier One EIS will conclude with a record of decision selecting a preferred transportation system alternative(s). Following the Tier One EIS, projects with independent utility may be advanced to Tier Two National Environmental Policy Act (NEPA) document(s) that will focus on detailed environmental analyses

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of NEPA.

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The FHWA and IDOT identified the US Fish and Wildlife Service (USFWS) as an agency that may have an interest in the project because of the potential environmental impacts to Federal threatened & endangered species in the proposed project area and USFWS has special expertise with respect to this and other environmental issues. Therefore, with this letter, FHWA and IDOT invite the USFWS to become a *participating agency* and a *cooperating agency* in the development of the EIS for the Elgin O'Hare-West Bypass project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and
3. Timely review and comment on the pre-draft or pre-final Environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to December 10, 2007. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,

Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator

cc:
Mr. Eric E. Harm, IDOT Deputy Director, -Interim Bureau Chief of Design and Environment
Ms. Diane O'Keefe, IDOT Deputy Director, Region 1 Engineer

U.S Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Drive
Springfield, Illinois 62703

November 9, 2007

Mr. Joseph Boardman, Administrator
Federal Railroad Administration
1120 Vermont Ave., NW, Stop 35
Washington, DC 20005

In Reply Refer To:
HPER-IL

Dear Mr. Boardman:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass. The project study area is located in DuPage and Cook Counties. The study area boundary is bordered by Interstate 90 (I-90) on the north, IL 53/Interstate 290 (I-290) on the west and south, and Interstate 294 (I-294) on the east.

The study area covers approximately 50 square miles. The project area is a densely developed suburban area comprised of residential, commercial and industrial development. Major transportation hubs of national significance are present in the project area including O'Hare International Airport and the Bensenville railroad yard as well as five interstate facilities (I-355, I-190, I-90, I-294 and I-290).

The Tier One EIS will include an evaluation of transportation system needs across the entire study area as well as the development and evaluation of multi-modal system alternatives. A travel demand model and a Geographic Information System database will be the primary technical tools used to identify transportation system needs and potential environmental impacts during the Tier One EIS.

The Tier One EIS will conclude with a record of decision selecting a preferred transportation system alternative(s). Following the Tier One EIS, projects with independent utility may be advanced to Tier Two National Environmental Policy Act (NEPA) document(s) that will focus on detailed environmental analyses

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of NEPA.

MOVING THE
AMERICAN
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The FHWA and IDOT identified the Federal Railroad Administration as an agency that may have an interest in the project because of the proximity of the project to major railroad facilities. Therefore, with this letter, FHWA and IDOT invite the Federal Railroad Administration to become a *participating agency* and a *cooperating agency* in the development of the EIS for the Elgin O'Hare-West Bypass project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and
3. Timely review and comment on the pre-draft or pre-final Environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to December 10, 2007. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,

Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator

cc:
Mr. Eric E. Harm, IDOT Deputy Director, -Interim Bureau Chief of Design and Environment
Ms. Diane O'Keefe, IDOT Deputy Director, Region 1 Engineer

U.S.Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Drive
Springfield, Illinois 62703

November 9, 2007

Mr. Barry Cooper, Great Lakes Regional Administrator, AGL-1
Federal Aviation Administration Great Lakes Region Headquarters
O'Hare Lake Office Center
2300 East Devon Avenue
Des Plaines, IL 60018

In Reply Refer To:
HPER-IL

Dear Mr. Cooper:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass. The project study area is located in DuPage and Cook Counties. The study area boundary is bordered by Interstate 90 (I-90) on the north, IL 53/Interstate 290 (I-290) on the west and south, and Interstate 294 (I-294) on the east.

The study area covers approximately 50 square miles. The project area is a densely developed suburban area comprised of residential, commercial and industrial development. Major transportation hubs of national significance are present in the project area including O'Hare International Airport and the Bensenville railroad yard as well as five interstate facilities (I-355, I-190, I-90, I-294 and I-290).

The Tier One EIS will include an evaluation of transportation system needs across the entire study area as well as the development and evaluation of multi-modal system alternatives. A travel demand model and a Geographic Information System database will be the primary technical tools used to identify transportation system needs and potential environmental impacts during the Tier One EIS.

The Tier One EIS will conclude with a record of decision selecting a preferred transportation system alternative(s). Following the Tier One EIS, projects with independent utility may be advanced to Tier Two National Environmental Policy Act (NEPA) document(s) that will focus on detailed environmental analyses.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of NEPA.

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The FHWA and IDOT identified the Federal Aviation Administration (FAA) as an agency that may have an interest in the project because of the proximity of the project to the Chicago O'Hare International Airport. Therefore, with this letter, FHWA and IDOT invite the FAA to become a *participating agency* and a *cooperating agency* in the development of the EIS for the Elgin O'Hare-West Bypass project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and
3. Timely review and comment on the pre-draft or pre-final Environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to December 10, 2007. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,

Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator

cc:
Mr. Eric E. Harm, IDOT Deputy Director, -Interim Bureau Chief of Design and Environment
Ms. Diane O'Keefe, IDOT Deputy Director, Region 1 Engineer

US Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Drive
Springfield, Illinois 62703

November 9, 2007

Mr. Mitch Isoe, Branch Chief
US Army Corps of Engineers, Chicago District
111 North Canal Street, Suite 600
Chicago, IL 60606-7206

In Reply Refer To:
HPER-IL

Dear Mr. Isoe:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass. The project study area is located in DuPage and Cook Counties. The study area boundary is bordered by Interstate 90 (I-90) on the north, IL 53/Interstate 290 (I-290) on the west and south, and Interstate 294 (I-294) on the east.

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The Tier One EIS will include an evaluation of transportation system needs across the entire study area as well as the development and evaluation of multi-modal system alternatives. A travel demand model and a Geographic Information System database will be the primary technical tools used to identify transportation system needs and potential environmental impacts during the Tier One EIS.

The Tier One EIS will conclude with a record of decision selecting a preferred transportation system alternative(s). Following the Tier One EIS, projects with independent utility may be advanced to Tier Two National Environmental Policy Act (NEPA) document(s) that will focus on detailed environmental analyses

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. Additionally, FHWA is required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of NEPA.

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The FHWA and IDOT identified the US Army Corps of Engineers (USACE) as an agency that may have an interest in the project because of the potential environmental impacts to jurisdictional wetlands and USACE has special expertise with respect to this and other environmental issues. Therefore, with this letter, FHWA and IDOT invite the USACE to become a *participating agency* and a *cooperating agency* in the development of the EIS for the Elgin O'Hare-West Bypass project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

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- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,

Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator

cc:
Mr. Eric E. Harm, IDOT Deputy Director, -Interim Bureau Chief of Design and Environment
Ms. Diane O'Keefe, IDOT Deputy Director, Region 1 Engineer

US Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Drive
Springfield, Illinois 62703

November 9, 2007

Mr. Edward G. Buikema, Regional Director
Federal Emergency Management Agency
536 South Clark Street, 6th Floor
Chicago, IL 60605

In Reply Refer To:
HPER-IL

Dear Mr. Buikema:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass. The project study area is located in DuPage and Cook Counties. The study area boundary is bordered by Interstate 90 (I-90) on the north, IL 53/Interstate 290 (I-290) on the west and south, and Interstate 294 (I-294) on the east.

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The Tier One EIS will conclude with a record of decision selecting a preferred transportation system alternative(s). Following the Tier One EIS, projects with independent utility may be advanced to Tier Two National Environmental Policy Act (NEPA) document(s) that will focus on detailed environmental analyses

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, state and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

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The FHWA and IDOT identified the Federal Emergency Management Agency (FEMA) as an agency that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite FEMA to become a *participating agency* in the development of the EIS for the Elgin O'Hare-West Bypass project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be a participating agency prior to December 10, 2007. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

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- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,

Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator

cc:
Mr. Eric E. Harm, IDOT Deputy Director, -Interim Bureau Chief of Design and Environment
Ms. Diane O'Keefe, IDOT Deputy Director, Region 1 Engineer

Participating and Cooperating Agency Responses

Agency Name	Requested Role	Agency Response
U.S. Environmental Protection Agency	Cooperating Agency	No response
Advisory Council on Historic Preservation	Participating Agency	Accepted
US Department of the Interior	Participating Agency	Deferred to the National Park Service (NPS)
Illinois Department of Natural Resources	Cooperating Agency	Accepted
Federal Transit Administration	Cooperating Agency	No Response (Per SAFETEA-LU: by not responding, considered a participating agency)
Transportation Security Administration	Cooperating Agency	Accepted
US Fish & Wildlife Service	Cooperating Agency	No Response (Per SAFETEA-LU: by not responding, considered a participating agency)
Federal Railroad Administration	Cooperating Agency	No Response (Per SAFETEA-LU: by not responding, considered a participating agency)
Federal Aviation Administration	Cooperating Agency	No Response (Per SAFETEA-LU: by not responding, considered a participating agency)
US Army Corps of Engineers	Cooperating Agency	No Response (Per SAFETEA-LU: by not responding, considered a participating agency)
Federal Emergency Management Agency	Participating agency	Accepted

U.S. Department of Homeland Security
Region V
536 South Clark Street, Floor 6
Chicago, IL 60605

FEMA

RECEIVED
DEC 10 2007
ILLINOIS
DIVISION

December 5, 2007

Matt Fuller
Environmental Programs Engineer
Federal Highway Administration
3250 Exectutive Park Drive
Springfield, IL 62703

Subject: HPER-IL

Dear Mr. Fuller:

Thank you for your letter dated November 9th 2007, requesting the Federal Emergency Management Agency's (FEMA) participation as a *participating agency* in the development of an Environmental Impact Statement. At this time, FEMA can be a *consulting agency* to the Federal Highway Administration (FHA) and Illinois Department of Transportation (IDOT) for meeting the Federal Executive Order 11988: Floodplain Management (EO 11988). FEMA cannot be part of the decision making process, but can advise on the 8-step planning process for EO 11988.

Any development taking place in a Special Flood Hazard Area (SFHA) as defined on FEMA's Flood Insurance Rate Maps (FIRM's) are subject to permitting by the local community and possibly by the Illinois Department of Natural Resources. Additionally, any development that changes the Base Flood Elevations (BFE's) on any mapped water course will require a Letter of Map Revision (LOMR) and possibly a Conditional Letter of Map Revision (CLOMR).

Thank you again for the opportunity to participate in the Elgin O'Hare – West Bypass EIS and if you or your staff has any questions, please contact Michael Bryant, Natural Hazards Specialist, on 312 408 5334.

Sincerely,

Terry Reuss Fell (Ms.), Chief
Floodplain Management and
Insurance Branch

U.S. Department of Homeland Security
601 South 12th Street
Arlington, VA 22202

DEC 5 2007

Transportation Security Administration

Mr. Matt Fuller
Environmental Programs Engineer
Federal Highway Administration
3250 Executive Park Drive
Springfield, IL 62703

RECEIVED
DEC 10 2007
ILLINOIS DIVISION

Dear Mr. Fuller:

On behalf of Assistant Secretary Kip Hawley, thank you for your letter of November 9, 2007, concerning the Federal Highway Administration, in cooperation with the Illinois Department of Transportation, initiating a Tier One Environmental Impact Statement for the Elgin O'Hare-West Bypass.

The Transportation Security Administration has as part of its mission the assurance that the American people will be able to have free and unimpaired access to a secure transportation network across all modes. Clearly, then, the Elgin O'Hare-West Bypass initiative cited in your letter will impact our interests.

Our point of contact on this project is most appropriately the Federal Security Director at Chicago O'Hare International Airport, Ms. Kathleen Petrowsky. She may be reached at (773) 894-8744.

Mr. Hawley received a request similar to yours from Ms. Diane M. O'Keefe, Deputy Director of Highways, Region One Engineer, Illinois Department of Transportation, by letter dated November 14, 2007. In order to ensure thorough coordination, I have sent a similar response to Ms. O'Keefe.

I hope this information is helpful.

Sincerely yours,

for Charlotte Peed
Acting General Manager for Airports
Transportation Sector Network Management

cc: Kathleen Petrowsky, FSD
Chicago O'Hare International Airport

United States Department of the Interior

National Park Service

Midwest Region
601 Riverfront Drive
Omaha, Nebraska 68102-4226

DEC 0 5 2007

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ILLINOIS
DIVISION

ER-07/0943

Mr. Norman Stoner
Division Administrator
Federal Highway Administration
Illinois Division
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Mr. Stoner:

The Department of the Interior (Department) has requested that the National Park Service (NPS), Midwest Regional Office, respond to your written request for the Department to become a participating Agency for the environmental impact statement review process for the Elgin O'Hare-West Bypass Study, Cook and DuPage Counties, Illinois.

After reviewing the materials attached to your letter, we do not believe that the NPS has specific concerns with the project but we may need to become a participating Agency. We do not have jurisdiction or authority as a land manager over lands or properties involved in this project area, but we have expertise or information relevant to the project concerning specific properties for which we have responsibility. Because the project area is 50 square miles and no specific routes were indicated in your information, we cannot address any direct impacts to significant properties at this time.

There may be properties listed on the National Register of Historic Places as National Historic Landmarks (NHL) in the project area. Until more specificity exists on potential routes for the bypass, we can only suggest that you work with the Illinois State Historic Preservation Officer in identifying all National Register-eligible properties. The NHLs are the responsibility of the NPS and we should be consulted directly if any properties appear in those searches. In the meantime, the NPS maintains a listing of all the NHLs, which can be searched for specific properties at the following Web site:

http://www.nps.gov/history/nhl/

Busse Forest Nature Preserve is listed as a National Natural Landmark (NNL). Owned by Cook County, Busse Forest Nature Preserve is situated on the flood plain and morainal uplands along Salt Creek and was designated by the Secretary of the Interior in 1980 because it was one of the best remaining examples of mesic and dry-mesic upland forests in the Eastern Central Lowlands. The area has been protected for so long that there is no evidence of past logging throughout most

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of the site. The NPS administers the program, and if requested, assists owners and managers with the conservation of these important sites. The National Natural Landmarks Program (NNLP) is the only natural areas program of national scope that identifies and recognizes the best examples of biological and geological features in both public and private ownership. It recognizes and encourages the conservation of outstanding examples of our country's natural history. We would encourage you to work directly with Cook County to avoid impacts to Busse Forest Nature Preserve. Information on the NNLP can be found at the following Web site:

http://www.nature.nps.gov/nnl/

In addition, because of the responsibilities of the Department, as may be delegated to us by the Department, to review and comment on all section 4(f) evaluations, we will reserve our right to review and comment on any section 4(f) evaluation prepared in relation to this project, regardless of our position on becoming a participating Agency for the preparation of the study.

The NPS has a continuing interest in working with the Federal Highway Administration to ensure impacts to resources of concern to the Department and to the NPS are adequately addressed. For consultation and coordination with the issues concerning potential impacts to NHLs, please contact Architectural Historian Stephen Rogers, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska, 68102, telephone 402-661-1912. For other resources, including potential section 4(f) resources, please contact Regional Environmental Coordinator Nick Chevance, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone 402-661-1844.

We appreciate the opportunity to provide these comments.

Sincerely,

Ernest Quintana
Regional Director

cc:
Department of the Interior
Office of Environmental Policy and Compliance
Attention: Ms. Ethel Smith
1849 C Street NW.
Washington, D.C. 20240

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chicago Ecological Services Field Office
1250 South Grove Avenue, Suite 103
Barrington, Illinois 60010
Phone: (847) 381-2253 Fax: (847) 381-2285

IN REPLY REFER TO:
FWS/AES-CIFO/8-FA-0221 / SL-0207

February 5, 2008

Mr. Peter E. Harmet
Illinois Department of Transportation
Division of Highways / Region 1 / District 1
201 West Center Court
Schaumburg, Illinois 60196-1096

Dear Mr. Harmet:

This responds to your letter dated January 11, 2008 requesting information on endangered or threatened species within a proposed study area for the Elgin O'Hare – West Bypass project. You enclosed a site location map and an aerial photograph indicating the study area boundaries. The study area extends approximately 2 miles outward from an area generally bounded by Interstate 90 on the north, Interstate 294 on the east, and Interstate 290 on the south and west. The study area is within Cook and DuPage Counties, Illinois.

Because you are requesting information for such a massive area of land, it is difficult to determine, given the documents submitted, whether this proposed project would adversely affect federal threatened or endangered species. At that time when more definitive routes are decided, we suggest that you submit them to this office along with information on wetlands that may be impacted, for a more thorough review.

The study area encompasses two known locations of the federally threatened eastern prairie fringed orchid (*Platanthera leucophaea*) and two known locations of the eastern massasauga rattlesnake (*Sistrurus catenatus*) which is a candidate for listing. No critical habitat for protected species occurs within the study area.

The two known locations of the eastern prairie fringed orchid are within T40N, R12E, Section 14 and T40N, R10E, Section 24. Possible habitat of the eastern prairie fringed orchid includes mesic prairie, sedge meadows, marsh edges and bogs. Soils of these habitats include glacial soils, lake plain deposits, muck, and peat. Potentially, any moderate to high quality wetland habitat within the study area could support habitat conducive to the presence of this species. If wetlands are to be impacted by this proposed project, careful attention should be made to the

quality of the wetlands and if necessary conduct searches for these types of habitat. If any of the above habitat remnants are found within any of the project areas, we request that searches for this species be conducted.

We have noticed that in northeastern Illinois orchid populations bloom sporadically rather than all plants blooming at the same time. Because of this pattern, and small population numbers, it is possible to conduct an orchid search and not detect orchids even when they are present.

If potential habitat is observed and a field search should be conducted, we recommend conducting the field search during the bloom date of the orchid; June 28 through July 11, with searches conducted a minimum of three non-consecutive days within this time period. Using this approach, we could be more confident of negative survey results. Depending on the quality of habitat and proximity of known orchid locations, our confidence in negative survey results may be very low. We recommend working early on project plans to assure that potential orchid habitat would not be affected

The eastern massasauga rattlesnake *(Sistrurus catenatus)* is known from both historic and recent records at the above locations. The eastern massasauga is a candidate for Federal listing, and is listed as a state endangered species by the Illinois Department of Natural Resources. Although candidate species do not receive Federal protection, we recommend considering their conservation now to help retain flexibility should the species be listed and receive protection under the Endangered Species Act. In northeast Illinois, the eastern massasauga most often occurs in shrubby or grassy habitats in floodplains and riparian corridors. We recommend that IDOT work with this office to identify areas where you should conduct surveys for the eastern massasauga along with habitat management actions that may be necessary for your survey to be valid.

Because the massasauga is a venomous species, a person familiar with it (and qualified to handle it) should be present when work takes place. Attempts should be made to carefully capture and move any such individuals a short distance (50 meters or less) away from the construction activity, and to suitable habitat. This office should also be informed if any massasauga is encountered after the proposed project commences. Please note that because the eastern massasauga is listed as a State endangered species, the Illinois Department of Natural Resources should be contacted to determine whether the project applicant or their contractor needs state permits to handle this species as described above.

We look forward to working with you and the Army Corps of Engineers in determining whether your final project plans would affect any federal listed species.

These comments only address federally listed species. Please contact the Illinois Department of Natural Resources for information on State-listed species. Also, we may have the opportunity to review the project for a broader range of fish and wildlife impacts if it requires a Section 404 permit. We are willing to work with you in advance of formal submittal if it would help streamline the approval process.

If you have any questions, please contact Ms. Cathy Pollack at 847/381-2253 ext. 20, or Ms. Karla Kramer at 847/381-2253 ext. 12.

Sincerely,

John D. Rogner
Field Supervisor

U.S. Department of Homeland Security
Region V
536 South Clark Street, Floor 6
Chicago, IL 60605

FEMA

Ms. Diane O'keefe
Deputy Director, Regional Engineer
Illinois Department of Transportation
700 East Norris Drive
P.O. Box 697
Ottawa, IL 61350

FEB 7 2008

BUREAU OF PROGRAMM
RECEIVED
FEB - 8 2008
DISTRICT #1

Re: Elgin O'Hare – West Bypass (EO-WB)

Dear Ms. O'Keefe:

Thank you for sending us a request to review the above referenced project. While we have no objection to the proposal, it appears some of the construction will take place in federally identified Special Flood Hazard Areas (SFHAs) depicted on the Cook and DuPage Counties Flood Insurance Rate Maps (FIRM's), prepared for participation in the National Flood Insurance Program (NFIP).

State of Illinois (Department of Natural Resources, Office of Water Resources) permits may be necessary for this project. Furthermore, Presidential Executive Order 11988 (E.O. 11988), Floodplain Management, directs federal agencies to avoid any *action*, including permitting, funding, or constructing, in SFHAs, unless the cognizant federal official first makes the requisite finding of **no practicable alternative.** The Order further directs federal agencies to avoid actions, which encourage further development of floodplains. E.O. 11988 mandates an eight-step public review process should be completed and documented if floodplain impacts cannot be avoided. This should be addressed in this EIS. Additionally, complying with E.O. 11988 does not preclude the requirement of obtaining local NFIP floodplain permits.

The proposed study area includes the Des Plaines River, Addison Creek, Higgins Creek, Salt Creek, Crystal Creek, Meacham Creek, Silver Creek, Willow Creek, Spring Brook and Potomac Lake. Any proposed activities within the above watercourses may significantly change the engineering assumptions made in the currently effective FIS and FIRM for the affected counties and communities. The proposed project affects several NFIP communities and those floodplain studies and maps need to be kept current. It is the responsibility of the action agency (Illinois Department of Transportation) to fund the necessary work and provide the necessary data with which to do so. Our Civil Engineer for Illinois, Mr. Lee Traeger, on 312 408 5538 can provide details on securing floodplain map revisions if your office needs instructions in this regard. Please assure us the IDOT will do its part to keep the currently effective (and adopted by local communities as law) flood insurance studies and FIRMs current, reflecting your as-built condition.

If you have any questions, please call Michael Bryant, Program Specialist, at 312-408-5334.

Sincerely,

Terry Reuss Fell

Terry Reuss Fell (Ms.), Chief
Hazard Identification and
Risk Assessment Branch

U.S. Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

Mr. John A. Barrett
Chairperson, Business Committee
Citizen Band Potawatomi Tribe
1901 S. Gordon Cooper Drive
Shawnee, OK 74801

Dear Mr. Barrett:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass. The project study area is located in DuPage and Cook Counties. The study area boundary is bordered by Interstate 90 (I-90) on the north, IL 53/Interstate 290 (I-290) on the west and south, and Interstate 294 (I-294) on the east.

The study area covers approximately 50 square miles. The project area is a densely developed suburban area comprised of residential, commercial and industrial development. Major transportation hubs of national significance are present in the project area including O'Hare International Airport and the Bensenville railroad yard as well as five interstate facilities (I-355, I-190, I-90, I-294 and I-290).

The Tier One EIS will include an evaluation of transportation system needs across the entire study area as well as the development and evaluation of multi-modal system alternatives. A travel demand model and a Geographic Information System database will be the primary technical tools used to identify transportation system needs and potential environmental impacts during the Tier One EIS.

The Tier One EIS will conclude with a record of decision selecting a preferred transportation system alternative(s). Following the Tier One EIS, projects with independent utility may be advanced to Tier Two National Environmental Policy Act document(s) that will focus on detailed environmental analyses.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, tribal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an

agency's decision making on granting a permit or other approvals that are needed for the project. Furthermore, Section 106 of the National Historic Preservation Act (Section 106) encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process.

The FHWA and IDOT identified the Citizen Band Potawatomi Tribe as a tribal government that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the Citizen Band Potawatomi Tribe to become a *participating agency* and a *Section 106 consulting party* in the development of the EIS for the Elgin O'Hare-West Bypass project. The designation does not imply that your agency supports the proposal

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the project's purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and
3. Participate and comment on appropriate Section 106 documentation.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a participating agency and a consulting party prior to March 17, 2008. Pursuant to SAFETEA-LU Section 6002, a non-Federal agency must accept in writing to be a participating agency.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller of my staff at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,

Norman R. Stoner, P.E.
Division Administrator

cc: Mr. Eric Harm, Division of Highways, IDOT
Ms. Diane O'Keefe, Region One, IDOT
Ms. Barbara Stevens, Bureau of Design and Environment, IDOT
Ms. Carol Legard, Advisory Council on Historic Preservation
Ms. Anne Haaker, Illinois State Historic Preservation Agency

U.S. Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

Mr. Jonathan Buffalo
Historic Preservation Coordinator
Sac and Fox Tribe of the Mississippi in Iowa
3137 F Avenue
Tama, IA 52339

Dear Mr. Buffalo:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass. The project study area is located in DuPage and Cook Counties. The study area boundary is bordered by Interstate 90 (I-90) on the north, IL 53/Interstate 290 (I-290) on the west and south, and Interstate 294 (I-294) on the east.

The study area covers approximately 50 square miles. The project area is a densely developed suburban area comprised of residential, commercial and industrial development. Major transportation hubs of national significance are present in the project area including O'Hare International Airport and the Bensenville railroad yard as well as five interstate facilities (I-355, I-190, I-90, I-294 and I-290).

The Tier One EIS will include an evaluation of transportation system needs across the entire study area as well as the development and evaluation of multi-modal system alternatives. A travel demand model and a Geographic Information System database will be the primary technical tools used to identify transportation system needs and potential environmental impacts during the Tier One EIS.

The Tier One EIS will conclude with a record of decision selecting a preferred transportation system alternative(s). Following the Tier One EIS, projects with independent utility may be advanced to Tier Two National Environmental Policy Act document(s) that will focus on detailed environmental analyses.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, tribal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an

agency's decision making on granting a permit or other approvals that are needed for the project. Furthermore, Section 106 of the National Historic Preservation Act (Section 106) encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process.

The FHWA and IDOT identified the Sac and Fox Tribe of the Mississippi in Iowa as a tribal government that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the Sac and Fox Tribe of the Mississippi in Iowa to become a *participating agency* and a *Section 106 consulting party* in the development of the EIS for the Elgin O'Hare-West Bypass project. The designation does not imply that your agency supports the proposal

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the project's purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and
3. Participate and comment on appropriate Section 106 documentation.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a participating agency and a consulting party prior to March 17, 2008. Pursuant to SAFETEA-LU Section 6002, a non-Federal agency must accept in writing to be a participating agency.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller of my staff at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,

Norman R. Stoner, P.E.
Division Administrator

cc: Mr. Eric Harm, Division of Highways, IDOT
Ms. Diane O'Keefe, Region One, IDOT
Ms. Barbara Stevens, Bureau of Design and Environment, IDOT
Ms. Carol Legard, Advisory Council on Historic Preservation
Ms. Anne Haaker, Illinois State Historic Preservation Agency

U.S. Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

Mr. Wilfrid Cleveland
President, Ho-Chunk Nation of Wisconsin
P.O. Box 667
Black River Falls, WI 54615

Dear Mr. Cleveland:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass. The project study area is located in DuPage and Cook Counties. The study area boundary is bordered by Interstate 90 (I-90) on the north, IL 53/Interstate 290 (I-290) on the west and south, and Interstate 294 (I-294) on the east.

The study area covers approximately 50 square miles. The project area is a densely developed suburban area comprised of residential, commercial and industrial development. Major transportation hubs of national significance are present in the project area including O'Hare International Airport and the Bensenville railroad yard as well as five interstate facilities (I-355, I-190, I-90, I-294 and I-290).

The Tier One EIS will include an evaluation of transportation system needs across the entire study area as well as the development and evaluation of multi-modal system alternatives. A travel demand model and a Geographic Information System database will be the primary technical tools used to identify transportation system needs and potential environmental impacts during the Tier One EIS.

The Tier One EIS will conclude with a record of decision selecting a preferred transportation system alternative(s). Following the Tier One EIS, projects with independent utility may be advanced to Tier Two National Environmental Policy Act document(s) that will focus on detailed environmental analyses.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, tribal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an

agency's decision making on granting a permit or other approvals that are needed for the project. Furthermore, Section 106 of the National Historic Preservation Act (Section 106) encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process.

The FHWA and IDOT identified the Ho-Chunk Nation of Wisconsin as a tribal government that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the Ho-Chunk Nation of Wisconsin to become a *participating agency* and a *Section 106 consulting party* in the development of the EIS for the Elgin O'Hare-West Bypass project. The designation does not imply that your agency supports the proposal

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the project's purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
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3. Participate and comment on appropriate Section 106 documentation.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a participating agency and a consulting party prior to March 17, 2008. Pursuant to SAFETEA-LU Section 6002, a non-Federal agency must accept in writing to be a participating agency.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller of my staff at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,

Norman R. Stoner, P.E.
Division Administrator

cc: Mr. Eric Harm, Division of Highways, IDOT
Ms. Diane O'Keefe, Region One, IDOT
Ms. Barbara Stevens, Bureau of Design and Environment, IDOT
Ms. Carol Legard, Advisory Council on Historic Preservation
Ms. Anne Haaker, Illinois State Historic Preservation Agency

U.S. Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

Mr. John P. Froman
Chief, The Peoria Tribe of Indians of Oklahoma
118 S. Eight Tribes Trails
P.O. Box 1527
Miami, OK 74355

Dear Mr. Froman:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass. The project study area is located in DuPage and Cook Counties. The study area boundary is bordered by Interstate 90 (I-90) on the north, IL 53/Interstate 290 (I-290) on the west and south, and Interstate 294 (I-294) on the east.

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agency's decision making on granting a permit or other approvals that are needed for the project. Furthermore, Section 106 of the National Historic Preservation Act (Section 106) encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process.

The FHWA and IDOT identified the Peoria Tribe of Indians of Oklahoma as a tribal government that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the Peoria Tribe of Indians of Oklahoma to become a *participating agency* and a *Section 106 consulting party* in the development of the EIS for the Elgin O'Hare-West Bypass project. The designation does not imply that your agency supports the proposal

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

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If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller of my staff at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,

Norman R. Stoner, P.E.
Division Administrator

cc: Mr. Eric Harm, Division of Highways, IDOT
Ms. Diane O'Keefe, Region One, IDOT
Ms. Barbara Stevens, Bureau of Design and Environment, IDOT
Ms. Carol Legard, Advisory Council on Historic Preservation
Ms. Anne Haaker, Illinois State Historic Preservation Agency

U.S. Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

Mr. Rey Kitchkumme
Vice Chair, Tribal Council
Prairie Band of Potawatomi
14880 K Road
Mayetta, KS 66509

Dear Mr. Kitchkumme:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass. The project study area is located in DuPage and Cook Counties. The study area boundary is bordered by Interstate 90 (I-90) on the north, IL 53/Interstate 290 (I-290) on the west and south, and Interstate 294 (I-294) on the east.

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agency's decision making on granting a permit or other approvals that are needed for the project. Furthermore, Section 106 of the National Historic Preservation Act (Section 106) encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process.

The FHWA and IDOT identified the Prairie Band of Potawatomi as a tribal government that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the Prairie Band of Potawatomi to become a *participating agency* and a *Section 106 consulting party* in the development of the EIS for the Elgin O'Hare-West Bypass project. The designation does not imply that your agency supports the proposal

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Thank you for your cooperation and interest in this project.

Sincerely,

Norman R. Stoner, P.E.
Division Administrator

cc: Mr. Eric Harm, Division of Highways, IDOT
Ms. Diane O'Keefe, Region One, IDOT
Ms. Barbara Stevens, Bureau of Design and Environment, IDOT
Ms. Carol Legard, Advisory Council on Historic Preservation
Ms. Anne Haaker, Illinois State Historic Preservation Agency

U.S. Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

Mr. Kenneth Meshiguad
Chairperson, Hannahville Indian Community
N14911 Hannahville Boulevard Road
Wilson, MI 49896

Dear Mr. Meshiguad:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass. The project study area is located in DuPage and Cook Counties. The study area boundary is bordered by Interstate 90 (I-90) on the north, IL 53/Interstate 290 (I-290) on the west and south, and Interstate 294 (I-294) on the east.

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agency's decision making on granting a permit or other approvals that are needed for the project. Furthermore, Section 106 of the National Historic Preservation Act (Section 106) encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process.

The FHWA and IDOT identified the Hannahville Indian Community as a tribal government that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the Hannahville Indian Community to become a *participating agency* and a *Section 106 consulting party* in the development of the EIS for the Elgin O'Hare-West Bypass project. The designation does not imply that your agency supports the proposal

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

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Thank you for your cooperation and interest in this project.

Sincerely,

Norman R. Stoner, P.E.
Division Administrator

cc: Mr. Eric Harm, Division of Highways, IDOT
Ms. Diane O'Keefe, Region One, IDOT
Ms. Barbara Stevens, Bureau of Design and Environment, IDOT
Ms. Carol Legard, Advisory Council on Historic Preservation
Ms. Anne Haaker, Illinois State Historic Preservation Agency

U.S. Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

Mr. John Miller
Chair, Pokagon Band of Potawatomi Indians
58620 Sink Road
Dowagiac, MI 49047

Dear Mr. Miller:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass. The project study area is located in DuPage and Cook Counties. The study area boundary is bordered by Interstate 90 (I-90) on the north, IL 53/Interstate 290 (I-290) on the west and south, and Interstate 294 (I-294) on the east.

The study area covers approximately 50 square miles. The project area is a densely developed suburban area comprised of residential, commercial and industrial development. Major transportation hubs of national significance are present in the project area including O'Hare International Airport and the Bensenville railroad yard as well as five interstate facilities (I-355, I-190, I-90, I-294 and I-290).

The Tier One EIS will include an evaluation of transportation system needs across the entire study area as well as the development and evaluation of multi-modal system alternatives. A travel demand model and a Geographic Information System database will be the primary technical tools used to identify transportation system needs and potential environmental impacts during the Tier One EIS.

The Tier One EIS will conclude with a record of decision selecting a preferred transportation system alternative(s). Following the Tier One EIS, projects with independent utility may be advanced to Tier Two National Environmental Policy Act document(s) that will focus on detailed environmental analyses.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, tribal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an

agency's decision making on granting a permit or other approvals that are needed for the project. Furthermore, Section 106 of the National Historic Preservation Act (Section 106) encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process.

The FHWA and IDOT identified the Pokagon Band of Potawatomi Indians as a tribal government that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the Pokagon Band of Potawatomi Indians to become a *participating agency* and a *Section 106 consulting party* in the development of the EIS for the Elgin O'Hare-West Bypass project. The designation does not imply that your agency supports the proposal

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the project's purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and
3. Participate and comment on appropriate Section 106 documentation.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a participating agency and a consulting party prior to March 17, 2008. Pursuant to SAFETEA-LU Section 6002, a non-Federal agency must accept in writing to be a participating agency.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller of my staff at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,

Norman R. Stoner, P.E.
Division Administrator

cc: Mr. Eric Harm, Division of Highways, IDOT
Ms. Diane O'Keefe, Region One, IDOT
Ms. Barbara Stevens, Bureau of Design and Environment, IDOT
Ms. Carol Legard, Advisory Council on Historic Preservation
Ms. Anne Haaker, Illinois State Historic Preservation Agency

U.S. Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

Ms. Fredia Perkins
Chairperson, Sac and Fox Nation of Missouri
305 N. Main Street
Reserve, KS 66454

Dear Ms. Perkins:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass. The project study area is located in DuPage and Cook Counties. The study area boundary is bordered by Interstate 90 (I-90) on the north, IL 53/Interstate 290 (I-290) on the west and south, and Interstate 294 (I-294) on the east.

The study area covers approximately 50 square miles. The project area is a densely developed suburban area comprised of residential, commercial and industrial development. Major transportation hubs of national significance are present in the project area including O'Hare International Airport and the Bensenville railroad yard as well as five interstate facilities (I-355, I-190, I-90, I-294 and I-290).

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The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying Federal, tribal, State and local agencies that may have an interest in the project and inviting those entities to be participating agencies. Pursuant to Section 6002 of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible for identifying, as early as possible, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an

agency's decision making on granting a permit or other approvals that are needed for the project. Furthermore, Section 106 of the National Historic Preservation Act (Section 106) encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process.

The FHWA and IDOT identified the Sac and Fox Nation of Missouri as a tribal government that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the Sac and Fox Nation of Missouri to become a *participating agency* and a *Section 106 consulting party* in the development of the EIS for the Elgin O'Hare-West Bypass project. The designation does not imply that your agency supports the proposal

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the project's purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
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3. Participate and comment on appropriate Section 106 documentation.

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If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller of my staff at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,

Norman R. Stoner, P.E.
Division Administrator

cc: Mr. Eric Harm, Division of Highways, IDOT
Ms. Diane O'Keefe, Region One, IDOT
Ms. Barbara Stevens, Bureau of Design and Environment, IDOT
Ms. Carol Legard, Advisory Council on Historic Preservation
Ms. Anne Haaker, Illinois State Historic Preservation Agency

U.S. Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

Mr. Matthew Pilcher
Chairman, Winnebago Tribe of Nebraska
P.O. Box 687
Winnebago, NE 68071

Dear Mr. Pilcher:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass. The project study area is located in DuPage and Cook Counties. The study area boundary is bordered by Interstate 90 (I-90) on the north, IL 53/Interstate 290 (I-290) on the west and south, and Interstate 294 (I-294) on the east.

The study area covers approximately 50 square miles. The project area is a densely developed suburban area comprised of residential, commercial and industrial development. Major transportation hubs of national significance are present in the project area including O'Hare International Airport and the Bensenville railroad yard as well as five interstate facilities (I-355, I-190, I-90, I-294 and I-290).

The Tier One EIS will include an evaluation of transportation system needs across the entire study area as well as the development and evaluation of multi-modal system alternatives. A travel demand model and a Geographic Information System database will be the primary technical tools used to identify transportation system needs and potential environmental impacts during the Tier One EIS.

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agency's decision making on granting a permit or other approvals that are needed for the project. Furthermore, Section 106 of the National Historic Preservation Act (Section 106) encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process.

The FHWA and IDOT identified the Winnebago Tribe of Nebraska as a tribal government that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the Winnebago Tribe of Nebraska to become a *participating agency* and a *Section 106 consulting party* in the development of the EIS for the Elgin O'Hare-West Bypass project. The designation does not imply that your agency supports the proposal

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

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If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller of my staff at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,

Norman R. Stoner, P.E.
Division Administrator

cc: Mr. Eric Harm, Division of Highways, IDOT
Ms. Diane O'Keefe, Region One, IDOT
Ms. Barbara Stevens, Bureau of Design and Environment, IDOT
Ms. Carol Legard, Advisory Council on Historic Preservation
Ms. Anne Haaker, Illinois State Historic Preservation Agency

U.S. Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

Ms. Kay Rhoades
Sac and Fox Nation
Route 2 Box 246
Stroud, OK 74079

Dear Ms. Rhoades:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass. The project study area is located in DuPage and Cook Counties. The study area boundary is bordered by Interstate 90 (I-90) on the north, IL 53/Interstate 290 (I-290) on the west and south, and Interstate 294 (I-294) on the east.

The study area covers approximately 50 square miles. The project area is a densely developed suburban area comprised of residential, commercial and industrial development. Major transportation hubs of national significance are present in the project area including O'Hare International Airport and the Bensenville railroad yard as well as five interstate facilities (I-355, I-190, I-90, I-294 and I-290).

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agency's decision making on granting a permit or other approvals that are needed for the project. Furthermore, Section 106 of the National Historic Preservation Act (Section 106) encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process.

The FHWA and IDOT identified the Sac and Fox Nation as a tribal government that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the Sac and Fox Nation to become a *participating agency* and a *Section 106 consulting party* in the development of the EIS for the Elgin O'Hare-West Bypass project. The designation does not imply that your agency supports the proposal

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

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Thank you for your cooperation and interest in this project.

Sincerely,

Norman R. Stoner, P.E.
Division Administrator

cc: Mr. Eric Harm, Division of Highways, IDOT
Ms. Diane O'Keefe, Region One, IDOT
Ms. Barbara Stevens, Bureau of Design and Environment, IDOT
Ms. Carol Legard, Advisory Council on Historic Preservation
Ms. Anne Haaker, Illinois State Historic Preservation Agency

U.S. Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

Mr. Philip Shopodock
Chairman, Executive Council
Forest County Potawatomi Community
P. O. Box 340
Crandon, WI 54520

Dear Mr. Shopodock:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating a Tier One Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass. The project study area is located in DuPage and Cook Counties. The study area boundary is bordered by Interstate 90 (I-90) on the north, IL 53/Interstate 290 (I-290) on the west and south, and Interstate 294 (I-294) on the east.

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agency's decision making on granting a permit or other approvals that are needed for the project. Furthermore, Section 106 of the National Historic Preservation Act (Section 106) encourages Federal agencies to invite consulting parties, entities with an interest in the Federal undertaking, to participate in the Section 106 review process.

The FHWA and IDOT identified the Forest County Potawatomi Community as a tribal government that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the Forest County Potawatomi Community to become a *participating agency* and a *Section 106 consulting party* in the development of the EIS for the Elgin O'Hare-West Bypass project. The designation does not imply that your agency supports the proposal

The FHWA and IDOT propose that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

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If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller of my staff at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,

Norman R. Stoner, P.E.
Division Administrator

cc: Mr. Eric Harm, Division of Highways, IDOT
Ms. Diane O'Keefe, Region One, IDOT
Ms. Barbara Stevens, Bureau of Design and Environment, IDOT
Ms. Carol Legard, Advisory Council on Historic Preservation
Ms. Anne Haaker, Illinois State Historic Preservation Agency

Participating Agencies Responses

Agency Name	Requested Role	Reason for Response
Winnebago Tribe of Nebraska	Participating Agency	Per SAFETEA-LU: by not responding, tribes are considered to have declined participation in the project.
Sac and Fox Nation of Missouri	Participating Agency	Per SAFETEA-LU: by not responding, tribes are considered to have declined participation in the project.
Hannahville Indian Community	Participating Agency	Per SAFETEA-LU: by not responding, tribes are considered to have declined participation in the project.
Prairie Band of Potawatomi	Participating Agency	Per SAFETEA-LU: by not responding, tribes are considered to have declined participation in the project.
Sac and Fox Tribe of the Mississippi in Iowa	Participating Agency	Per SAFETEA-LU: by not responding, tribes are considered to have declined participation in the project.
Ho-Chunk Nation of Wisconsin	Participating Agency	Per SAFETEA-LU: by not responding, tribes are considered to have declined participation in the project.
The Peoria Tribe of Indians of Oklahoma	Participating Agency	Per SAFETEA-LU: by not responding, tribes are considered to have declined participation in the project.
Pokagon Band of Potawatomi Indians	Participating Agency	Per SAFETEA-LU: by not responding, tribes are considered to have declined participation in the project.

RDK 3/12/08
FTA file

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

March 6, 2008

BUREAU OF PROGRAMMING
RECEIVED
MAR 10 2008
DISTRICT #1

Mr. Peter E. Harmet
Illinois Department of Transportation
Division of Highways/District One
201 W. Center Court

Dear Mr. Harmet:

Thank you for your January 24, 2008, letter and documentation concerning the scoping process for the Elgin O'Hare – West Bypass (EO-WB). FTA appreciates the opportunity to provide the comments that follow on this important project. Please note that comments are not incorporated in the IDOT Environmental Context Audit form you attached in your correspondence since FTA does not typically have information about natural resources in a study area that may be impacted by a project.

As you know, the study area of the EO-WB has an extensive collection of transportation routes. These include three Metra Rail lines; the Chicago Transit Authority Rail Blue Line; and various PACE Bus routes. Also of note is the Metra Star Line New Starts analysis that is currently taking place. If approved, this commuter rail project would increase the alternatives for travel to and from O'Hare Airport.

Consistent with the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), FTA supports projects that will complement existing public transportation and address the eight planning factors enumerated in 23 CFR 450.306(a). Of particular importance is that the EO-WB project should facilitate modal choice and connectivity while promoting transportation system efficiency and energy conservation.

In this vein, we encourage full/extensive cost-benefit analysis in determining the most appropriate method to address the congestion and access issues facing the O'Hare Airport area. Consistent with 23 CFR 450.320, this should consider strategies that improve transportation system management and operations, reduce single occupant vehicle travel, facilitate transit and consider travel demand reduction, including congestion pricing.

Thank you very much for seeking input from FTA for the EO-WB project. If you have any questions, please contact Reginald Arkell of the FTA Region 5 office at (312) 886-3704.

Sincerely,

Marisol Simon
Regional Administrator

Cc: Bill Wheeler, Director, Office of Planning/Program Development, Region 5, FTA
Reginald Arkell, Community Planner, Region 5, FTA

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chicago Ecological Services Field Office
1250 South Grove Avenue, Suite 103
Barrington, Illinois 60010
Phone: (847) 381-2253 Fax: (847) 381-2285

RECEIVED
APR 15 RECD
ENGINEERING
PLANNING

IN REPLY REFER TO:
FWS/AES-CIFO

April 10, 2008

Eric Harm
Interim Engineer of Design & Environment
Illinois Department of Transportation
2300 South Dirksen Parkway - Room 330
Springfield, Illinois 62764

Angela LaPorte
Environmental Planner
Illinois State Toll Highway Authority
2700 Ogden Avenue
Downers Grove, Illinois 60515-1703

Dear Mr. Harm and Ms. LaPorte:

This responds to your letter dated March 5, 2008 describing an extensive 2 year effort to capture Indiana bats (*Myotis sodalis*) in northeastern Illinois and requesting "clearance" from section 7 responsibilities with respect to that species for all transportation projects for a period of 5 years. The study was funded by the Illinois State Toll Highway Authority (ISTHA) and the Illinois Department of Transportation (IDOT) in an effort to provide data on the potential presence of the Indiana bat.

We applaud IDOT and ISTHA for agreeing to conduct the 2 year "Blue Ribbon" study to determine if the Indiana bat is present in our coverage area. As you know, a lack of surveys and data documenting the presence or absence of the species in our area, in combination with the close proximity of a known maternity colony and existing hibernacula, resulted in our concern about possible adverse impacts to the species from various projects.

We concur that the study has provided evidence that the Indiana bat is not likely present in northeastern Illinois. We recommend that you use this study to support the conclusion that specific transportation projects are not likely to adversely affect the Indiana bat. We would then concur with these individual conclusions. We agree to continue with this procedure for a period of 5 years, through the summer of 2012.

As noted in your letter the only exception would be in areas that we deem to be "exceptional sites." Furthermore if new information becomes available indicating that the Indiana bat may be present in northeastern Illinois, then as a group we would reevaluate survey needs.

Again, we commend both agencies in their cooperation in this significant endeavor. Information obtained in the 2 year study is paramount for our knowledge of the species in our area. We look forward to working with both agencies on this issue and future endeavors involving the Service's trust resources.

This letter provides comment under the authority of, and in accordance with, the provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.)* and the Endangered Species Act of 1973, as amended (87 Stat. 884. as amended; 16 U.S.C. 1531 *et seq.*).

If you have any questions, please contact Mr. Shawn Cirton at 847/381-2253, ext. 19.

Sincerely,

John D. Rogner
Field Supervisor

cc: IDOT, Brooks, Dees
ISTHA, Zucchero
IDNR, Hamer, Kath
COE, Isoe, Abrant, Chernich
RIFO, Nelson, Millar
BIFO, Pruitt, Pruitt, King

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX(847) 823-0520

December 15, 2008

U.S. Fish and Wildlife Service
Chicago Field Office
1250 South Grove Avenue, Suite 103
Barrington, IL 60010

Attention: Cathy Pollack

Subject: Elgin O'Hare – West Bypass
Threatened and Endangered Species –Technical Assistance Request
Cook & DuPage Counties, Illinois

Dear Ms. Pollack:

On behalf of the Illinois Department of Transportation, we request Technical Assistance regarding Threatened and Endangered species for the above referenced project. The information that you provide will be used to evaluate potential alternatives and will be incorporated into a Tier One Environmental Impact Statement (EIS). *We are not requesting formal consultation at this time; formal consultation is anticipated to take place as part of the Tier Two EIS and/or during the approval process for individual construction projects, as required.*

Please note that the Elgin O'Hare – West Bypass (EOWB) study area has been expanded from N. Plum Grove Road to west of US Route 20 in Hanover Park, DuPage County, Illinois. See attached location map. The study area was extended west based on the results of preliminary traffic analyses.

As requested in your letter dated February 5, 2008, we are also providing additional information to supplement our previous Technical Assistance request dated January 11, 2008. Enclosed please find aerial photograph exhibits showing approximate wetland boundaries located within the EOWB project area. Wetlands within the proposed project area were identified during cursory field reconnaissance. In general, the majority of the field identified wetlands are characterized by low native plant species diversity and richness. Based on cursory field reconnaissance, the majority of the palustrine cover type is dominated by invasive plant species, such as cattail (*Typha* spp.), reed canary grass (*Phalaris arundinacea*), and common reed (*Phragmites australis*). A detailed vegetative assessment was not completed, nor is it proposed, as part of our Tier One studies.

Based on the information that you provided, the original study area includes two known locations of the Federally threatened eastern prairie fringed orchid (*Platanthera leucophaea*) and two known locations of the State-endangered eastern massasauga rattlesnake (*Sistrurus catenatus*). The two locations of the eastern prairie fringed orchid that you provided are not located within the general envelope where transportation improvements are

most likely to occur. The Illinois Department of Natural Resources (IDNR) provided information on State-listed species within the study area; the eastern massasauga was not included in this information. We understand that IDNR may have updated their database, and we are in the process of obtaining relevant updates from IDNR. Based on information provided by the Forest Preserve District of DuPage County (FPDDC), the eastern massasauga is considered a "historical record" in the study area at Wood Dale Grove Forest Preserve[1]. Many historical records were made as early as the 1970s and it is possible that this species no longer exists at Wood Dale Grove.

We have been coordinating this project with Shawn Cirton of your office, who is aware of the study area revisions. Mr. Cirton participated in a field visit/driving tour of the study area (including the expanded portion) on November 12, 2008. The U.S. Army Corps of Engineers (USACE) and U.S. Environmental Protection Agency (USEPA) also attended this field visit. During the field visit, we visited several representative wetland areas located within the general envelope where transportation improvements associated with the EOWB study are most likely to occur. Potential wetland impacts associated with the proposed improvements were also generally discussed.

Please indicate if the EOWB study area has any recorded presence of Federally protected species or critical habitat for protected species. If any Federally protected species or critical habitat are known to exist within the vicinity of the study area, please provide their specific locations, to the extent possible, so that this information can be used for project planning purposes when refining transportation system alternatives and considering potential environmental impacts. To assist in your review, the Township, Range, Section, Longitude, and Latitude for the study area are included in the Appendix.

If you need additional information or have any questions, please call me at (847) 823-0500.

Sincerely,

Peter M. Knysz
Senior Environmental Resource Specialist

cc: Shawn Cirton - USFWS

PMK
N:\Idot\070404\Env\Docs\T&E\L6_121508_USFWS.doc

[1] Wood Dale Grove Forest Preserve is located on Wood Dale Road, between Lake Street (US Route 20) and 3rd Avenue (Oak Meadows Drive), just west of Route 83. It is not located within the proposed project area.

APPENDIX

TWP	RNG	SEC
42	10	34
42	10	35
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41	10	2
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41	11	32
41	10	36
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41	10	35

TWP	RNG	SEC
41	10	34
41	10	33
41	10	32
41	10	31
41	9	36
40	12	2
40	12	3
40	12	4
40	12	5
40	12	6
40	11	1
40	11	2
40	11	3
40	11	4
40	11	5
40	10	1
40	11	6
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40	10	4
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40	12	11
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TWP	RNG	SEC
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39	12	6
39	11	1
39	11	2
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39	11	4
39	12	7
39	12	8
39	11	12
39	11	11

Latitude:
North 41.979764

Longitude:
West 87.991284

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chicago Ecological Services Field Office
1250 South Grove Avenue, Suite 103
Barrington, Illinois 60010
Phone: (847) 381-2253 Fax: (847) 381-2285

IN REPLY REFER TO:
FWS/AES-CIFO/8-FA-0221 / SL-0207

January 29, 2009

Mr. Peter M. Knysz
Christopher B. Burke Engineering, Ltd.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018

RECEIVED
JAN 30 2009
CHRISTOPHER B. BURKE
ENGINEERING LTD.

Dear Mr. Knysz:

This responds to your letter dated December 15, 2008 requesting information on endangered or threatened species within an expanded study area for the proposed Elgin O'Hare West Bypass project. This expanded study area includes area from North Plum Grove Road to west of US Route 20 in Hanover Park, DuPage County, Illinois as depicted on the maps you enclosed.

The previously submitted study area, which extended approximately 2 miles outward from an area generally bounded by Interstate 90 on the north, Interstate 294 on the east, and Interstate 290 on the south and west, was addressed in correspondence dated February 5, 2008. At that time we indicated that this area encompassed two known locations of the federally threatened eastern prairie fringed orchid (Platanthera leucophaea) and two known locations of the eastern massasauga rattlesnake (Sistrurus catenatus) which is a candidate for listing. No critical habitat for protected species occurred within the study area. Newer information indicates that the eastern massasauga rattlesnake is no longer an issue for the previous project boundaries.

The two known locations of the eastern prairie fringed orchid are within T40N, R12E, Section 14 and T40N, R10E, Section 24. Possible habitat of the eastern prairie fringed orchid includes mesic prairie, sedge meadows, marsh edges and bogs. Soils of these habitats include glacial soils, lake plain deposits, muck, and peat. Potentially, any moderate to high quality wetland habitat within the study area could support this species. If wetlands are to be impacted by this proposed project, careful attention should be made to the quality of the wetlands and if necessary conduct searches for these types of habitat. If any of the above habitat remnants are found within any of the project areas, we request that searches for this species be conducted.

We have noticed that in northeastern Illinois orchid populations bloom sporadically rather than all plants blooming at the same time. Because of this pattern, and small population numbers, it is possible to conduct an orchid search and not detect orchids even when they are present.

If potential habitat is observed and a field search should be conducted, we recommend conducting the field search during the bloom date of the orchid; June 28 through July 11, with searches conducted a minimum of three non-consecutive days within this time period. Using this approach, we could be more confident of negative survey results.

We recommend working early on project plans to assure that potential orchid habitat would not be affected. We look forward to working with you and the Army Corps of Engineers in determining whether your final project plans would affect any federal listed species.

In regards to the new expanded study area from North Plum Grove Road to west of US Route 20 in Hanover Park, no federally listed species, nor critical habitat is known to occur.

When more definitive routes for this proposed project are decided, we recommend that you submit them to this office along with information on the quality of the wetlands that may be impacted, for a more thorough review.

We look forward to working with you and the Army Corps of Engineers in determining whether your final project plans would affect any federal listed species.

These comments only address federally listed species. Please contact the Illinois Department of Natural Resources for information on State-listed species. Also, we may have the opportunity to review the project for a broader range of fish and wildlife impacts if it requires a Section 404 permit. We are willing to work with you in advance of formal submittal if it would help streamline the approval process.

If you have any questions, please contact Ms. Cathy Pollack at 847/381-2253 ext. 20, or Ms. Karla Kramer at 847/381-2253 ext. 12.

Sincerely,

John D. Rogner

John D. Rogner
Field Supervisor

PETER J. ROSKAM
6TH DISTRICT, ILLINOIS

DEPUTY WHIP

COMMITTEE ON WAYS AND MEANS

SUBCOMMITTEES:
OVERSIGHT
INCOME SECURITY AND FAMILY SUPPORT
SELECT REVENUE MEASURES

Congress of the United States
House of Representatives
Washington, DC 20515–1306

507 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-4561
(202) 225-1166 FAX

150 S. BLOOMINGDALE ROAD
SUITE 200
BLOOMINGDALE, IL 60108
(630) 893-9670
(630) 893-9735 FAX

www.roskam.house.gov

March 25, 2009

Milton R. Sees, P.E.
Secretary
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, Illinois 62764

Dear Secretary Sees,

I am writing to convey my support for the Village of Bensenville's position on the Elgin-O'Hare West Bypass route alternative to connect with I-294. It is my understanding that IDOT's Alternative A would pass through a broad swath of Bensenville comprised of residential, commercial, and industrial areas. Each of the other three alternatives (Alternatives B, C, and D) impact industrial areas in Franklin Park. Having reviewed the thus far identified impacts of each of these alternatives, I want to express deep concern about the impact of Alternative A. I believe it is the least attractive option, and that one of the others should be selected by IDOT for further evaluation.

Alternative A presents such deep concerns because the most current publicly available assessment of social impacts demonstrates Alternative A as the only one with adverse noise effects, and the only one that will eliminate homes. At least seven homes would be displaced and at least seventeen more would be adversely impacted by the noise created by this route by IDOT's calculations. In contrast, all three of the other alternatives have no noise impacts, nor do they call for displacing residences.

Not only would Alternative A have the greatest adverse impact on the adjacent residential community, it would also be the most damaging in terms of commercial/industrial structures and businesses taken. Alternative A eliminates a significant number of jobs and tax revenues in the Village of Bensenville that has already had to cope with these challenges due to the OMP.

These immediate challenges are matched with additional enduring hindrances as Alternative A would require taking the most land that holds the most opportunity for development. Indeed, Alternative A would cause substantial harm to the economic capacity of Bensenville. Given the existence of viable alternatives that do not carry such consequences, I submit that Alternative A can and should be abandoned.

PRINTED ON RECYCLED PAPER

More positively, Alternative D seems to present the best way forward. It poses no threats to residential communities, and its costs and other impacts are similar to the A, B, and C alternatives. Overall, fewer structures would be lost with Alternative D. Also, Alternative D provides a good opportunity to improve regional and local traffic flow with improved access to post-construction industrial sites. The empirical benefits and community support warrant prime consideration for Alternative D.

Thank you for your consideration. I appreciate your interest in advancing our region's transportation infrastructure while maintaining the integrity of and opportunities for our communities. If you have any questions, or require additional information, please feel free to contact me or Kitty Weiner on my staff at 630-893-9670.

Very truly yours,

Peter J. Roskam
Member of Congress

"Pete Knysz" <pknysz@cbbel.com>

05/22/2009 08:07 AM

Please respond to <pknysz@cbbel.com>

To <Cathy_Pollack@fws.gov>

cc

Subject Elgin O'Hare - West Bypass

Cathy,
Hi. Would you please clarify something from the attached letter pertaining to the Elgin O'Hare – West Bypass project (FWS/AES-CIFO/8-FA-0221 / SL-0207)?

1) Please confirm that the eastern massasauga rattlesnake is no longer a concern for the previous study area boundaries and is not a concern for the expanded study area.

2) Regarding the eastern prairie fringed orchid...are you requesting that searches be conducted at potential moderate to high quality wetland areas in the previous study area only? The letter states that no federally listed species, nor critical habitat is known to occur in the expanded study area.

Please call with questions.

Thanks,

Peter M. Knysz
Manager, NPDES Policy and Enforcement
Christopher B. Burke Engineering, Ltd.
9575 W. Higgins Road, Suite 600 Rosemont, IL 60018
Phone: (847) 823-0500 Fax: (847) 318-9793 Cell: (847) 833-0278
E-Mail: pknysz@cbbelcom

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From: Cathy_Pollack@fws.gov [mailto:Cathy_Pollack@fws.gov]
Sent: Friday, May 22, 2009 9:48 AM
To: pknysz@cbbel.com
Subject: Re: Elgin O'Hare - West Bypass

Pete,

The eastern massasauga is no longer a concern for the previous study area boundaries and is not a concern for the expanded study area.

Because I was given a large "study area" and not a definite route for this proposed project which includes a "previous study area" and the "expanded study area", I can not say whether or not your project would impact habitat of the eastern prairie fringed orchid. At this time, there are no known locations of this species in the "expanded study area", however, there was in the "previous study area", as mentioned in the letter. If a route is chosen, we'd expect that a wetland assessment would be performed for all wetlands that may be impacted by this proposed project. At that time, you (or we) could decide if any wetlands are of moderate to high quality. If so, then by comparing the plant species list for that wetland with our associate list (this list is being updated) and if four (?) or more associates are found, then we'd request a search of the habitat for the orchid during the orchid's bloom period.

Such broad requests make it difficult for us to give a definitive answer. We have no exact route, we have no information on wetland impact, or the quality of the wetlands, therefore our response is a bit broad as well. And just because we have no known locations of this orchid species in an area does not mean that it can not exist in that area.

If it is determined that wetland assessments will be conducted, please conduct them during the growing season, this gives a more accurate representation of the plant species on-site.

I hope this clarified things. Let me know if you have more questions.

Cathy

****
Cathy Pollack
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
1250 S. Grove Ave., Suite 103
Barrington, Illinois 60010
847/381-2253 ext.20
847/381-2285 (fax)
****

State Letters

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

July 11, 2007

Ms. Gigi Gruber
President
Village of Itasca
550 West Irving Park Road
Itasca, IL 60143-1795

Dear Ms. Gruber:

Thank you for your letter regarding the proposed access point along Thorndale Avenue. Based upon the additional information provided by the Village, we understand that an extension of Cherry Street and eventual connection to Arlington Heights Road is no longer feasible. In addition, the Department is not in a position to protectively acquire these parcels in order to eliminate the need for this new access point, and therefore, we have no further comments. However, we would urge the village to minimize the number of access points along this heavily traveled corridor as part of future planning efforts.

If you have any questions or need additional information, please contact me or Peter E. Harmet, Bureau Chief of Programming, at (847) 705-4393.

Very truly yours,

Diane O'Keefe /cal

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

cc: David Williams, Administrator
John Kos, DuPage County
Robert Kolar, DuPage County
bcc: Diane O'Keefe
John Baczek
Jason Salley

Prepared By: Peter E. Harmet, ext. 4393, Bureau of Programming

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EcoCAT
Ecological Compliance Assessment Tool

Applicant:	Christopher B. Burke Engineering, Ltd.	*IDNR Project #:*	0804892
Contact:	David Walters	Date:	10/30/2007
Address:	9575 W. Higgins Road, Suite 600 Rosemont, IL 60018		

Project: Elgin O'Hare - West Bypass Study
Address: 1000 Thorndale Avenue, Bensenville

Description: The Elgin O'Hare – West Bypass study (EOWB) involves the evaluations of transportation needs and system alternatives within a study area roughly bounded with a 2-mile buffer outside of I-90 to the north, I-290 to the west and to the south, and I-294 to the east.

Natural Resource Review Results

This project was submitted for information only. It is not a consultation under Part 1075.

The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Busse Woods INAI Site
East Branch Marsh INAI Site
Fischer Woods INAI Site
Meacham Grove INAI Site
Schiller Woods Prairie INAI Site
Songbird Slough INAI Site
Swift Road Meadow INAI Site
Wgn Marsh INAI Site
Wood Dale Grove INAI Site
Busse Forest Nature Preserve
Alkali Bulrush *(Bolboschoenus maritimus)*
Black Tern *(Chlidonias niger)*
Black-Crowned Night Heron *(Nycticorax nycticorax)*
Black-Crowned Night Heron *(Nycticorax nycticorax)*
Black-Crowned Night Heron *(Nycticorax nycticorax)*
Black-Crowned Night Heron *(Nycticorax nycticorax)*
Black-Crowned Night Heron *(Nycticorax nycticorax)*
Black-Crowned Night Heron *(Nycticorax nycticorax)*
Blanding'S Turtle *(Emydoidea blandingii)*
Blanding'S Turtle *(Emydoidea blandingii)*
Buffalo Clover *(Trifolium reflexum)*
Common Moorhen *(Gallinula chloropus)*
Common Moorhen *(Gallinula chloropus)*
Dog Violet *(Viola conspersa)*

Downy Solomon'S Seal *(Polygonatum pubescens)*
Dwarf Raspberry *(Rubus pubescens)*
Dwarf Raspberry *(Rubus pubescens)*
Ear-Leafed Foxglove *(Tomanthera auriculata)*
Eastern Prairie Fringed Orchid *(Platanthera leucophaea)*
Eastern Prairie Fringed Orchid *(Platanthera leucophaea)*
Kirtland'S Snake *(Clonophis kirtlandi)*
Least Bittern *(Ixobrychus exilis)*
Little Green Sedge *(Carex viridula)*
Marsh Speedwell *(Veronica scutellata)*
Marsh Speedwell *(Veronica scutellata)*
Northern Grape Fern *(Botrychium multifidum)*
Pretty Sedge *(Carex woodii)*
Pretty Sedge *(Carex woodii)*
Purple Fringed Orchid *(Platanthera psycodes)*
Richardson'S Rush *(Juncus alpinoarticulatus)*
Sedge *(Carex bromoides)*
Small Sundrops *(Oenothera perennis)*
Small Sundrops *(Oenothera perennis)*
Spotted Coral-Root Orchid *(Corallorhiza maculata)*
Star-Flower *(Trientalis borealis)*
Tuckerman'S Sedge *(Carex tuckermani)*
Tuckerman'S Sedge *(Carex tuckermani)*
White Lady'S Slipper *(Cypripedium candidum)*
Yellow-Headed Blackbird *(Xanthocephalus xanthocephalus)*
Yellow-Headed Blackbird *(Xanthocephalus xanthocephalus)*
Yellow-Headed Blackbird *(Xanthocephalus xanthocephalus)*

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Cook

Township, Range, Section:

39N, 12E, 4	39N, 12E, 5
39N, 12E, 6	39N, 12E, 7
39N, 12E, 8	39N, 12E, 9
39N, 12E, 17	39N, 12E, 18
40N, 12E, 2	40N, 12E, 3
40N, 12E, 4	40N, 12E, 5
40N, 12E, 6	40N, 12E, 7
40N, 12E, 8	40N, 12E, 9
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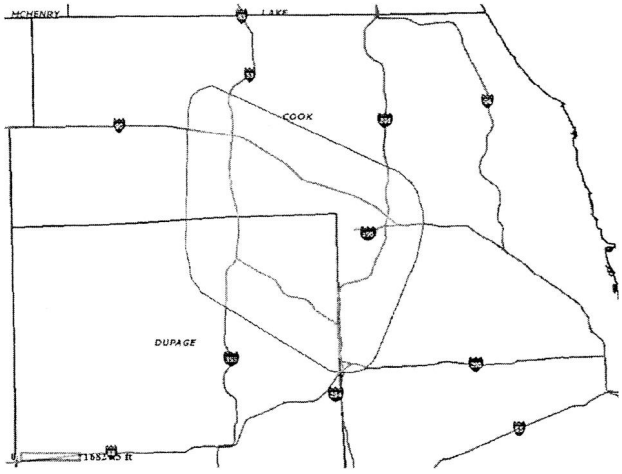
40N, 12E, 16	40N, 12E, 17



40N, 12E, 18	40N, 12E, 19
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40N, 12E, 22	40N, 12E, 23
40N, 12E, 27	40N, 12E, 28
40N, 12E, 29	40N, 12E, 30
40N, 12E, 31	40N, 12E, 32
40N, 12E, 33	40N, 12E, 34
41N, 10E, 1	41N, 10E, 2
41N, 10E, 3	41N, 10E, 10
41N, 10E, 11	41N, 10E, 12
41N, 10E, 13	41N, 10E, 14
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41N, 11E, 6	41N, 11E, 7
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41N, 11E, 32	41N, 11E, 33
41N, 11E, 34	41N, 11E, 35
41N, 11E, 36	41N, 12E, 17
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41N, 12E, 20	41N, 12E, 21
41N, 12E, 22	41N, 12E, 26
41N, 12E, 27	41N, 12E, 28
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41N, 12E, 33	41N, 12E, 34
41N, 12E, 35	42N, 10E, 22
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42N, 10E, 34	42N, 10E, 35
42N, 10E, 36	42N, 11E, 30
42N, 11E, 31	42N, 11E, 32
42N, 11E, 33	

County: Dupage

Township, Range, Section:

39N, 11E, 1	39N, 11E, 2
39N, 11E, 3	39N, 11E, 4
39N, 11E, 5	39N, 11E, 10
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40N, 11E, 22	40N, 11E, 23
40N, 11E, 24	40N, 11E, 25
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40N, 11E, 30	40N, 11E, 31
40N, 11E, 32	40N, 11E, 33
40N, 11E, 34	40N, 11E, 35
40N, 11E, 36	

IL Department of Natural Resources Contact
Impact Assessment Section
217-785-5500
Division of Ecosystems & Environment

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

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Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

November 9, 2007

«Address_Title» «First_Name» «Initial» «Last_Name»
«Title»
«Agency»
«Department»
«Address_2»
«Address»
«City», «State» «Zip_code»

Re: Elgin O'Hare – West Bypass; Cook and DuPage Counties

Dear «Salutation» «Last_Name»:

We are writing to inform you that the Department has recently initiated preliminary engineering and environmental (Phase I) studies for the Elgin O'Hare – West Bypass (EO–WB) project, and to seek your participation in our planning process. Our Phase I studies are being advanced in response to the Federal SAFETEA-LU legislation, which set aside $140 million towards the project. Our planning and engineering work will examine a broad system of transportation improvements, encompassing roadways (including the EO–WB), rail/bus transit, and bike/pedestrian facilities. As such, project stakeholders will be engaged over a larger study area, which is generally bounded by I-90 on the north, I-290/IL 53 to the west and south, and I-294 to the east (Figure One). A western access to O'Hare Field will also be examined as part of our study.

Overall, the planning process will be pursued in two layers, or "tiers". Tier One, which will identify transportation system needs and evaluate a range of transportation system alternatives, will be completed by the end of 2010 although we will examine opportunities to accelerate this schedule (Figure Two). The results of our Tier One studies will be summarized in a Tier One Environmental Impact Statement (EIS), and will identify the preferred transportation system concept(s). Given that we are evaluating the transportation system within a 50 square mile study area, the level of detail for Tier One will be broader than the traditional level of detail. Tier Two studies will focus upon portions of the preferred transportation system concept that can be constructed independently, using the traditional Phase I level of detail. It is also important to note that although there are many past roadway planning efforts in the study area, our team will be making an entirely fresh start.

Our public outreach program will be extensive, and follows the Department's Context Sensitive Solutions policy. We have established a Corridor Planning Group (CPG) which consists of the Mayors/Presidents from the communities (plus officials from DuPage and Cook Counties) in the study area. On October 3rd, we hosted the initial CPG meeting, which included an exercise to identify transportation needs in the study area.

We have also identified your agency or group as a stakeholder that could greatly assist us during this planning process. Therefore, we are seeking your participation in our **Environmental, Transportation or Land Use Task Forces**. We would also like to enlist your help in identifying other potential stakeholders that may wish to participate in our planning process.

In general, the role of these task forces will be to:

- Provide technical input according to their respective areas of expertise
- Provide insight and input from a stakeholder perspective that will influence the development and evaluation of alternatives
- Review study outputs in detail and provide comments
- Assist in the development of a consensus solution.

Our initial Task Force meeting is scheduled for December 13, 2007, as listed below. Our first Task Force meeting will be a combined session of all three task forces. The Task Force meeting agenda will include an overview, a schedule of future events, and a scoping workshop to identify issues and concerns from your agency or group's perspective. Please consider this a formal invitation to the event.

Another important event to put on your calendar our Public Informational Meeting, which is also noted below. The purpose of this meeting is to provide an overview of the planning process and seek input regarding transportation needs.

Public Informational Meeting # 1

Date: November 14, 2007
Time: 4:00 PM to 7:00 PM
Location: Oak Meadows Golf Club
900 N. Wood Dale Rd
Addison, IL 60101

Task Force Meeting # 1 (combined)

Date: December 13, 2007
Time: 1:00 PM - 4:00 PM
Location: Oak Meadows Golf Club
900 N. Wood Dale Rd
Addison, IL 60101

We look forward to working with you on this important project, and consultant staff will be contacting you to confirm your attendance. If you have any questions, or need additional information, please contact me or Peter E. Harmet, Bureau Chief of Programming, at (847) 705-4393.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

cc: «CC_Names», «Title1»

Prepared By: Ron Krall, ext. 4103
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November 14, 2007

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«Title»
«Agency»
«Address_2»
«Address»
«City», «State» «Zip_code»

Re: Elgin O'Hare - West Bypass; Cook and DuPage Counties

Dear «Salutation» «Last_Name»:

As a follow up to our October 3rd Corridor Planning Group (CPG) meeting, we wou like to invite your community to participate in our initial Task Force meeting, whi will be a combined session of the **Environmental, Transportation and Land U Task Forces.** These task forces are open to membership from any of the CI communities, as well as other agencies or interested groups, which we are contacti separately. The Task Forces will have a similar role as the CPG, although the foc will be on more technically oriented issues. Accordingly, task force members should comprised of staff with a particular expertise or interest in environment, transportatic or land use. Our initial meeting is scheduled for:

Task Force Meeting # 1 (Combined)
Date: December 13, 2007
Time: 1:00 PM - 4:00 PM
Location: Oak Meadows Golf Club
900 N. Wood Dale Rd
Addison, IL 60101

The Task Force meeting agenda will include an overview of the planning process. schedule of future events, and a scoping workshop to identify issues and concerns fr your community's perspective.

Our consultant team will be contacting you to confirm your interest and attendance. you have any questions, or need additional information, please contact me or Peter Harmet, Bureau Chief of Programming, at (847) 705-4393.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

cc: «cc_name», «Title1»

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November 14, 2007

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«Address»
«City», «State» «Zip_code»

RE: Elgin O'Hare – West Bypass; Cook and DuPage Counties

Dear «Salutation» «Last_Name»:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), is initiating an Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass. The project study area covers approximately 50 square miles and is bounded by I-90 to the north, I-290 to the west and south and I-294 to the east. The area is a major transportation hub of regional and national significance, including O'Hare International Airport, the Bensenville Railroad Yard, and five intersecting interstate facilities (I-355, I-190, I-90, I-294 and I-290).

The FHWA and IDOT are using a tiered Environmental Impact Statement (EIS) approach in this study. Tier One will include an evaluation of transportation system needs across the entire study area as well as the development and evaluation of multi-modal system alternatives. A travel demand model and a Geographic Information System (GIS) database will be the primary technical tools used to identify transportation system needs and potential environmental impacts during the Tier One study.

The outcome of the Tier One EIS is expected to be the identification of a preferred transportation system alternative(s). Tier Two environmental studies would focus on detailed environmental analyses for individual projects within the preferred transportation system alternative(s) that have independent utility.

The FHWA and IDOT, as joint lead agencies for this project, are responsible for identifying State and local agencies, municipalities and other entities that may have an interest in the project and inviting those entities to be Participating Agencies.

Your agency has been identified as one that may have an interest in this project, because of your jurisdiction or authority with respect to the project; accordingly, you are being extended this invitation to become actively involved as a Participating Agency. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

As a Participating Agency and pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act,-a Legacy for Users (SAFETEA-LU), you will be afforded the opportunity to be involved in important aspects of the planning process including:

- Early identification of any issues of concern regarding the project's potential environmental or socioeconomic impacts;
- Providing input to the project's Purpose and Need;
- Providing input to the alternative development and evaluation process, and
- Review and comment on other items such as level of detail of study, methodologies for alternative development and analysis, and environmental impact analysis.

Attached as a third page to this letter, you will find a form that will allow you to check a response to either accept or decline the offer to become a Participating Agency. Please check the response that is appropriate for you and return this form to IDOT using the enclosed self addressed, stamped envelope prior to December 14, 2007.

Please note that non-federal agencies must formally accept the invitation in order to be considered as a Participating Agency. If your agency declines to be a Participating Agency, the response should state your reason for declining the invitation. If you choose not to be a Participating Agency, your comments regarding the process may be recorded through available public/stakeholder involvement venues, e.g. Corridor Planning Group, Task Forces, Public Meetings, etc. See the attachment for further definition of the role of a Participating Agency.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Peter E. Harmet, P.E., Bureau Chief of Programming at (847) 705-4393.

Thank you for your cooperation and interest in this project.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

Attachment

cc: «CC_name», «Title1»

PARTICIPATING AGENCY RESPONSE

Accept: _____

Do Not Accept: _____

Reason(s) for not accepting:

_____
_____
_____
_____
_____
_____
_____

Signature: _____

Title: _____

Date: _____

Attachment

Role of Participating Agencies

The recent Federal transportation legislation (SAFETEA-LU, 2005) expanded participation in federally funded transportation projects for non-federal agencies with the provision of a "Participating Agency" status. The intent was to broaden formal participation to agencies that have a genuine interest in the project. For the Elgin O'Hare - West Bypass study, this means cities, villages, townships, counties, and others that would be potentially affected by transportation improvements.

IDOT has extended your agency an opportunity to serve as a "Participating Agency". This is a formal designation that affords you access to the study process; to provide input on key matters early in the process, and to review and comment on outputs from the process. There is an expectation that goes with the status of a "Participating Agency" and that will be your involvement on key matters to ensure timely input and timely decisions that reflects that input. These key milestones are:

- Project Purpose and Need
- Study Methods to be used in the Evaluation
- Alternative Development and Evaluation
- Identification of the Preferred Alternative

IDOT encourages agencies to become participating agencies and to become actively involved with this study. However, you may choose to decline the invitation, and take part in the study process as a non-participating agency. Whereas, your role would be less formalized, you would still have the opportunity to provide input and review project materials through the established public involvement process. For those who are a member of the CPG, regular opportunities for input and review will be provided through that mechanism as well.

Ms. Kathryn J. Cermak-Durante
Township Supervisor/Treasurer
Addison Township
401 North Addison Road
Addison, IL 60101

Mr. Edward Levato
Township Supervisor
Bloomingdale Township
123 North Rosedale Avenue
Bloomingdale, IL 60108

Ms. Nanci Vanderweel
Township Supervisor
Elk Grove Township
215 Fleetwood Lane
Elk Grove Village, IL 60007

Mr. Bradley A. Stephens
Township Supervisor
Leyden Township
2501 N. Mannheim Road
Franklin Park, IL 60131

Ms. Carol Teschky
Township Supervisor
Maine Township
1700 Ballard Road
Park Ridge, IL 60068

Mr. Thomas E. Lupo
Township Supervisor
Norwood Park Township
7833 West Lawrence Avenue
Norridge, IL 60656

Ms. Kathy M. Ryan
Township Supervisor
Proviso Township
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Broadview, IL 60153

Ms. Mary Wroblewski
Township Supervisor
Schaumburg Township
One Illinois Blvd.
Hoffman Estates, IL 60194

Mr. John W. Valle
Township Supervisor
York Township
1502 South Meyers Road
Lombard, IL 60148

The Honorable Anthony W. Arredia
Mayor
City of Des Plaines
1420 Miner Street/Northwest Highway
Des Plaines, IL 60016

The Honorable Thomas D. Marcucci
Mayor
City of Elmhurst
209 North York Street
Elmhurst, IL 60126

The Honorable Jeffrey T. Sherwin
Mayor
City of Northlake
55 East North Avenue
Northlake, IL 60164

The Honorable Howard Frimark
Mayor
City of Park Ridge
505 Butler Place
Park Ridge, IL 60068

The Honorable Kenneth A. Nelson
Mayor
City of Rolling Meadows
3600 Kirchoff Road
Rolling Meadows, IL 60008

The Honorable Kenneth P. Johnson
Mayor
City of Wood Dale
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Wood Dale, IL 60191

The Honorable Larry Hartwig
Mayor
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Addison, IL 60101

The Honorable Arlene Mulder
Mayor
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33 S. Arlington Heights Roads
Arlington Heights, IL 60005

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Village President
Village of Bensenville
12 South Center Street
Bensenville, IL 60106

Mr. Michael A. Esposito
Village President
Village of Berkeley
5819 Electric Avenue
Berkeley, IL 60163

The Honorable Robert G. Iden
Mayor
Village of Bloomingdale
201 South Bloomingdale Road
Bloomingdale, IL 60108

The Honorable Craig B. Johnson
Mayor
Village of Elk Grove Village
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Elk Grove, IL 60007

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Village President
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Franklin Park, IL 60131

Mr. David Hough
Comptroller
Village of Franklin Park
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Franklin Park, IL 60131

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Village of Hillside
425 Hillside Avenue
Hillside, IL 60521

Ms. Gigi Gruber
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Village of Itasca
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Itasca, IL 60143

The Honorable Ronald M. Serpico, Sr.
Mayor
Village of Melrose Park
1000 North 25th Avenue
Melrose Park, IL 60160

The Honorable Irvana K. Wilks
Mayor
Village of Mount Prospect
50 South Emerson Street
Mount Prospect, IL 60056

Mr. Earl J. Field
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Village of Norridge
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Norridge, IL 60706

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Mayor
Village of Roselle
31 South Prospect Street
Roselle, IL 60172

The Honorable Bradley Stephens
Mayor
Village of Rosemont
9501 West Devon Avenue
Rosemont, IL 60018

Mr. Al Larson
Village President
Village of Schaumburg
101 Schaumburg Court
Schaumburg, IL 60193

Ms. Anna Montana
Village President
Village of Schiller Park
9526 West Irving Park Road
Schiller Park, IL 60176

Ms. Joyce Stupegia
Village President
Village of Villa Park
20 South Ardmore Avenue
Villa Park, IL 60181

The Honorable Irvana K. Wilks
Mayor
Village of Mount Prospect
50 South Emerson Street
Mount Prospect, IL 60056

Mr. Randy Blankenhorn
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Chicago Metropolitan Agency for Planning
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Cook County
118 N. Clark St., RM 537
Chicago, IL 60602

Mr. Rupert Graham, Jr., P.E.
Superintendent of Highways
Cook CountyHighway Department
69 W. Washington St., RM 2300
Chicago, IL 60602

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Chairman of the Board
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421 N. County Farm Rd.
Wheaton, IL 60187

Mr. John P. Kos, P.E.
Director of Transportation
DuPage County
Division of Transportation
422 N. County Farm Rd.
Wheaton, IL 60187

Mr. Charles F. Tokarski, P.E.
County Engineer
DuPage County
Division of Transportation
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Wheaton, IL 60187

Mr. D. " Dewey" Pierotti, Jr.
President
DuPage County
Forest Preserve District
3 S. 580 Naperville Rd.
Wheaton, IL 60187

Mr. Warren Goetsch
Division Manager
Illinois Department of Agriculture
State Fairgrounds
111 Dept. of Agriculture
Springfield, IL 62794

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
#1 Old State Capitol Plaza
Springfield, IL 62701

Mr. William Gradle
State Conservationalist
Illinois Natural Resources Conservation Service
2118 W. Park Ct.
Champaign, IL 61821

Mr. Jeffrey Dailey
Illinois State Toll Highway Authority
2700 Ogden Ave.
Downers Grove, IL 60516

Ms. Kelsey Musich
Resource Conservationalist
Kane-DuPage Soil & Water Conservation District
2315 Dean St., Suite 100
St. Charles, IL 60175

Ms. Carole Doris
Chairman
Metra
547 W. Jackson Blvd., FL 13th
Chicago, IL 60661

Mr. Jim Reilly
Chairman
Regional Transportation Authority
175 W. Jackson Blvd., Suite 1550
Chicago, IL 60604

Mr. Rick McAndless
Resource Conservationalist
North Cook County Soil & Water Conservation District
Steamwood, IL 60107

Mr. Richard Kwasneski
Chairman
Pace Suburban Bus Service
550 W. Algonquin Rd.
Arlington Heights, IL 60005

Ms. Rosemarie Andolino
Executive Director
O'Hare Modernization Program
P.O. Box 66848
Chicago, IL 60666

Ms. Sonja Peters
Highway Commissioner
Addison Township
411 West Potter Street
Wood Dale, IL 60191

Mr. James Plumb
Highway Commissioner
Bloomingdale Township
6N030 Rosedale
Bloomingdale, IL 60108

Mr. Charles Serchuk
Highway Commissioner
Elk Grove Township
2400 South Arlington Heights
Arlington Heights, IL 60005

Mr. Vincent S. Fiorito
Highway Commissioner
Leyden Township
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Franklin Park, IL 60131

Mr. Robert Provenzano
Highway Commissioner
Maine Township
1387 Redeker Road
Des Plaines, IL 60016

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Highway Commissioner
Norwood Park Township
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Norridge, IL 60656

Mr. Richard Schroeder
Highway Commissioner
York Township
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City Manager
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209 North York Street
Elmhurst, IL 60126

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Superintendent of Highways
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Mr. Thomas Byrne
Commissioner
Department of Transportation
30 N LaSalle Street, Suite 1100
Chicago, IL 60602

Ms Michelle Ryan
Regional Transportation Authority
175 W. Jackson Blvd., Suite 1550
Chicago, IL 60604

Participating Agencies Responses

Agency Name	Requested Role	Agency Response
Village of Addison	Participating agency	Accepted
Village of Arlington Heights	Participating agency	Accepted
Bloomingdale Township	Participating agency	Accepted
City of Chicago	Participating agency	Accepted
City of Des Plaines	Participating agency	Accepted
Elk Grove Village	Participating agency	Accepted
City of Elmhurst	Participating agency	Accepted
Village of Hillside	Participating agency	Accepted
Village of Itasca	Participating agency	Accepted
Village of Hanover Park	Participating Agency	Accepted
Village of Hoffman Estates	Participating Agency	Accepted
Village of Mount Prospect	Participating agency	Accepted
Chicago Metropolitan Agency for Planning	Participating agency	Accepted
DuPage County	Participating agency	Accepted
DuPage Forest Preserve District	Participating agency	Accepted
Metra	Participating agency	Accepted
Pace Suburban Bus Service	Participating agency	Accepted
Illinois Historic Preservation Agency	Participating agency	Accepted
Village of Schaumburg	Participating agency	Accepted
City of Northlake	Participating agency	Accepted
City of Rolling Meadows	Participating agency	Accepted
Illinois Department of Agriculture	Participating agency	Declined
Illinois Natural Resources Conservation Service	Participating agency	Declined
Elk Grove Township	Participating agency	Declined
Maine Township	Participating agency	Declined
Village of Melrose Park	Participating agency	Declined
Village of Roselle	Participating agency	Declined
Village of Berkeley	Participating agency	Declined

Participating Agencies Responses

Agency Name	Requested Role	Agency Response
Illinois Environmental Protection Agency	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
Illinois State Toll Highway Authority	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
Cook County	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
Kane-DuPage Soil & Water Conservation District	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
North Cook County Soil & Water Conservation District	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
Regional Transportation Authority	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
Chicago Transit Authority	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
Addison Township	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
Village of Bensenville	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
Village of Bloomingdale	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
Village of Franklin Park	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
Hanover Township	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
Leyden Township	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
Village of Norridge	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
Norwood Park Township	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
City of Park Ridge	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
Proviso Township	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
Village of Rosemont	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
Schaumburg Township	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
Village of Schiller Park	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)

Participating Agencies Responses

Agency Name	Requested Role	Agency Response
Village of Villa Park	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
City of Wood Dale	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
York Township	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
Winnebago Tribe of Nebraska	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
Sac and Fox Nation of Missouri	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
Hannahville Indian Community	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
Prairie Band of Potawatomi	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
Sac and Fox Tribe of the Mississippi in Iowa	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
Ho-Chunk Nation of Wisconsin	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
The Peoria Tribe of Indians of Oklahoma	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)
Pokagon Band of Potawatomi Indians	Participating agency	No Response (Per SAFETEA-LU: by not responding, considered to have declined)

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 NORTH GRAND AVENUE EAST, P.O. BOX 19276, SPRINGFIELD, ILLINOIS 62794-9276 – (217) 782-3397
JAMES R. THOMPSON CENTER, 100 WEST RANDOLPH, SUITE 11-300, CHICAGO, IL 60601 – (312) 814-6026

ROD R. BLAGOJEVICH, GOVERNOR DOUGLAS P. SCOTT, DIRECTOR

217-782-0547

November 29, 2007

Ms. Diane M. O'Keefe, P.E.
Illinois Department of Transportation
Division of Highways/ Region One/ District One
201 West Center Court
Schaumburg, Illinois 60196-1096

Dear Ms. O'Keefe:

Thank you for the opportunity to review the proposed project for the Elgin O'Hare-West Bypass Project, Phase I, in Cook and DuPage Counties.

The Agency has no objections to the project; however a construction site activities stormwater NPDES permit will be required from the Division of Water Pollution Control. For further information or if you have questions, please contact Al Keller at 217-782-0610.

Solid and hazardous waste must be properly disposed of or recycled.

If you have need for an Environmental Review in the future, please submit your information to: **Illinois Environmental Protection Agency, Deputy Director's Office/MC #1, PO Box 19276, Springfield, Illinois 62794-9276, ATTN: DiAnne Schuerman**

Sincerely,

Bernard P. Killian

Bernard P. Killian
Deputy Director

ROCKFORD – 4302 North Main Street, Rockford, IL 61103 – (815) 987-7760 • DES PLAINES – 9511 W. Harrison St., Des Plaines, IL 60016 – (847) 294-4000
ELGIN – 595 South State, Elgin, IL 60123 – (847) 608-3131 • PEORIA – 5415 N. University St., Peoria, IL 61614 – (309) 693-5463
BUREAU OF LAND - PEORIA – 7620 N. University St., Peoria, IL 61614 – (309) 693-5462 • CHAMPAIGN – 2125 South First Street, Champaign, IL 61820 – (217) 278-5800
SPRINGFIELD – 4500 S. Sixth Street Rd., Springfield, IL 62706 – (217) 786-6892 • COLLINSVILLE – 2009 Mall Street, Collinsville, IL 62234 – (618) 346-5120
MARION – 2309 W. Main St., Suite 116, Marion, IL 62959 – (618) 993-7200

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EcoCAT
Ecological Compliance Assessment Tool

Applicant:	Larry Martin	*IDNR Project #:*	0806296
Contact:	Larry Martin	Alternate #:	0804892
Address:	8501 W. Higgins Road Chicago, IL 60631	Date:	11/30/2007

Project: Elgin O'Hare West By-Pass (EOWB)
Address: 1000 Thorndale Avenue, Bensenville, Bensenville

Description: involves the evaluations of transportation needs and system alternatives within a study area roughly bounded with a 2-mile buffer outside of I-90 to the north, I-290 to the west and to the south, and I-294 to the east.

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)
The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Busse Woods INAI Site
East Branch Marsh INAI Site
Fischer Woods INAI Site
Schiller Woods Prairie INAI Site
Songbird Slough INAI Site
Swift Road Meadow INAI Site
Wgn Marsh INAI Site
Wood Dale Grove INAI Site
Busse Forest Nature Preserve
Alkali Bulrush *(Bolboschoenus maritimus)*
Black-Crowned Night Heron *(Nycticorax nycticorax)*
Black-Crowned Night Heron *(Nycticorax nycticorax)*
Black-Crowned Night Heron *(Nycticorax nycticorax)*
Black-Crowned Night Heron *(Nycticorax nycticorax)*
Black-Crowned Night Heron *(Nycticorax nycticorax)*
Black-Crowned Night Heron *(Nycticorax nycticorax)*
Blanding'S Turtle *(Emydoidea blandingii)*
Buffalo Clover *(Trifolium reflexum)*
Common Moorhen *(Gallinula chloropus)*
Common Moorhen *(Gallinula chloropus)*
Downy Solomon'S Seal *(Polygonatum pubescens)*
Dwarf Raspberry *(Rubus pubescens)*
Dwarf Raspberry *(Rubus pubescens)*
Ear-Leafed Foxglove *(Tomanthera auriculata)*
Eastern Prairie Fringed Orchid *(Platanthera leucophaea)*

Eastern Prairie Fringed Orchid *(Platanthera leucophaea)*
Kirtland'S Snake *(Clonophis kirtlandi)*
Least Bittern *(Ixobrychus exilis)*
Marsh Speedwell *(Veronica scutellata)*
Marsh Speedwell *(Veronica scutellata)*
Northern Grape Fern *(Botrychium multifidum)*
Pretty Sedge *(Carex woodii)*
Purple Fringed Orchid *(Platanthera psycodes)*
Sedge *(Carex bromoides)*
Small Sundrops *(Oenothera perennis)*
Small Sundrops *(Oenothera perennis)*
Spotted Coral-Root Orchid *(Corallorhiza maculata)*
Star-Flower *(Trientalis borealis)*
Tuckerman'S Sedge *(Carex tuckermani)*
Tuckerman'S Sedge *(Carex tuckermani)*
White Lady'S Slipper *(Cypripedium candidum)*
Yellow-Headed Blackbird *(Xanthocephalus xanthocephalus)*
Yellow-Headed Blackbird *(Xanthocephalus xanthocephalus)*
Yellow-Headed Blackbird *(Xanthocephalus xanthocephalus)*

Wetland Review (Part 1090)
The National Wetlands Inventory shows wetlands within 250 feet of the project location.

An IDNR staff member will evaluate this information and contact you within 30 days to request additional information or to terminate consultation if adverse effects are unlikely.

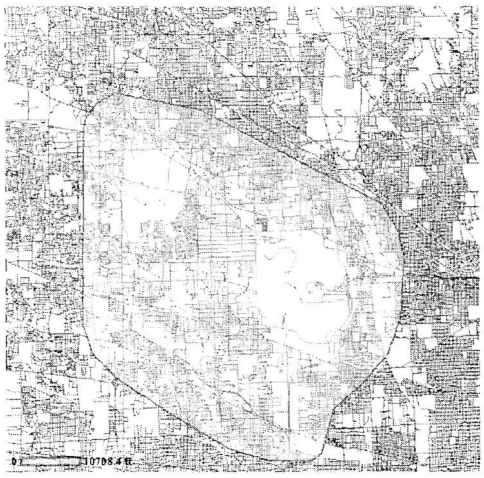
Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Cook

Township, Range, Section:

39N, 12E, 5	39N, 12E, 6
39N, 12E, 7	39N, 12E, 8
40N, 12E, 2	40N, 12E, 3
40N, 12E, 4	40N, 12E, 5
40N, 12E, 6	40N, 12E, 7
40N, 12E, 8	40N, 12E, 9
40N, 12E, 10	40N, 12E, 11
40N, 12E, 14	40N, 12E, 15
40N, 12E, 16	40N, 12E, 17
40N, 12E, 18	40N, 12E, 19
40N, 12E, 20	40N, 12E, 21
40N, 12E, 22	40N, 12E, 27
40N, 12E, 28	40N, 12E, 29



40N, 12E, 30	40N, 12E, 31
40N, 12E, 32	40N, 12E, 33
41N, 10E, 1	41N, 10E, 2
41N, 10E, 11	41N, 10E, 12
41N, 10E, 13	41N, 10E, 14
41N, 10E, 23	41N, 10E, 24
41N, 10E, 25	41N, 10E, 26
41N, 10E, 35	41N, 10E, 36
41N, 11E, 4	41N, 11E, 5
41N, 11E, 6	41N, 11E, 7
41N, 11E, 8	41N, 11E, 9
41N, 11E, 10	41N, 11E, 11
41N, 11E, 12	41N, 11E, 13
41N, 11E, 14	41N, 11E, 15
41N, 11E, 16	41N, 11E, 17
41N, 11E, 18	41N, 11E, 19
41N, 11E, 20	41N, 11E, 21
41N, 11E, 22	41N, 11E, 23
41N, 11E, 24	41N, 11E, 25
41N, 11E, 26	41N, 11E, 27
41N, 11E, 28	41N, 11E, 29
41N, 11E, 30	41N, 11E, 31
41N, 11E, 32	41N, 11E, 33
41N, 11E, 34	41N, 11E, 35
41N, 11E, 36	41N, 12E, 17
41N, 12E, 18	41N, 12E, 19
41N, 12E, 20	41N, 12E, 21
41N, 12E, 22	41N, 12E, 27
41N, 12E, 28	41N, 12E, 29
41N, 12E, 30	41N, 12E, 31
41N, 12E, 32	41N, 12E, 33
41N, 12E, 34	41N, 12E, 35
42N, 10E, 34	42N, 10E, 35
42N, 10E, 36	42N, 11E, 31
42N, 11E, 32	42N, 11E, 33

County: Dupage

Township, Range, Section:

39N, 11E, 1	39N, 11E, 2
39N, 11E, 3	40N, 10E, 1
40N, 10E, 2	40N, 10E, 11
40N, 10E, 12	40N, 10E, 13
40N, 10E, 14	40N, 10E, 23
40N, 10E, 24	40N, 10E, 25
40N, 11E, 1	40N, 11E, 2
40N, 11E, 3	40N, 11E, 4
40N, 11E, 5	40N, 11E, 6
40N, 11E, 7	40N, 11E, 8
40N, 11E, 9	40N, 11E, 10
40N, 11E, 11	40N, 11E, 12

40N, 11E, 13	40N, 11E, 14
40N, 11E, 15	40N, 11E, 16
40N, 11E, 17	40N, 11E, 18
40N, 11E, 19	40N, 11E, 20
40N, 11E, 21	40N, 11E, 22
40N, 11E, 23	40N, 11E, 24
40N, 11E, 25	40N, 11E, 26
40N, 11E, 27	40N, 11E, 28
40N, 11E, 29	40N, 11E, 30
40N, 11E, 32	40N, 11E, 33
40N, 11E, 34	40N, 11E, 35
40N, 11E, 36	

IL Department of Natural Resources Contact
Steve Hamer
217-785-5500
Division of Ecosystems & Environment

Local or State Government Jurisdiction
Illinois Department of Transportation
John Baczek
201 West Center Court
Schaumburg, Illinois 60196-1096

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

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Illinois Department of
Natural Resources
One Natural Resources Way • Springfield, Illinois 62702-1271
http://dnr.state.il.us

Rod R. Blagojevich, Governor
Sam Flood, Acting Director

December 3, 2007

Mr. Larry Martin, Project Manager
CH2MHill Consultants
8501 West Higgins Road
Chicago, Illinois 60631

RE: Elgin O'Hare West
By-Pass
IDNR Proj. No. 0806296

Dear Mr. Martin:

This letter is in response to the above referenced project that was screened through the Illinois Department of Natural Resources Eco-CAT review tool.

Based on further review of resources in the vicinity of the project, the need for resource surveys will need to be done when the study has a more defined corridor for which an alignment would be selected. Currently there are several INAI sites and many listed species in the large study area.

As the project proceeds through the NEPA/404 Merger process, the Illinois Department of Natural Resources will provide input for necessary studies as final alignments are determined.

If you have any questions on the above, please contact me at 217-785-4862.

Sincerely,

Steve Hamer

Steve Hamer
Transportation Review Program
Division of Environment and Ecosystems

cc: Tom Brooks/IDOT,BDE
File

Printed on recycled and recyclable paper

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

January 10, 2008

The Honorable Craig B. Johnson
Mayor
Village of Elk Grove Village
901 Wellington Avenue
Elk Grove Village, IL 60007-3499

Dear Mayor Johnson:

Thank you for your letter dated December 14, 2007. It is certainly in both the Department's and the Village's interest to resolve issues as quickly as possible, and my staff will continue to work with you and your community to move the Elgin O'Hare – West Bypass (EO-WB) planning process forward to completion. However, in order to achieve lasting and meaningful results, we will need to follow a planning process that identifies the transportation needs, carefully evaluates a range of alternatives, and seeks broad public input prior to selecting a preferred option. This is not only mandated by the use of Federal funds, it is vitally important to all project Stakeholders that may be impacted by the EO-WB project. As you know, the 300 foot corridor identified in the O'Hare Modernization Plan does not connect to either I-90 or I-294. Therefore, the 300 foot corridor, as a stand alone proposal, does not have logical termini or independent utility. In order to develop a preferred location for the West Bypass, we must examine areas to the north and south of O'Hare Airport, where there are no relatively open 300 foot wide corridors. Given the potential for impacts in these areas, it is essential that a thorough and open process is conducted prior to identifying a preferred alternative.

We will move the planning process forward as expeditiously as possible, and appreciate your participation and patience. If you have any questions or need additional information, please contact me or Ron Krall, Project Manager, at (847) 705-4103.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

cc: Raymond R. Rummel, Village Manager
Matthew J. Roan, Deputy Village Manager
Alan Boffice, Director of Engineering & Community Development
Board of Trustees

Prepared By: Ron Krall, Ext. 4103
Bureau of Programmin

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Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

January 11, 2008

Ms. Cathy Pollack
U.S. Department of the Interior
Fish and Wildlife Service
Chicago Field Office
1250 S. Grove, Suite 103
Barrington, IL 60010

Subject: Elgin O'Hare – West Bypass
Endangered and Threatened Species – Technical Assistance Request
Cook County & DuPage County, Illinois

Dear Ms. Pollack:

We are writing to request Technical Assistance for the above referenced project. Please provide information on the recorded presence of federally listed endangered or threatened species for the study area. Attached please find a site location map and an aerial photograph. The study area extends approximatcly 2 miles outward from an area generally bounded by Interstate 90 on the north, Interstate 294 on the east, and Interstate 290 on the south and west. Township, Range, Section, Longitude, and Latitude information are included in the Appendix which is also attached to this letter.

The study area, which includes Cook and DuPage Counties and portions of 25 communities, is a regional transportation hub, with one of the nation's busiest airports, multiple interstate highways, transit facilities, and major freight transportation facilities and distribution centers. The area is densely developed with a mix of residential, commercial, and industrial land uses.

Please indicate if the study area has any recorded presence of federally protected species or if any known critical habitat for protected species occurs within the study area vicinity. If any federally protected species or critical habitat exists within the vicinity of the study area, please provide their specific locations, to the extent possible, so that this information can be used for project planning purposes when developing transportation system alternatives and considering potential environmental impacts.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By:
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachments

S:\Gen\WP\p&es\CONSULT\Smith 2007\Fish Wildlife 1 10 08.doc

APPENDIX

Longitude & Latitude

88 3' 42.172" W - 42 5' 6.574" N

88 3' 42.172" W - 41 52' 36.237" N

87 48' 49.113" W - 41 52' 36.237"N

87 48' 49.113" W - 42 5' 6.574" N

Township, Range, & Section

Cook County

Township	*Range*	*Section*	*Township*	*Range*	*Section*
39N,	12E,	4	39N,	12E,	5
39N,	12E,	6	39N,	12E,	7
39N,	12E,	8	39N,	12E,	9
39N,	12E,	17	39N,	12E,	18
40N,	12E,	2	40N,	12E,	3
40N,	12E,	4	40N,	12E,	5
40N,	12E,	6	40N,	12E,	7
40N,	12E,	8	40N,	12E,	9
40N,	12E,	10	40N,	12E,	11
40N,	12E,	14	40N,	12E,	15
40N,	12E,	16	40N,	12E,	17
40N,	12E,	18	40N,	12E,	19
40N,	12E,	20	40N,	12E,	21
40N,	12E,	22	40N,	12E,	23
40N,	12E,	27	40N,	12E,	28
40N,	12E,	29	40N,	12E,	30
40N,	12E,	31	40N,	12E,	32
40N,	12E,	33	40N,	12E,	34
41N,	10E,	1	41N,	10E,	2
41N,	10E,	3	41N,	10E,	10
41N,	10E,	11	41N,	10E,	12
41N,	10E,	13	41N,	10E,	14
41N,	10E,	15	41N,	10E,	22
41N,	10E,	23	41N,	10E,	24
41N,	10E,	25	41N,	10E,	26
41N,	10E,	27	41N,	10E,	34
41N,	10E,	35	41N,	10E,	36
41N,	11E,	4	41N,	11E,	5
41N,	11E,	6	41N,	11E,	7
41N,	11E,	8	41N,	11E,	9
41N,	11E,	10	41N,	11E,	11
41N,	11E,	12	41N,	11E,	13
41N,	11E,	14	41N,	11E,	15
41N,	11E,	16	41N,	11E,	17
41N,	11E,	18	41N,	11E,	19
41N,	11E,	20	41N,	11E,	21
41N,	11E,	22	41N,	11E,	23
41N,	11E,	24	41N,	11E,	25
41N,	11E,	26	41N,	11E,	27
41N,	11E,	28	41N,	11E,	29
41N,	11E,	30	41N,	11E,	31
41N,	11E,	32	41N,	11E,	33
41N,	11E,	34	41N,	11E,	35
41N,	11E,	36	41N,	12E,	17

Cook County (*continued*)

Township	*Range*	*Section*	*Township*	*Range*	*Section*
41N,	12E,	18	41N,	12E,	19
41N,	12E,	20	41N,	12E,	21
41N,	12E,	22	41N,	12E,	26
41N,	12E,	27	41N,	12E,	28
41N,	12E,	29	41N,	12E,	30
41N,	12E,	31	41N,	12E,	32
41N,	12E,	33	41N,	12E,	34
41N,	12E,	35	42N,	10E,	22
42N,	10E,	23	42N,	10E,	25
42N,	10E,	26	42N,	10E,	27
42N,	10E,	28	42N,	10E,	33
42N,	10E,	34	42N,	10E,	35
42N,	10E,	36	42N,	11E,	30
42N,	11E,	31	42N,	11E,	32
42N,	11E,	33			

DuPage County

Township	*Range*	*Section:*	*Township*	*Range*	*Section:*
39N,	11E,	1	39N,	11E,	2
39N,	11E,	3	39N,	11E,	4
39N,	11E,	5	39N,	11E,	10
39N,	11E,	11	39N,	11E,	12
39N,	11E,	13	39N,	11E,	14
40N,	10E,	1	40N,	10E,	2
40N,	10E,	3	40N,	10E,	10
40N,	10E,	11	40N,	10E,	12
40N,	10E,	13	40N,	10E,	14
40N,	10E,	15	40N,	10E,	22
40N,	10E,	23	40N,	10E,	24
40N,	10E,	25	40N,	10E,	26
40N,	10E,	36	40N,	11E,	1
40N,	11E.	2	40N,	11E,	3
40N,	11E,	4	40N,	11E,	5
40N,	11E,	6	40N,	11E,	7
40N,	11E,	8	40N,	11E,	9
40N,	11E,	10	40N,	11E,	11
40N,	11E,	12	40N,	11E,	13
40N,	11E,	14	40N,	11E,	15
40N,	11E,	16	40N,	11E,	17
40N,	11E,	18	40N,	11E,	19
40N,	11E,	20	40N,	11E,	21
40N,	11E,	22	40N,	11E,	23
40N,	11E,	24	40N,	11E,	25
40N,	11E,	26	40N,	11E,	27
40N,	11E,	28	40N,	11E,	29
40N,	11E,	30	40N,	11E,	31
40N,	11E,	32	40N,	11E,	33
40N,	11E,	34	40N,	11E,	35
40N,	11E,	36			

Illinois Department of Transportation
Office of the Secretary
2300 South Dirksen Parkway / Springfield, Illinois / 62764
Telephone 217/782-5597

January 15, 2008

Honorable Claudia "Gigi" Gruber
Mayor
550 West Irving Park Road
Itasca, Illinois 60143

Dear Mayor Gruber:

Thank you for your recent letter regarding Western Access to O'Hare International Airport.

Our Elgin O'Hare-West Bypass (EO WB) planning process, which was initiated fall 2007, is following our Context Sensitive Solutions policy. We have made a tremendous commitment to seeking early, meaningful and continuous public input to guide our planning efforts. We would like to commend the village for articulating their concerns in writing at this early stage. We will consider them as the planning process moves forward and encourage you to continue to participate in the EO WB study. While we will not have definitive responses to your concerns until the planning process has sufficiently advanced, we offer the following at this time:

Direct Access to Hamilton Lakes – We acknowledge the importance of this property, as well as the access needs associated with it. At this point, we are still seeking input regarding project need and will consider the village's comments in detail during the development and evaluation of alternatives later in the planning process. It is important to note that as members of the Corridor Planning Group and Project Task Forces, there will be numerous opportunities for the village to assist in the development and evaluation of alternatives.

Light Rail – We acknowledge the village's desire for light rail solutions. The project team has committed to developing and evaluating a multi-modal solution that encompasses roadway, rail, bus, bicycle and pedestrian elements.

Access at Rohlwing Road (IL 53) – We acknowledge the village's desire for adequate access at Rohlwing Road. As noted above, we are still seeking input regarding project need and will consider the village's comments in detail during the development and evaluation of alternatives later in the planning process.

Quality of Life and Environmental Considerations – As part of our planning process, we will be seeking to avoid or minimize impacts as a priority. In addition, we will examine a variety of alternatives, and seek input from the communities in terms of benefits and impacts, as well as potential mitigation concepts.

Process and Coordination – The village of Itasca is a key stakeholder, and the department will continue to seek your input through individual meetings with you and your staff, as well as through our established Stakeholder Involvement Program. We would also ask for your continued patience during this planning process, which we believe is structured to methodically address a number of complex issues and conflicting objectives in the study area.

Thank you for your interest in the Illinois transportation system. If you have any questions or need additional information, please contact Diane O'Keefe, Deputy Director of Highways, Region One Engineer, located at 201 West Center Court, Schaumburg, Illinois 60196, or telephone her at (847) 705-4110.

Sincerely,

Milton R. Sees, P.E.
Secretary

http://teamco/sites/hwycontracking/document library2/11-69592.doc

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

January 31, 2008

Cook County Assessor's Office
118 North Clark Street, Room 312
Chicago, IL 60602
Attn: Chief Legal Counsel

Re: Inter-Agency Agreement between the Cook County Assessor's Office and the Illinois Department of Transportation ("Agency"), dated December 7, 2007

Dear Chief Legal Counsel:

The Illinois Department of Transportation is interested in acquiring GIS data for the Elgin O'Hare – West Bypass Study. This involves the evaluations of transportation needs and system alternatives within a study boundary roughly defined within a two mile buffer outside of I-90 to the north, I-290 to the west and south, and I-294 to the east. A project location map is attached for your reference.

This GIS data will be used as a decision support tool for alternative corridor development and impact assessments. Attached to this letter is a copy of the Cook County Township, Range, and Section information for all the areas in which the GIS data is being sought.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By:
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachments

bcc: Lidia Pilecky, CH2M Hill
David R. Walters, CBBEL
Ron Krall

Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

January 31, 2008

Cook County Assessor's Office
118 North Clark Street, Room 312
Chicago, IL 60602
Attn: Chief Legal Counsel

Re: Agency Letter; Inter-Agency Agreement between the Cook County Assessor's Office and the Illinois Department of Transportation ("Agency"), dated December 7, 2007

Dear Chief Legal Counsel:

This letter concerns the agreement listed above (the "Agreement") and is a request that either the Cook County Assessor's Office send Assessor Data (as that term is defined in the Agreement) directly to Christopher Burke Engineering ("Consultant") or that Agency be allowed to forward Assessor Data to Consultant directly or through one of its agents.

Agency hereby authorizes Consultant to act for Agency and in the Agency's name with respect to those certain Exhibits attached to the Agreement, including, but not limited to, the completion and execution of such Exhibits. Agency will, at all times, remain liable under the Agreement and any Exhibits, including, but not limited to, any Exhibits completed and executed by Agency and/or Consultant, subject to the terms of the Agreement.

This letter is being written to induce the Cook County Assessor's Office to deliver Assessor Data to Consultant or to grant permission that Agency be allowed to forward Assessor Data to Consultant.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By:
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachments

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

March 5, 2008

The Honorable Craig B. Johnson
Mayor
Village of Elk Grove Village
901 Wellington Avenue
Elk Grove Village, IL 60007-3499

Dear Mayor Johnson:

Thank you for your letter dated January 18, 2008. As we mentioned in our last letter, we must follow a federally mandated process, which will ultimately lead to approval of a preferred multimodal transportation system alternative by the Federal Highway Administration (FHWA). More specifically, we must follow the National Environmental Policy Act (NEPA). At the heart of NEPA is a requirement that we must rigorously analyze alternatives, and in doing so, seek to avoid or minimize potential impacts to the natural and human environment, while also taking into account transportation needs in reaching a decision that is in the best overall public interest.

We share your belief that the 300 foot corridor would have a relatively low level of impacts, and even at this point in the planning process, we can acknowledge that a new transportation facility west of York Road, through the middle of your Industrial Park, would result in an unacceptable level of impact. However, we also want to make it clear that FHWA approval, which will be based upon an analysis of alternatives, is needed in order to make any decision meaningful or credible. Therefore, until we have advanced the alternatives analysis, we cannot identify a preferred transportation alternative. Accordingly, declaring a preferred "portion" of a highway alternative will not have any standing in the process. It is possible that as we analyze alternatives, we may find that improvements to existing roadways or transit may be even less damaging and better serve the transportation needs of your community and the study area.

Another important point to consider is that we are seeking your communities' participation in the development and evaluation of alternatives. We will be engaging in the alternatives analysis this spring, and will be meeting with project stakeholders on a monthly basis to move the planning process forward, with the objective of identifying a preferred, multi modal transportation system alternative by the end of 2008. This will be based upon a favorable combination of technical analysis, regulatory agency approvals, and stakeholder support. We urge you to continue the Village's high level of participation.

If you have any questions or need additional information, please contact me or Peter Harmet, Bureau Chief of Programming, at (847) 705-4393.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

cc: Raymond R. Rummel, Village Manager
Matthew J. Roan, Deputy Village Manager
Alan Boffice, Director of Engineering & Community Development Board of Trustees

Prepared By: Pete Harmet, Ext. 4393
Bureau of Programming

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Illinois Department of Transportation
Division of Highways/ Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

March 14, 2008

Ms. Terry Fell
U.S. Department of Homeland Security
Region V
FEMA, Chief Hazard Identification and Risk Assessment Branch
536 South Clark Street, Floor 6
Chicago, IL 60605

Dear Ms. Fell:

Thank you for your February, 2008 letter regarding the proposed Elgin O'Hare – West Bypass project. As we indicated in our initial letter to you, we are performing a Tiered Environmental Impact Statement (EIS), which is at a broad level of detail.

The outcome of Tier One will be a preferred multi-modal Transportation System solution that addresses transportation needs within our 100 square mile study area. As such, we will be using a Geographic Information System (GIS) database for our environmental analysis. Floodplains and related elements are included in this database. However, impacts to floodplains will be identified at a macro level, and only relative comparisons between proposed system alternatives will be made as part of the evaluation process.

Tier Two will involve traditional detailed Phase I engineering and environmental studies on individual components of the overall preferred Transportation System Alternative that have logical termini and independent utility. We will seek to avoid or minimize impacts to natural resources throughout the planning process. However, impacts that cannot be completely avoided will be determined more precisely in Tier Two, and complete mitigation requirements developed to address all unavoidable impacts. The studies will be completed in accordance with the Federal Aid Policy Guide and the Governor's Executive Order on Construction Activities in Special Flood Hazard Areas.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, (847) 705-4103.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By:
Peter E. Harmet, P.E.
Bureau Chief of Programming

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook & DuPage Counties

September 30, 2008

Mr. Len Kleinjan
President
Haeger Engineering, LLC
1300 N. Plum Grove Road
Schaumburg, IL 60173

Dear Mr. Kleinjan:

Thank you for your e-mail inquiry regarding our Elgin O'Hare – West Bypass study. As you note in your e-mail, there are several alternatives (seven) remaining that are undergoing further evaluation to arrive at a preferred alternative or alternatives. As requested, we have enclosed the right-of-way footprint exhibits for Alternative 501.

As you discussed with Ron Krall of my staff, the City of Chicago's O'Hare Modernization Project requires a partial relocation of Irving Park Road (IL 19) from just east of York Road to a point just east of Taft Road to accommodate new runway additions and configurations. It is our understanding that the relocated Irving Park Road will provide two lanes in each direction. However, the number of lanes, the final centerline alignment, and the final right-of-way footprint area all still subject to change. We recommend that you contact Shawn Kinder, OMP, at (773) 462-7335 and request further information from them regarding this topic as well.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By:
Peter E. Harmet, P.E.
Bureau Chief of Programming

Enclosure

Krall, Ronald D

From: Harmet, Pete E
Sent: Friday, September 05, 2008 9:48 AM
To: Krall, Ronald D
Subject: RE: Elgin O'Hare West Bypass - Route 19 Improvements

Response should be a (legible) ROW footprint and caveats about additional evaluation to be conducted....

From: Krall, Ronald D
Sent: Friday, September 05, 2008 8:53 AM
To: Harmet, Pete E
Subject: FW: Elgin O'Hare West Bypass - Route 19 Improvements

Fyi...what we were talking about.

From: Len Kleinjan [mailto:len-k@haegerengineering.com]
Sent: Thursday, September 04, 2008 12:02 PM
To: Krall, Ronald D
Subject: FW: Elgin O'Hare West Bypass - Route 19 Improvements

Ron:

We represent a property owner on Taft Avenue on the south side of the O'Hare Airport who is concerned about possible future right of way takings with respect to modal 501 alternative for the Elgin O'Hare West Bypass. We realize that you are in the early stages of your design concepts and there are many alternatives under consideration. If Modal 501 is implemented we understand that IL-19 would be widened from 4 lanes to 6 lanes. Do you know if additional right of way would be required or what the typical right of way section would look like?

I am sure you are overwhelmed with questions on the proposed bypass but we would very much appreciate a quick response.

Thank you,

Len Kleinjan, P.E., CFM – President

HAEGER ENGINEERING LLC
1300 N. Plum Grove Road, Schaumburg, Illinois 60173
p 847.394.6600 f 847.394.6608 direct 847.230.3160

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Hydraulics Section
Route: Elgin O'Hare West Bypass
County: Cook/DuPage

October 17, 2008

Baxter & Woodman
8678 Ridgefield Road
Crystal Lake, IL 60012
Attn: Al Stefan

Dear Mr. Stefan:

This is to confirm the telephone conversation on October 16, 2008 with Peter Procaccio of Christopher B. Burke Engineering relative to the drainage study to be prepared as part of the Location Phase for the subject improvement (see attached map). We are requesting the appropriate drainage information for incorporation into the drainage study.

In particular, we request the following:

- Storm sewer plans
- Combined sewer atlas
- Utility plans
- Contour mapping
- Proposed and current drainage improvements
- Identification of flooding experience associated with the highway or adjacent properties
- Local ordinance

If you have any questions or need additional information, please contact Peter Procaccio, Drainage Engineer, at Christopher B. Burke Engineering, Ltd. (847)-823-0500

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By: Peter Harmet
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachment

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Hydraulics Section
Route: Elgin O'Hare West Bypass
County: Cook/DuPage

October 17, 2008

Village of Bensenville
12 South Center Street
Bensenville, IL 60106
Attn: Jim Johnson

Dear Mr. Johnson:

This is to confirm the telephone conversation on September 29, 2008 with Peter Procaccio of Christopher B. Burke Engineering relative to the drainage study to be prepared as part of the Location Phase for the subject improvement (see attached map). We are requesting the appropriate drainage information for incorporation into the drainage study.

In particular, we request the following:

- Storm sewer plans
- Combined sewer atlas
- Utility plans
- Contour mapping
- Proposed and current drainage improvements
- Identification of flooding experience associated with the highway or adjacent properties
- Local ordinance

If you have any questions or need additional information, please contact Peter Procaccio, Drainage Engineer, at Christopher B. Burke Engineering, Ltd. (847)-823-0500

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By:
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachment

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Hydraulics Section
Route: Elgin O'Hare West Bypass
County: Cook/DuPage

October 17, 2008

Cook County Highway Department
69 West Washington Avenue – 21st Floor
Chicago, IL 60602
Attn: Bob Mack

Dear Mr. Mack:

This is to confirm the telephone conversation on October 16, 2008 with Peter Procaccio of Christopher B. Burke Engineering relative to the drainage study to be prepared as part of the Location Phase for the subject improvement (see attached map). We are requesting the appropriate drainage information for incorporation into the drainage study.

In particular, we request the following:

- Storm sewer plans
- Combined sewer atlas
- Utility plans
- Contour mapping
- Proposed and current drainage improvements
- Identification of flooding experience associated with the highway or adjacent properties
- Local ordinance

If you have any questions or need additional information, please contact Peter Procaccio, Drainage Engineer, at Christopher B. Burke Engineering, Ltd. (847)-823-0500

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By: Peter Harmet
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachment

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Hydraulics Section
Route: Elgin O'Hare West Bypass
County: Cook/DuPage

October 17, 2008

City of Des Plaines
1420 Miner Street
Des Plaines, IL 60016
Attn: Tim Oakley

Dear Mr. Oakley:

This is to confirm the telephone conversation on September 29, 2008 with Peter Procaccio of Christopher B. Burke Engineering relative to the drainage study to be prepared as part of the Location Phase for the subject improvement (see attached map). We are requesting the appropriate drainage information for incorporation into the drainage study.

In particular, we request the following:

- Storm sewer plans
- Combined sewer atlas
- Utility plans
- Contour mapping
- Proposed and current drainage improvements
- Identification of flooding experience associated with the highway or adjacent properties
- Local ordinance

If you have any questions or need additional information, please contact Peter Procaccio, Drainage Engineer, at Christopher B. Burke Engineering, Ltd. (847)-823-0500

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By:
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachment

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Hydraulics Section
Route: Elgin O'Hare West Bypass
County: Cook/DuPage

October 17, 2008

DuPage County Public Works Department
421 North County Farm Road
Wheaton, IL 60187
Attn: Nick Kottmeyer

Dear Mr. Kottmeyer:

This is to confirm the telephone conversation on October 16, 2008 between Peter Procaccio of Christopher B. Burke Engineering and Tony Charlton relative to the drainage study to be prepared as part of the Location Phase for the subject improvement (see attached map). We are requesting the appropriate drainage information for incorporation into the drainage study.

In particular, we request the following:

- Storm sewer plans
- Combined sewer atlas
- Utility plans
- Contour mapping
- Proposed and current drainage improvements
- Identification of flooding experience associated with the highway or adjacent properties
- Local ordinance

If you have any questions or need additional information, please contact Peter Procaccio, Drainage Engineer, at Christopher B. Burke Engineering, Ltd. (847)-823-0500

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By: Peter Harmet
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachment

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Hydraulics Section
Route: Elgin O'Hare West Bypass
County: Cook/DuPage

October 17, 2008

Elk Grove Village
901 Wellington Avenue
Elk Grove Village, IL 60007
Attn: Alan Boffice

Dear Mr. Boffice:

This is to confirm the telephone conversation on October 8, 2008 with Peter Procaccio of Christopher B. Burke Engineering relative to the drainage study to be prepared as part of the Location Phase for the subject improvement (see attached map). We are requesting the appropriate drainage information for incorporation into the drainage study.

In particular, we request the following:

- Storm sewer plans
- Combined sewer atlas
- Utility plans
- Contour mapping
- Proposed and current drainage improvements
- Identification of flooding experience associated with the highway or adjacent properties
- Local ordinance

If you have any questions or need additional information, please contact Peter Procaccio, Drainage Engineer, at Christopher B. Burke Engineering, Ltd. (847)-823-0500

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By: Peter Harmet
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachment

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Hydraulics Section
Route: Elgin O'Hare West Bypass
County: Cook/DuPage

October 17, 2008

Village of Hanover Park
2121 West Lake Street
Hanover Park, IL 60133
Attn: William Beckman

Dear Mr. Beckman:

This is to confirm the telephone conversation on September 30, 2008 with Peter Procaccio of Christopher B. Burke Engineering relative to the drainage study to be prepared as part of the Location Phase for the subject improvement (see attached map). We are requesting the appropriate drainage information for incorporation into the drainage study.

In particular, we request the following:

- Storm sewer plans
- Combined sewer atlas
- Utility plans
- Contour mapping
- Proposed and current drainage improvements
- Identification of flooding experience associated with the highway or adjacent properties
- Local ordinance

If you have any questions or need additional information, please contact Peter Procaccio, Drainage Engineer, at Christopher B. Burke Engineering, Ltd. (847)-823-0500

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By: Peter Harmet
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachment

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Hydraulics Section
Route: Elgin O'Hare West Bypass
County: Cook/DuPage

October 17, 2008

Village of Roselle
31 South Prospect Street
Roselle, IL 60172
Attn: Jeffrey D. O'Dell

Dear Mr. O'Dell:

This is to confirm the telephone conversation on September 29, 2008 with Peter Procaccio of Christopher B. Burke Engineering relative to the drainage study to be prepared as part of the Location Phase for the subject improvement (see attached map). We are requesting the appropriate drainage information for incorporation into the drainage study.

In particular, we request the following:

- Storm sewer plans
- Combined sewer atlas
- Utility plans
- Contour mapping
- Proposed and current drainage improvements
- Identification of flooding experience associated with the highway or adjacent properties
- Local ordinance

If you have any questions or need additional information, please contact Peter Procaccio, Drainage Engineer, at Christopher B. Burke Engineering, Ltd. (847)-823-0500

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By:
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachment

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Hydraulics Section
Route: Elgin O'Hare West Bypass
County: Cook/DuPage

October 17, 2008

Village of Schaumburg
714 South Plum Grove Road
Schaumburg, IL 60193
Attn: Steve Weinstock

Dear Mr. Weinstock:

This is to confirm the telephone conversation on October 7, 2008 with Peter Procaccio of Christopher B. Burke Engineering relative to the drainage study to be prepared as part of the Location Phase for the subject improvement (see attached map). We are requesting the appropriate drainage information for incorporation into the drainage study.

In particular, we request the following:

- Storm sewer plans
- Combined sewer atlas
- Utility plans
- Contour mapping
- Proposed and current drainage improvements
- Identification of flooding experience associated with the highway or adjacent properties
- Local ordinance

If you have any questions or need additional information, please contact Peter Procaccio, Drainage Engineer, at Christopher B. Burke Engineering, Ltd. (847)-823-0500

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By: Peter Harmet
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachment

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Hydraulics Section
Route: Elgin O'Hare West Bypass
County: Cook/DuPage

October 17, 2008

Village of Schiller Park
9526 Irving Park Road
Schiller Park, IL 60176
Attn: Kevin Barr

Dear Mr. Barr:

This is to confirm the telephone conversation on September 29, 2008 with Peter Procaccio of Christopher B. Burke Engineering relative to the drainage study to be prepared as part of the Location Phase for the subject improvement (see attached map). We are requesting the appropriate drainage information for incorporation into the drainage study.

In particular, we request the following:

- Storm sewer plans
- Combined sewer atlas
- Utility plans
- Contour mapping
- Proposed and current drainage improvements
- Identification of flooding experience associated with the highway or adjacent properties
- Local ordinance

If you have any questions or need additional information, please contact Peter Procaccio, Drainage Engineer, at Christopher B. Burke Engineering, Ltd. (847)-823-0500

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By:
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachment

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Hydraulics Section
Route: Elgin O'Hare West Bypass
County: Cook/DuPage

October 17, 2008

City of Wood Dale
720 North Central Avenue
Wood Dale, IL 60191
Attn: Dave Graff

Dear Mr. Graff:

This is to confirm the telephone conversation on October 14, 2008 with Peter Procaccio of Christopher B. Burke Engineering relative to the drainage study to be prepared as part of the Location Phase for the subject improvement (see attached map). We are requesting the appropriate drainage information for incorporation into the drainage study.

In particular, we request the following:

- Storm sewer plans
- Combined sewer atlas
- Utility plans
- Contour mapping
- Proposed and current drainage improvements
- Identification of flooding experience associated with the highway or adjacent properties
- Local ordinance

If you have any questions or need additional information, please contact Peter Procaccio, Drainage Engineer, at Christopher B. Burke Engineering, Ltd. (847)-823-0500

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By: Peter Harmet
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachment

Illinois Department of Transportation
Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois / 60196-1096
Telephone 847/705-4000

Project and Environmental Studies
Elgin O'Hare - West Bypass
Cook and DuPage Counties

December 1, 2008

«FullName»
«Address_Line_1»
«Address_Line_2»
«CityStateZip»

Dear «Salutation»:

We appreciate your attendance at the Elgin O'Hare – West Bypass (EOWB) Public Meeting #2, held on September 3, 2008. From the beginning, stakeholder input has been an important aspect of this planning process. Thank you for the comments you submitted at the meeting. We received a number of comments regarding a potential West O'Hare Bypass in the Bensenville area, and would like to take this opportunity to provide an overall response to the issues raised.

For the purposes of our study, the federally approved O'Hare Modernization Plan is considered a given, and our alignment options were developed to be compatible with the future configuration of the airport. Further, the West Bypass has been designed to be located on O'Hare Airport property to the maximum extent feasible. As shown on the attached exhibit, each of the West Bypass alignments (south of Thorndale Avenue) are east of York Road and stay north of Green Street just west of County Line Road. The alignments connect to I-294 via a number of alternates ranging from County Line Road to IL 19, and impact the Villages of Bensenville, Franklin Park or Schiller Park. The attached table, which was displayed at the public meeting, lists the impacts associated with each alignment.

As a next step in our evaluation process, the remaining seven roadway alternatives and the four transit alternatives will be further screened based upon stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. Financing strategies will also be developed for the finalist alternatives, which will be a combination of all modes (highway, transit, bike and pedestrian). With respect to the environmental/social impact evaluation, we anticipate using many of the measures suggested by our stakeholders, including assessed property value, tax revenue, and number of employees. We will also evaluate potential land use changes as a result of any proposed highway or transit solution and how this may impact a community, either positively or negatively.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website often (www.elginohare-westbypass.org), as it provides current project information. The site will be updated regularly throughout the study.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By:
Peter E. Harmet, P.E.
Bureau Chief of Programming

Ms. Linda Dickson
12 South Center Street
Bensenville, IL 60606

Ms. Linda Peterson
422 East Washington Street
Bensenville, IL 60106

Mr. Robert and Ms. Carlene Laskero
202 South May Street
Bensenville, IL 60106

Ms. Alice J. Plutz
1051 South Center Street
Bensenville, IL 60106

Mr. Ken and Ms. JoAnn Newman
756 George Street
Bensenville, IL 60106

Mr. R. M. Golden
325 South York Road
Apt. #509
Bensenville, IL 60106

Mr. & Mrs. Heinz Buehner
580 North Spruce
Bensenville, IL 60106

ELGIN-O'HARE WEST BYPASS - SOUTH ALIGNMENTS (WEST BYPASS)
Impact Analysis

	SOUTH ALIGNMENTS (WEST BYPASS)						
	A	B	C	D	E	F	G
ENVIRONMENTAL IMPACTS							
ACRES OF WETLANDS IMPACTED	0.0	1.4	0.0	0.0	0.0	0.5	1.3
ACRES OF 100 YR FLOODPLAINS IMPACTED	0.0	0.0	1.1	1.1	2.6	6.3	23.2
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED	1.1	0.0	0.0	0.0	0	0.0	0.0
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED	0	0	0	0	0	0	0
NUMBER OF HISTORICAL SITES IMPACTED	0	0	0	0	0	0	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	0	0	0	0	0	0	0
SOCIETAL EFFECTS							
NUMBER OF COMMERCIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	3	9	8	22	2	11	7
NUMBER OF INDUSTRIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	35	14	19	9	21	13	12
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	8	0	0	0	0	0	17
TOTAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	46	23	27	31	23	24	36
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	0	0	0*	0*	0*	0	0
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT	0	0	0	0	0	0	0
NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	0	0	0	0	0	0	0

License Agreement for use of the Illinois Natural Heritage Database data provided by the Illinois Department of Natural Resources

The Illinois Department of Natural Resources (IDNR) hereby grants a revocable license to Larry Martin of CH2M Hill (Licensee) for use of the following Illinois Natural Heritage Database (INHD) data: Endangered and threatened species & Illinois Natural Areas Inventory (INAI) data in Geographic Information System (GIS) format for the Elgin O'Hare – West Bypass (EOWB) Study Area . IDNR retains the ownership of this data, allowing use by the Licensee for: project planning.

USE OF THE DATA IS SUBJECT TO THE FOLLOWING CONDITIONS:

1. The License is revocable at any time if Licensee fails to comply with its conditions.

2. This License is non-transferable and time-limited. Licensee agrees to delete all data provided by IDNR no later than **November 5, 2009** (this date shall be no later than one year following the issuance of this License) unless Licensee renews this Data License Agreement by **November 4, 2009.**

3. The Licensee agrees to use the data provided solely for the purpose(s) stated above. Licensee agrees to delete all electronic versions of the data upon completion of work requiring the data or by the date above, whichever occurs first.

4. Licensee acknowledges that the data provided are considered confidential and exempt from the Illinois FOIA and agrees not to voluntarily release or distribute the data to parties not covered by this License. Licensee shall take all reasonable precautions to protect and maintain the confidentiality of the data and agrees to deny all requests for the data from parties not covered by this License. This License is subject to the condition that the Licensee has the authority to deny access to the data. If the Licensee if forced to release the data by a court order, IDNR must be notified, this agreement is terminated, and the data must be deleted upon compliance with the terms of the court order.

5. Licensee agrees not to publish or distribute the data, as a portion or in its entirety, or any interpretations thereof, without the express, written consent of the IDNR. In any publication that is approved, the Licensee agrees to cite the IDNR and the Illinois Natural Heritage Database Program as the source of the data along with the data release date.

6. Licensee agrees to provide the IDNR with a list of any reports or printed materials prepared using the data and will provide a copy of such material if requested by the IDNR.

7. Licensee understands and acknowledges that the data is being provided for planning and assessment purposes only. Receipt of the data does not constitute IDNR review or authorization of any proposed project and does not exempt the Licensee from securing necessary permits and approvals from the IDNR or other regulatory agencies.

8. Although the IDNR maintains high standards of data quality control, it makes no warranty as to the fitness of the data for any purpose or that the data are necessarily accurate or complete. The INHD cannot provide a conclusive statement on the presence, absence, or condition of significant natural features in Illinois. We can only summarize the existing information regarding the natural features or location in question known to the INHD at the time of this agreement. This License does not necessarily constitute IDNR agreement with the Licensee's interpretation of the data.

9. Licensee understands that the electronic portion of the data is only a representation of the more extensive information available in manual files and other electronic files at the IDNR.

10. By signature on the License, the Licensee hereby accepts all the terms and conditions of this License without exception, deletion or alteration. The Licensee recognizes that any use or release of the data not authorized by this License or failure to return the agreement will be considered a breach of this License. Upon breach, the Licensee shall immediately delete all data for this License shall be null and void and use of the data shall be unlawful and constitute unauthorized use.

Return this License Agreement and address all correspondence to:

Tara Kieninger
Natural Heritage Database Program Manager
Illinois Department of Natural Resources – ORC
One Natural Resources Way
Springfield, IL 62702
(217)782-2685
(217)785-2438 - fax

Signature of Licensee

CH2M Hill
Agency

Vice President
Title

8501 W. Higgins Rd, Suite 300
Address

Chicago, IL 60631-2801
City/State/Zip code

773 693 3809
Phone number

lmartin@ch2m.com
Email address

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

January 6, 2009

Cook County Assessor's Office
118 North Clark Street, Room 312
Chicago, IL 60602
Attn: Chief Legal Counsel

Re: Agency Letter
Inter-Agency Agreement between the
Cook County Assessor's Office and the Illinois Department
of Transportation ("Agency"), dated January 6, 2009

Dear Chief Legal Counsel:

This letter concerns the agreement listed above (the "Agreement") and is a request that either the Cook County Assessor's Office send Assessor Data (as that term is defined in the Agreement) directly to Christopher Burke Engineering ("Consultant") or that Agency be allowed to forward Assessor Data to Consultant directly or through one of its agents.

Agency hereby authorizes Consultant to act for Agency and in Agency's name with respect to those certain Exhibits attached to the Agreement, including, but not limited to, the completion and execution of such exhibits. Agency will at all times remain liable under the Agreement and any Exhibits, including, but not limited to, any Exhibits completed and executed by Agency and/or Consultant, subject to the terms of the Agreement.

This letter is being written to induce the Cook County Assessor's Office to deliver Assessor Data to Consultant or to grant permission that Agency be allowed to forward Assessor Data to Consultant.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By:
Peter E. Harmet, P.E.
Bureau Chief of Programming

Attachments

Illinois Department of Transportation
Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois / 60196-1096
Telephone 847/705-4000

February 11, 2009

Mr. Rodney S. Craig
Village President
Village of Hanover Park
2121 West Lake Street
Hanover Park, IL 60133-4393

Dear Mr. Craig:

Thank you for your letter dated December 11, 2008 regarding our Elgin O'Hare – West Bypass (EO-WB) study.

As we discussed at the December 16, 2008 Stakeholder Workshop, the 2030 traffic impact of our EO-WB roadway alternatives, along the existing Elgin O'Hare corridor, extend as far west as Gary Avenue. Traffic volumes are not appreciably increased to the west of Gary Avenue, and relatively few arterial capacity improvements are needed solely as a result of our EO-WB roadway alternatives. However, if the Elgin O'Hare is extended west of its current terminus at U.S. Route 20 (Lake Street), we would expect that traffic would be redistributed along the surrounding arterial network, and introduce a new set of transportation issues to consider. Given that it serves a different set of trips, a westward extension of the Elgin O'Hare Expressway is not being pursued as part of our EO-WB study.

We acknowledge that by the year 2030, normal background traffic growth, in conjunction with other factors, such as the new Stearns Road Bridge, will continue to add traffic and congestion to the area, and a comprehensive analysis of the transportation system is warranted. However, at this time, the Department is unable to pursue additional Phase I studies of this type. Our resources are primarily focused upon maintaining the condition of our existing roadways and bridges. We will consider this need as future improvement needs are identified and our program is updated. However, Region One is comprised of six counties all with competing transportation priorities. Thus, future improvement needs would be prioritized amongst all the needs across the six county area.

In the interim, please note that we anticipate beginning Phase I studies for: (1) the Illinois Route 59/U.S. Route 20 (Lake Street) interchange, and (2) U.S. Route 20 (Lake Street), from Park Boulevard to Oak Avenue. The scope of work for these two projects is anticipated to be safety and operational type improvements.

If you have any questions or need additional information, please contact me or Ron Krall, Project Manager, at (847) 705-4103.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

cc: Catherine Melchert, Village President of Bartlett
Billie Roth, Village President of Streamwood
Ed Schock, Mayor of Elgin
Fred Crespo, Illinois State Representative
Harry Ramey, Illinois State Representative
Michael Noland, Illinois State Senator
John Millner, Illinois State Senator
Matt Fuller/Arlene Kocher, Federal Highway Administration

Prepared By: Ron Krall, ext. 4103
Bureau of Programming

Illinois Department of Transportation
Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois / 60196-1096
Telephone 847/705-4000

Project and Environmental Studies
Elgin O'Hare –West Bypass
Cook and DuPage Counties

February 12, 2009

Mr. Jim Chilton
O'Hare Modernization Program
P.O. Box 66848
10510 W. Zemke Road
Chicago, IL 60666

Dear Mr. Chilton:

As a follow-up to our meeting on December 4, 2008, regarding the Elgin O'Hare – West Bypass (EO-WB), we have enclosed a copy of the meeting summary for your information and review.

IDOT informally requested a copy of the exhibit depicting the "Proposed Conditions, Willow Creek Location" downstream of York Road on O'Hare International Airport property at the meeting held at the O'Hare Airport Building Number 4. This letter also represents our formal request of the "Proposed Conditions, Willow Creed Location" exhibit.

If you have any questions, or need additional information or clarification, please contact Ron Krall, Project Manager, at (847) 705-4103.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By:
Peter E. Harmet, P.E.
Bureau Chief of Programming

Enclosure

FINAL MEETING SUMMARY CH2MHILL

per internal review ... if there are comments per the OMP review these minutes will be modified accordingly

MEETING SUBJECT: Elgin O'Hare West Bypass (EOWB) – OMP Drainage Meeting

RECORDER: CBBEL/Chinliang Wang

MEETING DATE & TIME: December 4, 2008 - 10:00 a.m.

PREPARATION DATE: December 4, 2008

MEETING LOCATION: OMP Offices

ISSUE STATUS: ☐ Draft for Review ☒ Final

ATTENDEE NAME	ORGANIZATION / PROJECT	E-MAIL
Ron Krall	SEC Group Inc./EO-WB	ronald.krall@illinois.gov
Pat Pechnick	SEC Group Inc./EO-WB	ppechnick@secgroupinc.com
Chinliang Wang	CBBEL/EO-WB	cwang@cbbel.com
Rick Wojcik	IDOT Hyd. Section/EO-WB	rick.wojcik@illinois.gov
Marion Kessy	Fluid Clarity Ltd./EO-WB	admin@fluidclarity.com
Peter Procaccio	CBBEL/EO-WB	pproaccio@cbbel.com
David H. Robbins	OMP	david.robbins@cityofchicago.gov
David Waterman	OMP/PMO	david.waterman@cityofchicago.gov
Larry Martin	CH2M HILL	lmartin@ch2m.com
Kay Whitlock	CBBEL/MCEOMP	kwhitlock@cbbel.com
Donald Dressel	CBBEL/MCEOMP	ddressel@cbbel.com
Lidia Pilecky	CH2M HILL /EO-WB	lpilecky@ch2m.com

An Elgin O'Hare – West Bypass coordination meeting was held on December 4, 2008 at the O'Hare Airport Building No. 4, beginning at approximately 10:00 a.m. and ending at approximately 11:30 a.m. The following is a summary of topics and issues discussed at the meeting.

1. Drainage Improvements at the O'Hare Airport Site:

Kay Whitlock started by providing a detailed history of drainage studies and improvements on O'Hare property and west of York Road from the late 1980's to present. Exhibits describing the airport drainage improvements background and identifying completed and ongoing projects were reviewed along with general completion timeframes.

The Touhy Avenue Reservoir and Willow-Higgins Creek Flood Control Reservoirs have been in place since 2007 and are fully operational. Both Touhy Avenue and Willow-Higgins Creek Flood Control Reservoirs were constructed to replace Reservoir #140 originally planned but not implemented/constructed due to conflicts with the airport expansion plans.

Flowage Easements were established between DuPage County and Chicago's Department of Aviation so that flows from the Willow Creek can drain to the Willow-Higgins Flood Control Reservoirs to access flood control storage.

2. Bensenville Flood Control Project:

Don Dressel provided an overview of the Bensenville Flood Control Project, which CBBEL has been involved with since 1987. The purposes are to improve channel conveyance capacity, lower flood stage elevations, and reduce flood boundary limits.

Don Dressel used a work in progress "Contour Map showing Willow Creek South Tributary 100-year floodplain after proposed conditions" to illustrate the 100-year floodplain boundary after the full implementation of recommended flood control projects from the DuPage County Watershed Plan. It was noted that the FEMA Flood Insurance Rate Map dated 2004 does not accurately reflect drainage improvements of the last 21 years or updated hydrologic/hydraulic models.

Portions of the recommended plan have been constructed by the DuPage DOT. Drainage improvements completed include, but are not limited to, raising York Road profile (which includes an 1,100 foot long land bridge), installing three trapezoidal openings spanned as a bridge under York Road, constructing a 100' wide channel on the west side of York Road and installing three 10' x 4' box culverts under Thorndale Road. The drainage structures were designed for the 100-year frequency event based on ISWS Bulletin 70 rainfall data using the hydrologic and hydraulic model calibrated to the 1987 August flood event observed high water marks. It was noted that the temporary gabion dams installed on the west side of York Road and upstream of Thorndale Avenue to restrict flows from draining to the O'Hare Airport property have been removed since the flowage easements were executed and the Willow-Higgins Creek Flood Control Reservoir were constructed and brought on-line.

DuPage County will process the Letter of Map Revision (LOMR) once the entire recommended plan for the Willow Creek South Tributary watershed, Willow Creek North Tributary watershed and Willow Creek watershed are completed. CBBEL noted that the County did not want to do multiple LOMR's as individual component projects were completed. As a result, it was noted that the FEMA maps that IDOT has in this area do not accurately reflect the current situation.

3. Deliverables & Issues:

Rick Wojcik asked whether the trapezoidal openings under York Road and the U.P. Railroad line could adequately convey water from the west and onto the O'Hare property. Don Dressel informed Rick that the trapezoidal openings already in place are sized for the ultimate configuration (not including the proposed interchange) and can handle the appropriate design storm. Don further stated that the three trapezoidal openings under York Road in conjunction with the culverts under the railroad (Chicago, Milwaukee, St. Paul and Pacific) are adequate to pass the 100-year base flow without any head loss; therefore, no flood storage will occur upstream of York Road apart from the conveyance storage in the channel. Don noted the south tributary could be moved back to its natural/historic location (west side of current Parker Hannifinn Building Property in the northwest corner of Thorndale and York) as part of the Elgin O'Hare – West Bypass project, if necessary.

Rick Wojcik requested a copy of the Bensenville Flood Control documents including hydrologic/hydraulic modeling data and a copy of Willow Creek Relocation exhibit. CBBEL will request information through OMP with Kay Whitlock's assistance. A separate request based on the Freedom of Information Act was processed through DuPage County on November 19, 2008. Don Dressel has received permission from DuPage County to release the information.

Rick Wojcik asked why the proposed airport western terminal was located in a floodplain. Rick stated that a 2-ft freeboard above the 100-year design storm for the Willow Creek South Tributary will be required for all new (interchange) ramps that are proposed to be below grade. This is consistent with the U.S. Army Corps of Engineers freeboard criteria to prevent adjacent properties from the floodplain by constructing berms or levees two feet above the 100-year floodplain. IDOT policy and practice is to provide three foot freeboard above the 50-year design storm in floodplains for new construction (proposed interchange and new expressways) constructed at or above grade. Pat Pechnick indicated that the proposed airport western terminal site has been a "given" element for the Elgin O'Hare – West Bypass Project and IDOT has to accommodate it. In essence, the West Terminal placement was determined by the City of Chicago and is part of the approved federal action (EIS report) which

includes the Airport Layout Plan (ALP). Thus, it cannot be moved by IDOT. It can only be moved by the OMP with a revision to the ALP and approved by the FAA and that is not anticipated.

The EO-WB team will study drainage alternatives to minimize the base floodplain influence spreading into the proposed interchange at York Road/West Bypass/Elgin O'Hare and present viable drainage alternatives to CH2M HILL, SEC Group, Inc. and IDOT by January 15, 2009.

Subject: FW: Use of data

From: Kieninger, Tara [mailto:Tara.Kieninger@Illinois.gov]
Sent: Wednesday, February 18, 2009 1:30 PM
To: pknysz@cbbel.com
Subject: RE: Use of data

Dear Pete,

Sorry for the delay in responding. I've been out of the office since the 12th. See my responses below in bold font.

Tara Kieninger
Database Program Manager
Illinois Natural Heritage Database
Illinois Dept of Natural Resources - ORC
One Natural Resources Way
Springfield, IL 62711
(217)782-2685
(217)785-2438 (fax)
tara.kieninger@illinois.gov

From: Pete Knysz [mailto:pknysz@cbbel.com]
Sent: Wednesday, February 11, 2009 5:32 PM
To: Kieninger, Tara
Subject: Use of data

Tara,
Hi. Sorry to bother you...I just wanted to make sure that we are following the terms of the License Agreements for the Elgin O'Hare – West Bypass project and US Route 45 Millburn Bypass.

1) Is it okay for us to use the data that your office provided in project reports and other project related materials? Threatened and endangered species names will not be labeled on the exhibits if polygons are shown on exhibits. The data will be cited. **Yes, polygons can be shown as long as they are not labeled with species names.**

2) Is it okay to shown and name INAI sites and other lands protected by INPC on exhibits? **If possible, could you just label INAI sites as "natural areas"? Many landowners are unaware that their site is on the Natural Areas Inventory and may not be happy to see their properties circled and given a name.**

Thanks,

Peter M. Knysz
Manager, NPDES Policy and Enforcement
Christopher B. Burke Engineering, Ltd.
9575 W. Higgins Road, Suite 600 Rosemont, IL 60018
Phone: (847) 823-0500 Fax: (847) 318-9793 Cell: (847) 833-0278
E-Mail: pknysz@cbbelcom

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Illinois Department of Transportation
Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois / 60196-1096
Telephone 847//05-4000

March 11, 2009

The Honorable Craig B. Johnson
Mayor
Village of Elk Grove Village
901 Wellington Avenue
Elk Grove Village, IL 60007

Dear Mayor Johnson:

Thank you for your letter dated March 2, 2009. We would like to take this opportunity to provide clarification relative to the issues raised, as well as emphasize the context and scope of the Elgin O'Hare – West Bypass planning process.

As you know, our study is being pursued in two parts, or Tiers. More specifically, the purpose of Tier One, through a robust analysis of alternatives and stakeholder input, is to identify a preferred multi-modal system concept for the study area. In doing so, we are neither attempting to develop a final design for the roadway alternatives, nor are we developing design-level traffic numbers in Tier One. Rather, we have developed working concepts in order to make relative comparisons between alternatives, using a travel demand model, the Chicago Metropolitan Agency for Planning (CMAP) 2030 forecast data, and a Geographic Information System (GIS) database, which are the appropriate planning tools for our 175 square mile study area. Tier One will result in a preferred improvement corridor, along with the basic type of roadway/transit facilities and potential access locations.

In Tier Two, which is slated to begin in late 2010, we will be performing detailed Phase I engineering and environmental studies within the preferred improvement corridors, using more refined information with respect to traffic, topography and the environment. Tier Two would include a detailed development of roadway geometry, including final interchange types and locations, as well as supporting roadway improvements. Most importantly, we will be using more detailed information in terms of our traffic analysis in Tier Two, including new traffic counts. These counts will include individual peak hour turning movements that will be factored up to 2040 forecasts, which, along with continued stakeholder input and environmental analysis, will be used to develop a Phase I design.

The following are more specific responses to the issues raised by the Village.

Existing Traffic Data

As part of our data collection efforts in 2007, our consultant team collected traffic data at approximately 250 locations within the study area, including data assembled from various agencies, as well as new traffic counts at various locations. The compiled traffic counts consisted of a combination of 24 hour counts along with 12 hour counts. Regarding the traffic count comparison table in your letter, it is important to note that the information shared by the Village may or may not have been taken in the same areas or same timeframes, which can account for some variations. However, regardless of the data being used, the key point is that the same platform is being used for all of our alternatives to make relative comparisons, rather than determine absolute values, and that the overall approach is appropriate for the broad level of planning being conducted in Tier One.

2030 Baseline Traffic Demand Forecasts

While the 2030 Baseline scenario does not include any major north-south improvements within Elk Grove Village, it does assume that all of the projects in CMAP's 2030 Regional Transportation Plan will be in place outside the study area. This includes capacity improvements along I-90 and I-294, which may serve to divert longer distance or regional trips. In addition, an add-lanes improvement along Thorndale Avenue is assumed in the 2030 Baseline, which also serves to divert some trips from IL 83, whom are choosing to stay on Thorndale Avenue and use York Road instead. We would also like to note that the 2030 Baseline scenario is being used as a platform to test the initial alternatives. Once the Draft Environmental Impact Statement (DEIS) Build Alternatives are identified, we will work with CMAP to develop 2030 "Build" forecasts of the Build Alternatives. Again, we will also be updating the traffic data in Tier Two when the focus will be on detailed design engineering.

2030 Trip Origin-Destination Data

As you mentioned, the Transportation System Performance Report provides a breakdown of study area trip origins and destinations. However, this information is intended to characterize the entire study area, rather than estimate travel on an individual corridor, as the origin-destination (O-D) characteristics for the study area are not necessarily the same for individual corridors. The trip characteristics were estimated by the Travel Demand Model tool, and represent the total system-wide travel patterns. The model takes into account a wide array of factors such as trip interactions between traffic generators, the travel relationships between population and employment in the study area and the region, and relationships between study area trip patterns and regional travel patterns.

East-West Business Park Circulation

The Travel Demand Model takes into account changes in access when generating estimated volumes. Given the major capacity additions along the Thorndale Corridor associated with Alternative 202 (construction of the Elgin O'Hare extension), we would expect the east-west traffic adjacent to the IL 83 corridor to be reduced, as longer distance and regional trips are shifted to the Elgin O'Hare Extension. In addition, we will be revisiting this issue for the DEIS Build Alternatives using refined forecasts. Finally, as indicated earlier, a more detailed analysis of travel patterns and traffic demand for the preferred system alternative will be performed in Tier Two.

2030 Traffic Demand on Lively Boulevard, at Interchanges

The conceptual layout for the Elgin O'Hare Extension shows a frontage road system and a series of slip ramps. While there are ramps that are oriented on either side of Lively Boulevard, the purpose of this concept is simply to provide access between the mainline freeway and the frontage road system. As you mentioned, Lively Boulevard has limited continuity, and for that reason, as well as its limited capacity, the travel demand model is not predicting relative increases in traffic. Instead, the traffic flow is accessing the frontage road and seeking other major north-south routes. With respect to the other interchange locations, as mentioned earlier, our preliminary analysis indicates that building a freeway facility in the Thorndale Corridor will serve to draw trips away from local east-west arterials. Again, design engineering for the preferred improvement corridors will be developed in detail in Tier Two.

We appreciate and value the Village's participation, as it has guided and strengthened the planning process. We look forward to continuing to work with you and your staff regarding further evaluation and refinement of the alternatives as the process continues.

If you have any questions or need additional information, please contact me or Peter Harmet, Bureau Chief of Programming, at (847) 705-4393.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

cc: Ray Rummel, Village Manager
Matt Roan, Assistant Village Manager

Prepared By: Ron Krall, ext. 4103
Bureau of Programming

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EcoCAT
Ecological Compliance Assessment Tool

Applicant:	Larry Martin	*IDNR Project #:*	0911687
Contact:	Larry Martin	Alternate #:	0804892, 0911651
Address:	8501 W. Higgins Road Chicago, IL 60631	Date:	06/11/2009

Project: Elgin O'Hare West By-Pass (EOWB)
Address: 1000 Thorndale Avenue, Bensenville

Description: Involves the evaluation of transportation needs and system alternatives within a study area roughly bounded by a 2-mile buffer outside of I-90 to the north and I-294 to the south and a 5-mile buffer of I-290 to the west.

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)
The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Busse Woods INAI Site
East Branch Marsh INAI Site
Fischer Woods INAI Site
Gray Farm Park Marsh INAI Site
Meacham Grove INAI Site
Schiller Woods Prairie INAI Site
Songbird Slough INAI Site
Swift Road Meadow INAI Site
Wgn Marsh INAI Site
Wood Dale Grove INAI Site
Busse Forest Nature Preserve
Alkali Bulrush *(Bolboschoenus maritimus)*
Alkali Bulrush *(Bolboschoenus maritimus)*
Black Tern *(Chlidonias niger)*
Black Tern *(Chlidonias niger)*
Black-Crowned Night Heron *(Nycticorax nycticorax)*
Black-Crowned Night Heron *(Nycticorax nycticorax)*
Black-Crowned Night Heron *(Nycticorax nycticorax)*
Black-Crowned Night Heron *(Nycticorax nycticorax)*
Black-Crowned Night Heron *(Nycticorax nycticorax)*
Black-Crowned Night Heron *(Nycticorax nycticorax)*
Black-Crowned Night Heron *(Nycticorax nycticorax)*
Blanding'S Turtle *(Emydoidea blandingii)*
Buffalo Clover *(Trifolium reflexum)*

Common Moorhen *(Gallinula chloropus)*
Common Moorhen *(Gallinula chloropus)*
Common Moorhen *(Gallinula chloropus)*
Dog Violet *(Viola conspersa)*
Downy Solomon'S Seal *(Polygonatum pubescens)*
Dwarf Raspberry *(Rubus pubescens)*
Ear-Leafed Foxglove *(Tomanthera auriculata)*
Eastern Prairie Fringed Orchid *(Platanthera leucophaea)*
Henslow'S Sparrow *(Ammodramus henslowii)*
Kirtland'S Snake *(Clonophis kirtlandi)*
Least Bittern *(Ixobrychus exilis)*
Little Green Sedge *(Carex viridula)*
Little Green Sedge *(Carex viridula)*
Marsh Speedwell *(Veronica scutellata)*
Marsh Speedwell *(Veronica scutellata)*
Northern Grape Fern *(Botrychium multifidum)*
Pretty Sedge *(Carex woodii)*
Pretty Sedge *(Carex woodii)*
Purple Fringed Orchid *(Platanthera psycodes)*
Sedge *(Carex bromoides)*
Small Sundrops *(Oenothera perennis)*
Small Sundrops *(Oenothera perennis)*
Spotted Coral-Root Orchid *(Corallorhiza maculata)*
Star-Flower *(Trientalis borealis)*
Tuckerman'S Sedge *(Carex tuckermani)*
Tuckerman'S Sedge *(Carex tuckermani)*
White Lady'S Slipper *(Cypripedium candidum)*
Yellow-Headed Blackbird *(Xanthocephalus xanthocephalus)*
Yellow-Headed Blackbird *(Xanthocephalus xanthocephalus)*
Yellow-Headed Blackbird *(Xanthocephalus xanthocephalus)*

Wetland Review (Part 1090)
The National Wetlands Inventory shows wetlands within 250 feet of the project location.

An IDNR staff member will evaluate this information and contact you within 30 days to request additional information or to terminate consultation if adverse effects are unlikely.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Cook

Township, Range, Section:

39N, 12E, 5	39N, 12E, 6
39N, 12E, 7	40N, 12E, 3
40N, 12E, 4	40N, 12E, 5
40N, 12E, 6	40N, 12E, 7
40N, 12E, 8	40N, 12E, 9
40N, 12E, 10	40N, 12E, 15
40N, 12E, 16	40N, 12E, 17
40N, 12E, 18	40N, 12E, 19
40N, 12E, 20	40N, 12E, 21
40N, 12E, 22	40N, 12E, 28
40N, 12E, 29	40N, 12E, 30
40N, 12E, 31	40N, 12E, 32
40N, 12E, 33	41N, 10E, 1
41N, 10E, 2	41N, 10E, 3
41N, 10E, 9	41N, 10E, 10
41N, 10E, 11	41N, 10E, 12
41N, 10E, 13	41N, 10E, 14
41N, 10E, 15	41N, 10E, 16
41N, 10E, 17	41N, 10E, 19
41N, 10E, 20	41N, 10E, 21
41N, 10E, 22	41N, 10E, 23
41N, 10E, 24	41N, 10E, 25
41N, 10E, 26	41N, 10E, 27
41N, 10E, 28	41N, 10E, 29
41N, 10E, 30	41N, 10E, 31
41N, 10E, 32	41N, 10E, 33
41N, 10E, 34	41N, 10E, 35
41N, 10E, 36	41N, 11E, 6
41N, 11E, 7	41N, 11E, 8
41N, 11E, 9	41N, 11E, 10
41N, 11E, 13	41N, 11E, 14
41N, 11E, 15	41N, 11E, 16
41N, 11E, 17	41N, 11E, 18
41N, 11E, 19	41N, 11E, 20
41N, 11E, 21	41N, 11E, 22
41N, 11E, 23	41N, 11E, 24
41N, 11E, 25	41N, 11E, 26
41N, 11E, 27	41N, 11E, 28
41N, 11E, 29	41N, 11E, 30
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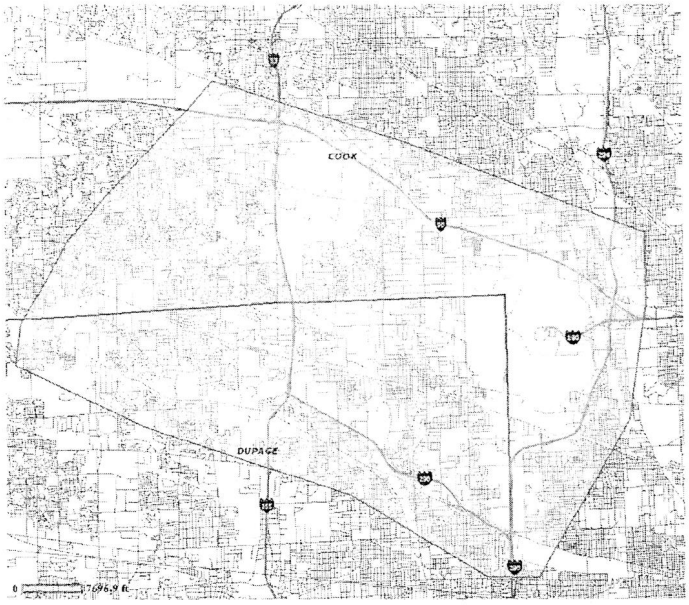
41N, 11E, 33	41N, 11E, 34
41N, 11E, 35	41N, 11E, 36



41N, 12E, 19	41N, 12E, 20
41N, 12E, 21	41N, 12E, 27
41N, 12E, 28	41N, 12E, 29
41N, 12E, 30	41N, 12E, 31
41N, 12E, 32	41N, 12E, 33
41N, 12E, 34	41N, 9E, 36
42N, 10E, 33	42N, 10E, 34
42N, 10E, 35	

County: DuPage

Township, Range, Section:

39N, 11E, 1	39N, 11E, 2
39N, 11E, 3	39N, 11E, 12
40N, 10E, 1	40N, 10E, 2
40N, 10E, 3	40N, 10E, 4
40N, 10E, 5	40N, 10E, 6
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40N, 10E, 9	40N, 10E, 10
40N, 10E, 11	40N, 10E, 12
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40N, 11E, 7	40N, 11E, 8
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40N, 11E, 21	40N, 11E, 22
40N, 11E, 23	40N, 11E, 24
40N, 11E, 25	40N, 11E, 26
40N, 11E, 27	40N, 11E, 28
40N, 11E, 29	40N, 11E, 30
40N, 11E, 33	40N, 11E, 34
40N, 11E, 35	40N, 11E, 36
40N, 9E, 1	40N, 9E, 12

IL Department of Natural Resources Contact
Steve Hamer
217-785-5500
Division of Ecosystems & Environment

Local or State Government Jurisdiction
Illinois Department of Transportation
Pete Harmet and Ron Krall
201 West Center Ct.
Schaumburg, Illinois 60196-1096

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

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3. IDNR reserves the right to enhance, modify, alter, or suspend the website at any time without notice, or to terminate or restrict access.

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Illinois Department of
Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
http://dnr.state.il.us

Pat Quinn, Governor
Marc Miller, Acting Director

June 15, 2009

Mr. Larry Martin, Project Manager
CH2MHill Consultants
8501 West Higgins Road
Chicago, Illinois 60631

RE: Elgin O'Hare West
By-Pass
Cook County
INDR #0911687

Dear Mr. Martin:

This letter is in response to the above referenced project that was screened through the Illinois Department of Natural Resources (IDNR) Eco-CAT review tool. Based on the results of further review, this project has potential for impacts to resources that occur in the project area.

The project as outlined is very large with many resources in the area. As the scope of this project is narrowed down to specific alternatives, the need for both flora and fauna surveys will need to be completed.

As the project proceeds through the NEPA/404 Merger Process, the Illinois Department of Natural Resources will provide input for necessary studies based on alignments chosen. Coordination of the surveys will then need to be reviewed for comments by IDNR. Consultation for this project remains open.

If you have any questions on the above, please contact me at 217-785-4862.

Sincerely,

Steve Hamer

Steve Hamer
Transportation Review Program
Division of Environment and Ecosystems

file
Tom Brooks, IDOT/BDE

Illinois Department of Transportation

Memorandum

To:	Diane O'Keefe	Attn: Pete Harmet
From:	Charles Ingersoll	By: John A. Walthall
Subject:	Cultural Resource Architectural Concurrence	
Date:	July 24, 2009	

Cook & DuPage Counties
Elgin O'Hare Expressway
Job No. P-91-443-06
Seq. 15237

Attached is a letter of concurrence from the State Historic Preservation Officer indicating that architectural survey coordination for National Register consideration is complete.

This completes the necessary coordination relative to evaluating the impact of this project on significant architectural resources.

Attachment

JAW:km

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

July 20, 2009

Cook and DuPage Counties
Elgin O'Hare Expressway
Project: 91-443-06

IDOT Seq # 15237

FEDERAL 106 PROJECT

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

On June 19, 2009 you, along with a representative of the IDOT Environmental staff, conducted a review of photographs and locational data concerning buildings and other standing architectural structures along the Elgin O'Hare Expressway which may be impacted by proposed construction.

As you confirmed during the inspection of the photo log, none of these structures are located within an historic district, with the possible exception of a single structure, none individually meet the criteria for listing on the National Register of Historic Places. Attached is a report from Heritage Research concerning the blue Greek revival house with Italianate influences. John Vogel in the attached report concludes:

> "Predicated on our visit to the property, our observations, and our analysis of the photographs taken during the visit, we believe the property lacks any defining characteristics that would merit formal National Register consideration."

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no residential or commercial buildings subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, will be impacted.

Very truly yours,

John A. Walthall, PhD
Cultural Resources Unit

CONCUR

By: Anne E. Haaker
Deputy State Historic Preservation Officer

Date: July 22, 2009

Local Letters

Village of Itasca

550 WEST IRVING PARK RD. ITASCA, IL 60143
PHONE: 630/773-0835 FAX: 630/773-2505
e-mail: mayor@itasca.com
www.itasca.com

BUREAU OF PROGRAMMING
RECEIVED
JUN 18 2007
DISTRICT ONE

June 15, 2007

VIA FACSIMILE & U.S. MAIL

Mr. Peter Harmet, P.E.
Bureau Chief of Programming
Illinois Department of Transportation
Division of Highways – District One
201 West Center Court
Schaumburg, IL 60196-1096

RE: Thorndale Avenue & Cherry Street
Itasca, Illinois

Dear Mr. Harmet:

Please accept this letter as a follow-up to your correspondence to Mr. Edward Zak of SEC Group, Inc., dated May 21, 2007 and phone conversation of several weeks ago with Village Engineer Al Stefan and Village staff. As was discussed at that time, the Village of Itasca is seeking confirmation of the required access between the existing Cherry Street right-of-way and Thorndale Avenue, east of Interstate 290 and west of Arlington Heights Road. The access is required to service the proposed Hidden Oaks development west of Cherry Street as well as the approved five-story office development proposed for the vacant parcel immediately east of the Cherry Street right-of-way.

Pursuant to a request from the Village of Itasca, owners of both properties agreed to share access to Thorndale within the Cherry Street right-of-way in lieu of multiple individual curb-cuts at Thorndale Avenue. The Village of Itasca initiated the request for access to Thorndale at Cherry Street and supports its construction for the following reasons:

- The single restricted access point at Cherry Street can be utilized in lieu of three separate access drives onto Thorndale Avenue (a single access for the office building and an additional two existing curb-cuts on the Hidden Oaks property).

- Connection of either the office or residential developments to Arlington Heights Road through Theodore Lane is not a viable option as a section of the south portion of the Cherry Street right-of-way was vacated and a private parking lot has since been constructed upon the property (see attached Exhibit 1).

- The five-story office development with zoning approval proposed for the parcel immediately east of Cherry Street requires some access to Thorndale Avenue, ideally shared with the adjacent development at the proposed intersection of Cherry Street and Thorndale Avenue. (see attached Exhibit 2)

- It is my understanding that the proposed access at Cherry Street and Arlington Heights Road and proposed developments immediately east and west of Cherry Street are located outside the proposed right-of-way of the Elgin-O'Hare Expressway.

Please consider the additional information provided above as a supplement to previous correspondence directed to you regarding this access. Please feel free to contact Village Administrator, David Williams at (630)773-5575 or Village Engineer, Al Stefan at (815)482-9150 should you have any questions or concerns or should you require any additional information. Thank you for your assistance and attention to this matter.

Very truly yours,

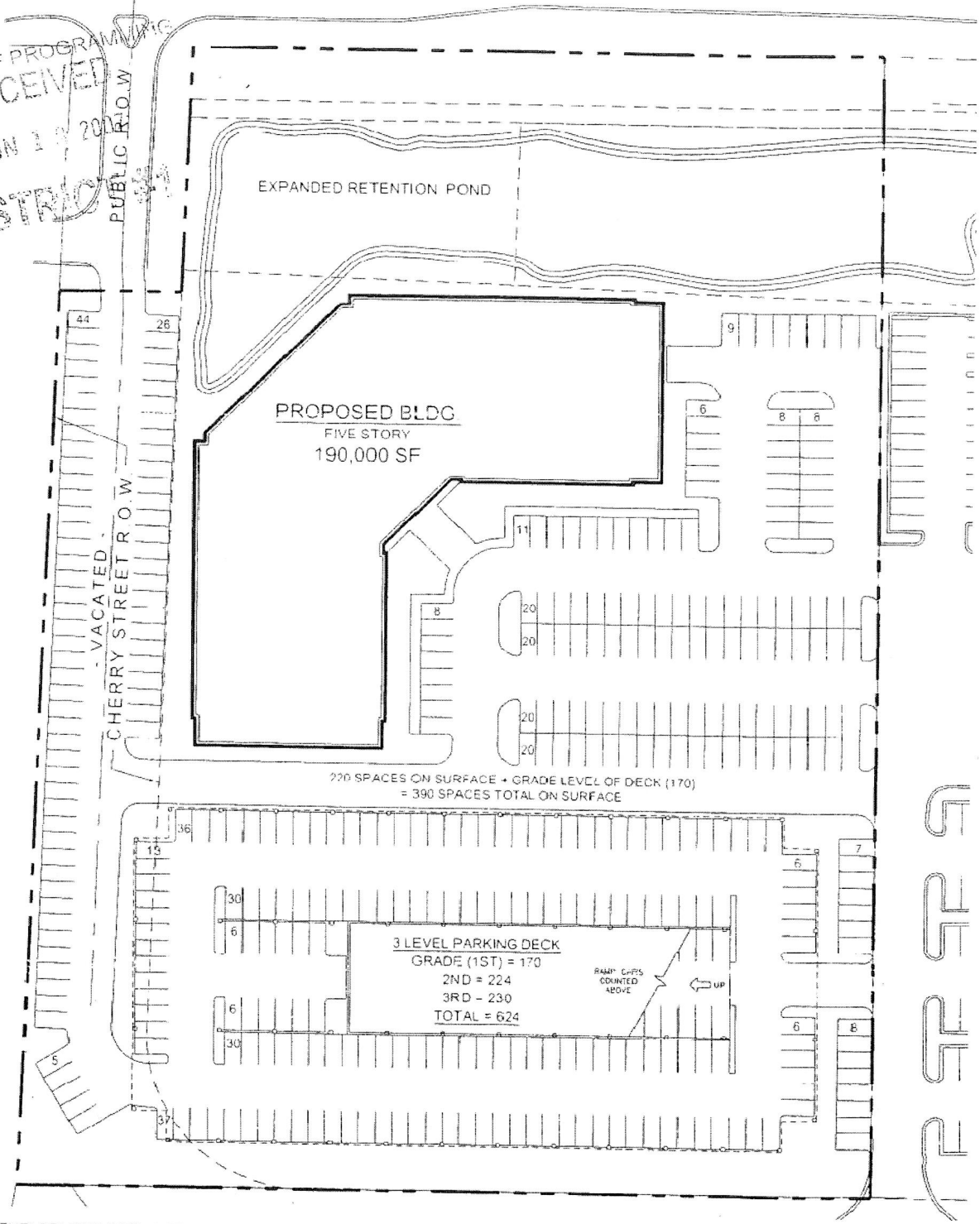
VILLAGE OF ITASCA

Claudia "Gigi" Gruber
Village President

By:
Nicole P. Aranas
Director of Community Development

cc: David Williams, Village Administrator
Al Stefan, Village Engineer
Mr. John Kos, DuPage County Department of Transportation
Mr. Robert Kolar, DuPage County Department of Transportation

DEVELOPMENT SITE - LOT 1 - ARLINGTON THORNDALE RESUBDIVISION



BUREAU OF PROGRAMMING
RECEIVED
JUN 1 0 2007
DISTRICT

APPROVED DEVELOPMENT FOR - LOT 1:

APPROVED 5 STORY BUILDING = 190,000 SF
APPROVED 3 LEVEL PARKING DECK

REVISED SITE PLAN - LOT 1

PROPOSED BUILDING
100 x 380 = 38,000 SF
5 STORY = 190,000 SF
@ 4/1000 = 730 SPACES REQUIRED

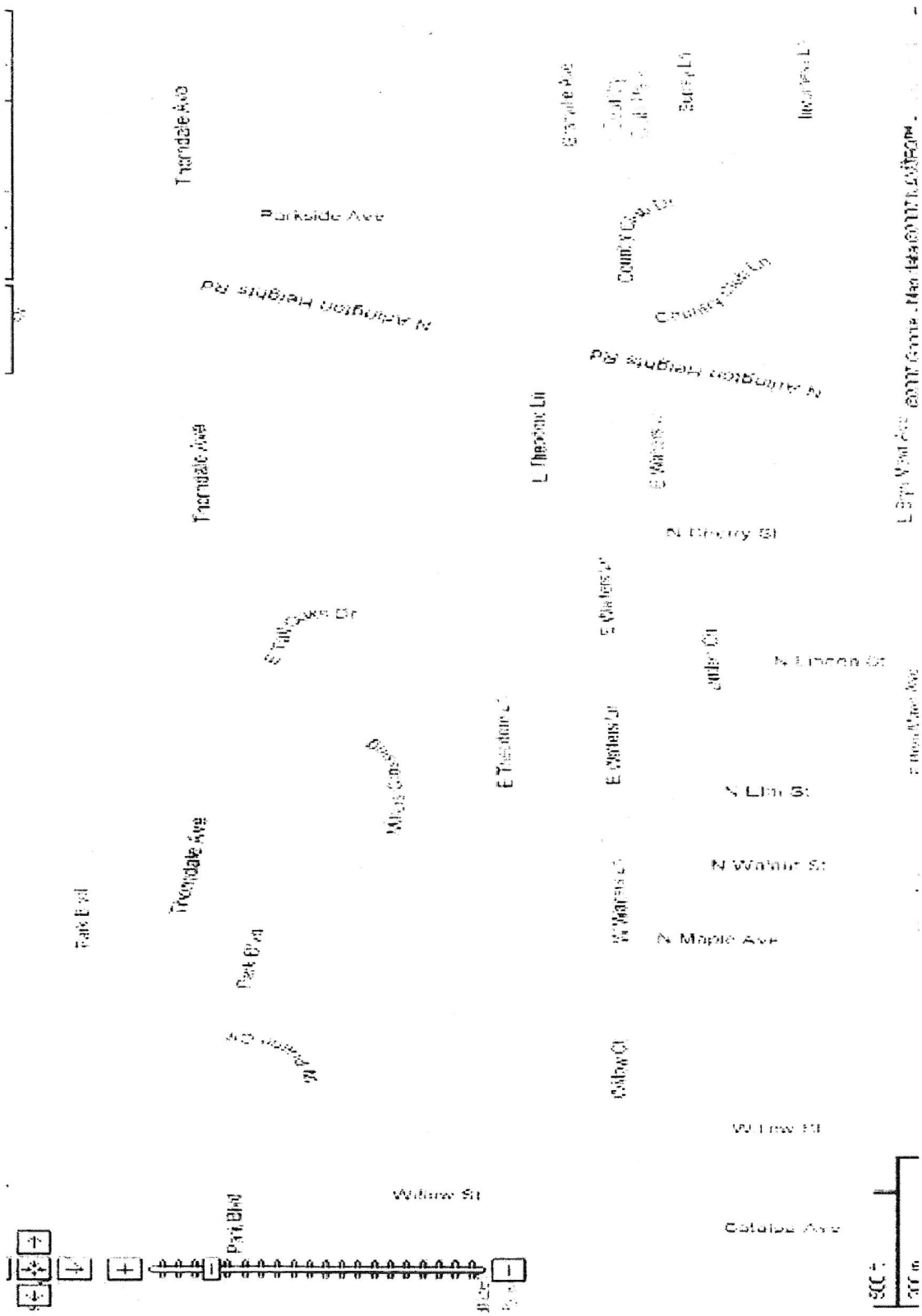
PARKING
844 SPACES TOTAL
MINUS 88 EXISTING / COMMITTED
756 SPACES - 16 HC SPACES = 740
TOTAL PROVIDED = 740 (INCL. 16 HC)
= 4.06 /1000 ACTUAL RATIO

QUADRANGLE
Development Company

LOT 1 - SITE STUDY
ITASCA, ILLINOIS

WRIGHT HEBREMA | ARCHITECTS

June 11, 2007
C_3-3

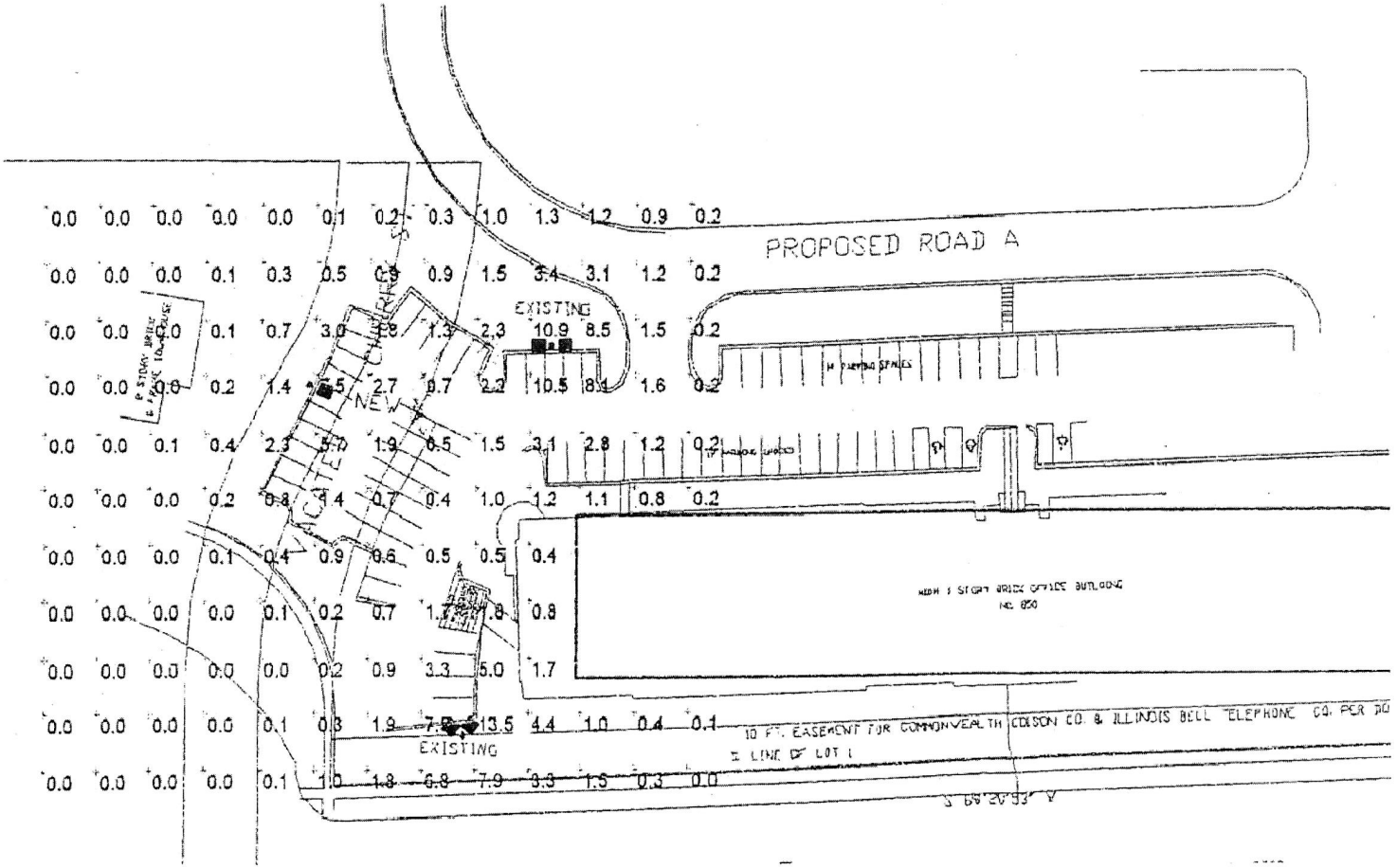

Thorndale Ave
Parkside Ave
N Arlington Heights Rd
Thorndale Ave
L Theodore Ln
N Cherry St
E Tall Oaks Dr
E Theodore Ln
N Lincoln St
N Elm St
N Walnut St
N Maple Ave
Thorndale Ave
Park Blvd
Willow St
Catalpa Ave
Park Blvd

LUMINAIRE SCHEDULE

Symbol	Label	Qty	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts
■	A	1	CIM-400-MH-XX-3S	MEDIUM ARCHITECTURAL AREA LUMINAIRE - TYPE III DISTRIBUTION	400-WATT CLEAR ED-28 METAL HALIDE	CIM40M3S.IES	36000	1.00	400
■ ■	C	1	CIM-400-MH-XX-3S	MEDIUM ARCHITECTURAL AREA LUMINAIRE - TYPE III DISTRIBUTION	400-WATT CLEAR ED-28 METAL HALIDE	CIM40M3S.IES	36000	1.00	800
■ ■	D	1	CIM-400-MH-XX-3S	MEDIUM ARCHITECTURAL AREA LUMINAIRE - TYPE III DISTRIBUTION	400-WATT CLEAR ED-28 METAL HALIDE	CIM40M3S.IES	36000	1.00	800

NOTES

1. THE SINGLE HEAD POLE IS THE ONLY NEW POLE TO THIS PARKING LOT EXPANSION. BOTH TWO HEADED POLES ARE EXISTING.
2. THE NEW PARKING LOT AREA IN QUESTION IS THE AREA THROUGH VACATED CHERRY STREET. THE REMAINING PARKING LOT IS EXISTING.



City of Chicago
Richard M. Daley, Mayor

O'Hare Modernization Program

Rosemarie S. Andolino
Executive Director

P.O. Box 66848
10510 W. Zemke Road
Chicago, Illinois 60666

(773) 462-7300
(773) 462-8552 (FAX)

http://www.oharemodernization.org

November 16, 2007

2007 NOV 26 AM 9:26

Mr. Charles F. Tokarski, P.E.
County Engineer
421 N. County Farm Road
Wheaton, Il 60187

Re: CH8/York Road and Illinois 19 Grade Separation
At CPRR/Relocated UPRR
Section 05-00171-01-ES

Dear Mr. Tokarski:

This is in response to your letter dated October 9, 2007 wherein you requested updated information on the City's intentions/progress with regard to the "east leg" (UPRR rail grade separation of Irving Park Road) of the Intersection Project.

As you are aware, the City of Chicago is committed to a site development schedule that would relocate the UPRR as depicted in Alternate 1-4.1 before mid 2010. Based on our understanding of the County's schedule for the intersection improvements at York and Irving Park Roads, the UPRR relocation should occur in advance. Therefore, it would be the first bridge to be implemented for the overall Intersection Project and the relocation of the CPRR.

The OMP has been studying the implementation of the overall improvements to the intersection in two distinct projects. This will require raising the elevation of the present configuration of Alternate 1-4.1 to allow the construction of the UPRR grade separation at this location without impacting the current at-grade railroad crossing of the CPRR at the intersection of York and Irving Park Roads.

Further, the revised profiles for the railroad and the depressed road will avoid the need for a pump station and therefore rely on gravity flow for storm drainage.

The City has coordinated with UPRR on the proposed railroad grade change from 0.30% to the current 0.47%. We have received a verbal approval in principle from UPRR. This approval is subject to their review of additional information recently requested (compensated grade calculations, V/L at the vertical curves). We anticipate receiving a formal approval from UPRR on the modified alignment parameters by the end of November of 2007.

The City has also coordinated with the Federal Aviation Administration (FAA) regarding an increase in the proposed end elevation of Runway 10R/28L to accommodate the proposed elevated UPRR railroad profile. The OMP has studied this change to the airfield and proven that it is feasible to raise the west end of Runway 10R/28L enough to compensate for the raised elevation of the roadway and rail. The OMP vetted the revised runway geometry with the FAA and confirmed its feasibility. The FAA has raised no objections to this proposed change.

The City will advise your office as soon as we are in receipt of an official approval from UPRR. The City is prepared to proceed expeditiously in implementing the "east leg" portion of the Intersection Project and will coordinate with IDOT in securing a permit for the project.

The OMP is looking forward to working with your agency in getting this project to a successful completion. Should you have any questions or comments in the material included herein, please do not hesitate to call me directly at (773) 462-7311.

Very truly yours,

Christopher P. Arman
Deputy Director, OMP

Village of Itasca

550 West Irving Park Rd. Itasca, IL 60143
Phone: 630/773-0835 Fax: 630/773-2505
e-mail: mayor@itasca.com
www.itasca.com

2007 DEC 10 P 12:34

December 7, 2007

VIA FACSIMILE & U.S. MAIL

Secretary Milton Sees
Illinois Department of Transportation
2300 Dirksen Parkway
Springfield, IL 62764

RE: Western Access to O'Hare Airport

Dear Secretary Sees:

On behalf of the Village of Itasca, I would like to thank you for taking time to meet with our Village Administrator, David Williams, and me on the topic of Western Access to O'Hare International Airport. This issue is of preeminent importance to the Village of Itasca given that the potential impacts of western access upon the Village, its businesses and residents are far-reaching and immense.

Although we were unable to discuss some of our specific local concerns during our meeting, a summary of Itasca's local issues follows below. Additionally, an exhibit bearing an aerial photograph of the project limits within Itasca and highlighting these areas of concerns is attached hereto and was submitted to the Department and its consultants during the first open house for the Phase I engineering project.

- **Direct Access to Hamilton Lakes** – The Chancellory at Hamilton Lakes Office Development is a regional employment center, consisting of nearly four hundred (400) acres, located immediately adjacent to I-290 and Thorndale Avenue. Hamilton Lakes possesses more than three million square feet (3,000,000 sq. ft.) of office and commercial space housing more than 10,000 employees and hundreds of businesses. At complete buildout, this development will contain up to an additional three and one half millions square feet (3,500,000 sq. ft.) of office and commercial space with potential for an additional 30,000 vehicles per day. Maintaining direct and convenient access to and from this development will be critical to the vitality of the local and regional economy.

- **Light Rail** – Future planning and design of roadway improvements should provide for multiple modes of transportation, specifically light rail. Roadway improvements should be designed to accommodate future transit within the median and transit stations to service the businesses and residents of the Village of Itasca within or in proximity to the Hamilton Lakes development along Thorndale Avenue.

- **Access at Rohlwing Road (IL Rt. 53)** – Rohlwing Road (IL Rt. 53) is the primary point of access for the many employees, businesses and commercial trucks and vehicles located within more than seven hundred (700) acres of adjacent industrial and manufacturing properties. The commercial trucks and vehicles within this area require functional and proper access to proposed roadway improvements. Without proper access to Rohlwing Road (IL Rt. 53), these vehicles will be forced to find alternative local routes to the expressway and the airport, resulting in local traffic conflicts, local congestion and accelerated wear and deterioration of local streets.

- **Quality of Life & Environmental Considerations** – Given the scope and magnitude of impacts from a possible expressway extension, every effort should be made to minimize potential negative impacts on the quality of life for local residential populations. The proposed expressway extension should be depressed below grade to minimize the impacts of sound and vibrations upon adjacent residential properties. Landscaping, noise walls, sight screens and other mitigating design elements should be incorporated into proposed improvements to preserve the local environment from adverse impacts.

- **Process and Coordination** – As key stakeholders, the Village of Itasca and local business partners request continued input and participation throughout the design and planning process as well as the coordination of planning, construction and design of roadway improvements with the City of Chicago, the O'Hare Modernization Program, other local agencies and interest groups.

Western access to O'Hare International Airport must be designed and planned as something more than just an expressway to the airport. Through careful consideration of local impacts and access, the development will represent tremendous opportunities for the Village of Itasca, local businesses, residents and the entire region. Thank you again for your time and attention to this very important matter. Please do not hesitate to contact me should you wish to discuss this matter in further detail.

Very truly yours,

VILLAGE OF ITASCA

Claudia "Gigi" Gruber
Mayor

cc: David Williams, Village Administrator
Diane O'Keefe, IDOT District 1 Engineer

Enclosure

Elk Grove Village

Mayor
CRAIG B. JOHNSON

Village Clerk
ANN T. WALSH

Village Manager
RAYMOND K. KUMMEL

Village Trustees
NANCY J. CZARNIK
PATTON L. FEICHTER
JEFFREY C. FRANKE
SAMUEL L. LISSNER
JAMES P. PETRI
CHRIS PROCHNO

December 14, 2007

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways
Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196

Dear Ms. O'Keefe:

I am writing regarding the proposed "western access" expressway. Thank you for the information you forwarded to me from the U.S. Department of Transportation, Federal Aviation Administration (FAA).

Elk Grove Village is pleased that the FAA has acknowledged that the undeveloped, 300 foot wide set-a-side property fully contained on existing airport property, shown on the Airport Layout Plan (ALP) and approved by both the FAA and the Transportation Security Administration (TSA), can be used for the roadway/expressway construction purposes.

In addition, we are pleased to learn that plans for the construction of a roadway within this undeveloped set-a-side property can be completed by simply meeting the design criteria of the FAA and coordinating design and construction activities with the FAA, TSA and City of Chicago.

Given this widespread agreement on a non-destructive routing by means of the 300 foot wide set-a-side within the western boundary of the airport, Elk Grove Village urges IDOT to quickly approve the 300 foot wide set-a-side within the western boundary of the airport as the route for the proposed "Ring Road."

Further, with this widespread agreement on Chicago's proposed 300 foot wide set-a-side routing, we believe it is imperative for IDOT to settle on this route now — as opposed to prolonged consideration and debate on alternative routings that would route the Ring Road through Elk Grove's Business Park — destroying hundreds of millions of dollars of regionally important businesses.

Clearly, the most cost-effective alternative for the construction of roadway and rail improvements proposed along the west side of the airport is within the 300 foot set-a-side presently contained on airport property and shown on the approved ALP. It is foolhardy to construct an expressway that would destroy our Business Park when there is an agreed-upon route for an expressway and railway that can be constructed on vacant land, fully set-a-side for that purpose. The displacement of any Elk Grove business and associated jobs would be a travesty for both the State and the region considering the green grass, set-a-side alternative available for the transportation use.

901 WELLINGTON AVENUE • ELK GROVE VILLAGE, ILLINOIS • 60007-3499
TELEPHONE (847) 439-3900 • FAX (847) 357-4044 • TDD (847) 357-4088
www.elkgrove.org

Finally, given the availability of this non-destructive 300 foot wide set-a-side routing it makes no sense to leave our Business Park in a years' long limbo of economic indecision. We urge IDOT to make the routing decision for the Ring Road now to utilize Chicago's 300 foot wide set-a-side.

We look forward to hearing back from you in the next few weeks to publicly state that the locally preferred alternative is the 300 foot set-a-side.

Again, thank you for providing such encouraging information to my community.

Sincerely,

Craig B. Johnson
Mayor

c: Board of Trustees
Village Manager
Deputy Village Manager
Director of Engineering & Community Development

Elk Grove Village

Mayor
CRAIG B. JOHNSON

Village Clerk
ANN I. WALSH

Village Manager
RAYMOND R. RUMMEL

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SAMUEL L. LISSNER
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CHRIS PROCHNO

January 18, 2008

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways
Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196

Dear Ms. O'Keefe:

Thank you for responding to our mutual desire to utilize the 300 foot set-aside green space property to address the western by-pass locally preferred alternative (LPA) process.

We fully understand the contact sensitive solution and locally preferred alternative analysis process work of the Elgin-O'Hare West Bypass task force. Elk Grove Village has participated in every meeting.

However, due to the obvious detriment to the region, we cannot support any plan for development as a locally preferred alternative that fails to fully utilize the 300 foot open space property – property that was left undeveloped in the O'Hare Master Plan (OMP) to mitigate the destruction of thriving businesses for mass transit and/or highway purposes. The 300 foot corridor exists for a purpose. That purpose must be part of any locally preferred alternative.

Any construction driven alternative alignment that fails to utilize this 300 foot set-aside green space corridor will needlessly result in the destruction of existing business. This in turn will result in many negative implications to the region. These negative consequences include the following:

- Significantly higher construction costs due to the need to acquire developed property currently selling at $20 per square foot versus property set-aside and available at no cost;
- Elimination of a large number of existing businesses;
- Loss of high paying jobs that currently exist;
- Significant reductions in the property tax base that supports regional educational programs along with many other governmental services;
- Considerable loss in associated business funding to the State and local governments including lost income taxes, sales taxes, food and beverage taxes, and real estate transfer taxes; and
- Finally, a loss of funding for mass transit both in terms of lower ridership/farebox recovery as well as sales taxes that fund mass transit services.

These negative implications are extremely serious to the region and they cannot be ignored while we work through the LPA process. A cost-benefit analysis of the utilization of the 300 foot green corridor versus purchasing/destroying/and constructing any alternative within developed areas demonstrates why the 300 foot corridor is the locally preferred alternative, regardless of which alternative (short of nothing) is ultimately selected as the LPA.

901 WELLINGTON AVENUE • ELK GROVE VILLAGE, ILLINOIS • 60007-3499
TELEPHONE (847) 439-3900 • FAX (847) 357-4044 • TDD (847) 357-4088
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We all realize that the 300 foot green space corridor does not have termini to either I-90 or I-294, and that a give and take process will occur regarding recommendations for construction in those developed corridors. However, there is no need to compound this politically charged and technically complicated issue. The additional complications are easily avoided by indicating that the 300-foot green space, set-aside corridor will be utilized in addition to whichever corridor is selected for the north-south termini connections.

We fully expect that usage of the 300 foot green space will be the Illinois Department of Transportation's intended objective through the contact sensitive solution process. We need to use as much undeveloped, set-aside, green space land as possible to achieve the I-90 to I-294 connection. This is the only reasonable solution to benefit the region.

With the obvious benefits of utilizing the green corridor, why not make that green corridor the locally preferred alternative now? The failure to do so needlessly concerns government leaders from schools to mass transit, and it frightens property owners, business owners, and business employees in the area.

Many businesses within the study's north-south corridor are highly concerned with the outcome of your study. All that we request is that the 300-foot set-aside corridor be recommended now as the locally preferred corridor regardless of the final selected transit alternative. IDOT can then give its assurance to us that we have been seeking: that any mass-transit or highway improvements will be constructed on existing O'Hare property specifically set-aside for that purpose in the plan approved by the FAA.

I look forward to your expeditious review and hearing back from you in the next couple weeks.

Sincerely,

Craig B. Johnson
Mayor

c: Board of Trustees
Village Manager
Deputy Village Manager
Director of Engineering & Community Development
Director of Health & Community Services

VILLAGE OF BENSENVILLE

Village Board
President
John C. Geils

Trustees
John Adamowski
Patricia A. Johnson
Hank Mandziara
Marianne Tralewski
John "Jeff" Williams

Village Manager
James A. Johnson

May 19, 2008

JOHN C. MURILLO
737 W MEMORIAL ROAD
BENSENVILLE, IL 60106

Dear Bensenville Resident or Business Owner:

Public Hearing
Re: Irving Park/York Road Intersection Improvement
Thursday, May 29, 2008
3:00 PM to 7:00 PM
Monty's Banquets
703 S. York Road
Bensenville, Illinois 60106

Next Thursday May 29, 2008 from 3: 00 PM to 7:00 PM at Monty's Banquets in Bensenville, the DuPage County Division of Transportation will hold a public hearing on the proposed modifications to the York Road and Irving Park Intersection, and the adjoining railroad crossing. As you may recall, this project has been financed by a combination of the Illinois Department of Transportation, DuPage County and the City of Chicago, and has been under study for several years.

The Village of Bensenville was asked to participate in the study process, by regularly attending meetings, making recommendations and commenting on the various alternatives, as they were proposed. This placed us in a difficult position because it assumes that whatever alternative that comes out of the process has our endorsement.

Nevertheless, at the insistence of Christopher Burke Engineering, the prime contractor on the project, the Village had several staff members involved in the process and the meetings, in order to protect the interests of you – the residents of Bensenville.

As a result, public input is being sought on an alternative that has been greatly modified from the one originally proposed by Chicago as part of the O'Hare Modernization Program (OMP.) Chicago's plan would have required additional taking of land west of York Road (including some homes, potentially) and rendered the intersection useless

The current proposal keeps all of the development and expansion east of York Road and maintains the existing curb line west of the intersection along York and Irving Park Roads.

This saves the Shell station, Walgreen's, the other businesses along Irving Park, and most importantly, **requires no additional residential acquisition west of York Road!** This includes all of the homes along the 100 block of south York Road and the Town Center Condominiums – **these properties are not touched by this proposal.**

While there are positive aspects to this plan, we stop short of endorsing it. The recommended alternative calls for the construction of two train bridges over Irving Park Road. Irving Park Road would be lowered five feet at the railroad tracks and the existing Canadian Pacific railroad tracks would be raised approximately fifteen feet. A second bridge, about a block further east, would raise the Union Pacific railroad tracks, nearly an equal amount, allowing Irving Park to run beneath it. This would be done once UP tracks are moved from their existing location on the south end of the airport as part of O'Hare expansion.

Our official position is that we still prefer a solution which raises the existing Canadian Pacific railroad tracks over Irving Park Road at its current location, and does not acquire any additional property within Bensenville. We still maintain that the acquisition of this property and the relocation of the UP Railroad, are unnecessary, and that the full build out of the O'Hare Modernization Plan will never occur. After all, in the final analysis, there is no funding for any of these projects, beyond the design phase, and therefore it is highly unlikely that funding will be available in the foreseeable future.

We encourage you to attend this hearing, listen to the presentations, study the proposed plan and provide your comments, criticisms and insights. Rest assured that Village President John Geils and the Village Board of Trustees are doing everything in their power to insure your homes, businesses and property values are being protected.

Sincerely,

James A. Johnson
Village Manager

FOR ADDITIONAL INFORMATION PLEASE CALL THE VILLAGE HALL AT 630-350-3399

PRESIDENT
ANNA MONTANA

CLERK
CLAUDIA L. IRSUTO

TRUSTEES
LAWRENCE FRITZ
ANTHONY CLEMENTI
RICHARD W. DESECKI

TRUSTEES
ANGELO S. PASSIALIS
CATHERINE GORZYNSKI
RODNEY TOLE

VILLAGE OF
SCHILLER PARK

SMALL TOWN FEEL WITH A WORLD AT ITS TOUCH

9526 WEST IRVING PARK ROAD
SCHILLER PARK, ILLINOIS 60176-1984
TELEPHONE 847 678-2550
FAX 847 671-3564

BUREAU OF PROGRAMMING
RECEIVED
AUG 19 2008
DISTRICT #1

August 18, 2008

Mr. Peter E. Harmet
Illinois Department of Transportation
Bureau Chief of Programming
201 West Center Court
Schaumburg, IL 60196-1096

RE: Elgin O'Hare West Bypass Analysis

Dear Mr. Harmet:

This is a follow-up to our meeting on August 7, 2008. First, I would like to thank you, Larry Martin and Ron Krall for coming out to meet with us and discuss the various options. As we discussed, the Village of Schiller Park is very concerned about several of the options presented. These will be discussed in turn.

In regards to option "501", the Village believes this will be of limited value because the improvements only add lanes to existing roadways, without reducing the distance traveled, particularly for access to the southbound Tri-State Tollway. If the design calls for simply improving Irving Park Road west of Mannheim, such that it becomes the bypass route to the south, the Village would be concerned about the traffic impact on Irving Park Road to the east (through Schiller Park). Right-of-Way needs could cause economic damage to major properties on the south of Irving Park east of Mannheim. Otherwise, it would seem to have little direct impact on Schiller Park.

In regards to option "F", the negative impact on Schiller Park would be more expansive. It appears this route would take out some businesses on Mannheim Road, possibly impact the O'Hare Oasis (which provides tax revenue for Schiller Park) and impact Schiller Park and Franklin Park residents, particularly in the "Sexton Landfill" area. On a more global scale, it does not appear to be the most efficient access for southbound traffic to the Tri-State.

Option "G" is totally unacceptable to the Village. It appears it would take out all or most of the industrial area to the southwest of Irving Park and Mannheim. As a guess, this would take out millions of dollars in property value and hundreds of jobs. The loss of

property to the southeast of Irving Park and Mannheim would be even worse. The immediate intersection is planned for development, which would of course be lost. The Four Points Sheraton facility would be lost. This facility contains almost 300 rooms plus banquet facilities, and is responsible for hundreds of thousands of dollars in annual revenue to the Village. The loss of this property would be devastating. It also appears that a substantial portion of the residential neighborhood northeast of Irving Park and the Tri-State would be taken. Again, this would be a disaster for Schiller Park. Beyond these impacts, Option "G" seems the least efficient means of meeting the project objectives. It appears to be the most expensive to build, and is easily the worst option for providing access to the southbound Tri-State.

Again, thank you for meeting with us and allowing our input on these options. I hope you take our concerns into consideration as the process moves forward. If you have any questions regarding this correspondence or the Village's position, please feel free to contact me at (847) 671-8510.

Yours truly,

Kevin S. Barr
Village Manager

c: Mayor Montana
Paul Flood

Protecting Our Water Environment

Metropolitan Water Reclamation District of Greater Chicago

100 EAST ERIE STREET CHICAGO, ILLINOIS 60611-3154 312·751·5600

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Debra Shore
Patricia Young

Joseph P. Sobanski, P.E.
Chief Engineer

312·751·7905 FAX 312·751·5681

September 18, 2008

BUREAU OF PROGRAMMING
RECEIVED
SEP 23 2008
DISTRICT #1

Mr. Peter Harmet, P.E.
Chief, Bureau of Programming
ATTN: Mr. Ron Krall, P.E.
Illinois Department of Transportation, Division of Highways/District 1
201 West Center Court
Schaumburg, IL 60196-1096

Subject: Elgin-O'Hare/West Bypass Project

Dear Mr. Harmet:

Reference is made to your task force meeting dated July 31, 2008, at Oak Meadow Golf Club, Addison, Illinois. At the referenced meeting, you presented alternatives being considered for the subject project, some of which would have an impact on District property and facilities. We are especially concerned about the following alternatives:

- North Connection, West Bypass, Alternatives C, D, E.
- South Connection, West Bypass, Alternatives F and G.

Also, for the North Connection, Illinois Route 83 Area, Alternative B, and the North Connection, West Bypass, Alternatives A and B, the District's lessee, the Mount Prospect Park District, would be affected.

We would like to discuss the alternatives in more detail in terms of potential construction and specific impacts on District facilities and property. Please contact Joe Schuessler, Principal Civil Engineer, at 312-751-3236, to schedule a meeting.

Very truly yours,

Joseph P. Sobanski
Chief Engineer

NV:AP:JMS

C_3-18

Village of Hanover Park

Municipal Building
2121 West Lake Street
Hanover Park, Illinois
60133-4398

630-372-4200
Fax 630-372-4215

Rodney S. Craig
Village President

Sherry L. Craig
Village Clerk

Marc G. Hummel
Village Manager

December 11, 2008

Hanover Park

Ms. Diane O'Keefe, P.E., District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Dear Ms. O'Keefe:

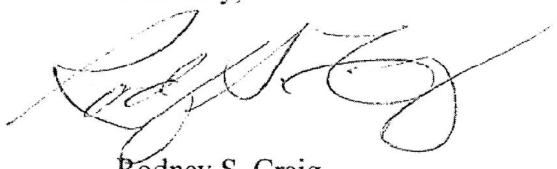
The Village of Hanover Park has been an active participant in the recent Elgin O'Hare – West Bypass project. This complex study analyzes an eastward extension of Elgin O'Hare Expressway coupled with transit, freight and pedestrian system improvements. The Village of Hanover Park understands the study boundary, on the west, is the west terminus of Elgin O'Hare Expressway at Lake Street in Hanover Park.

However, the 2030 traffic projections suggest substantial impact upon state, county and municipal roadways beyond the study area. For example, Lake Street, Irving Park Road, Greenbrook Boulevard/Stearns Road, Gary Avenue, Barrington Road/County Farm Road, Route 59 and local collectors are affected. Additionally, the advent of the Stearns Road Bridge across the Fox River increases east-west vehicle trips.

The Village is requesting IDOT undertake a separate regional study of the transportation system west of the Elgin O'Hare West Bypass study area. This proposed study will assist area communities in understanding the result of the west bypass improvements and aid communities in establishing long-term planning objectives. By copy of this letter to fellow area elected officials, I seek broader support for the proposed IDOT study.

I look forward to discussing this request with you.

Sincerely,



Rodney S. Craig
Village President

cc: Bartlett Village President Catherine Melchert
Streamwood Village President Billie Roth
Elgin Mayor Ed Schock
Illinois State Representative Fred Crespo
Illinois State Representative Randy Ramey
Illinois State Senator Michael Noland
Illinois State Senator John Millner

MGH:smk

BENSENVILLE FIRE PROTECTION DISTRICT

500 S. York Road, Bensenville IL 60106
Non-Emergency (630) 350-3441 Fax (630) 350-3421
Chief Michael F. Spain

RECEIVED
JAN 31 2009
CHRISTOPHER B. BURKE ENGINEERING LTD.

January 28, 2009

Mr. Peter M. Knysz
Christopher B. Burke Engineering, Ltd
9575 West Higgins Road
Suite 600
Rosemont, Il 60018

Mr. Knysz:

As you have requested, I am pleased to answer the questions posed to me relative to IDOT data collection for the Elgin O'Hara – West Bypass Study.

1. Location of fire stations and hospitals used:

   Fire Station Locations:
   Station 1 – Headquarters
   500 South York
   Station 2 – Sub Station
   700 Foster

   Hospitals:

   Primary Hospital to receive patients
   Elmhurst Hospital
   200 North Berteau Avenue, Elmhurst,
   Alexian Brothers Medical Center
   800 Beasterfield Road, Elk Grove Village

   Secondary Hospitals to receive patients
   Loyola Medical Center, Maywood
   Lutheran General Hospital, Park Ridge

2. What are the locations of the primary Routes:
   Thorndale Drive, Devon Avenue, Hwy 83, Irving Park Road, Green Street, Grand Avenue, County Line Road, Church Road, York Road, Foster Avenue and Jefferson Street. (See attached map as outlined in orange)

3. What are the location of Secondary Routes:
   See answer number 2. If one of the primary routes are blocked, then we simply adjust relative to which hospital the patient will be transported too. Most often the route taken as a primary back up both north and south is Hwy 83. This is do to the overpass at Irving Park Road.

4. What roads are avoided when possible (due to RR crossing, car and pedestrian Traffic, congested city centers):
   See the map as marked as number 4 and in blue. The north, south roads avoided due to RR is York Road, Center Street, Addison Street and Church Road. When this happens our ONLY way to travel north and south is via Hwy 83 over Irving Park Road.

5. What is an acceptable response time:
   By Federal (NFPA 1710) and State Fire and EMS (White Paper) regulations our primary response must be able to have a response time less then 6 minutes from the point of alert to arrival on scene. This is under normal weather conditions. Currently we have this ability within our Fire District to meet NFPA 1710 standard and the EMS White Paper of the early 1970's. Should all of our equipment be committed, we have mutual aid agreements with Elk Grove Village, Wooddale, Franklin Park, Leyden, Elmhurst, Addison, and Schiller Park.

6. What factors/obstacles influence how quickly responders can reach the emergency:
   In addition to what as been addressed, travel directness do to roads not going through from north to south or east to west (Note industrial area in fire district number 2), road traffic congestion, speed limits. time of the day and day of the year (School starting and dismissing times), road congestion due to railroad transportation movement and rail cars modifications to the chain, and METRA RAIL.

7. Please provide a map of primary and secondary routes:
   See the in closed map.

Lastly, if additional information is needed, please contact me.

Respectfully Yours:

Michael F. Spain
Fire Chief

Elk Grove Village

Mayor
CRAIG B. JOHNSON

Village Clerk
ANN I. WALSH

Village Manager
RAYMOND R. RUMMEL

Village Trustees
NANCY J. CZARNIK
PATTON L. FEICHTER
JEFFREY C. FRANKE
SAMUEL L. LISSNER
JAMES P. PETRI
CHRIS PROCHNO

BUREAU OF PROGRAMMING
RECEIVED
MAR - 4 2009
DISTRICT #1

March 2, 2009

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways/Region One Engineer
Illinois Department of Transportation
Division of Highways/District 1
201 West Center Court
Schaumburg, Illinois 60193-1093

Attention: *Mr. Peter E. Harmet, P.E.*
Bureau Chief of Programming

Subject: *Elgin – O'Hare West Bypass*
Existing Traffic Volume and 2030 Traffic Demand Data

Dear Mr. Harmet:

Once again the Village would like to thank you for the cooperation that IDOT has displayed in meeting and disseminating information regarding alternatives selection for the Elgin – O'Hare West Bypass roadways. During our February 13, 2009 meeting you distributed a packet of information that contained Finalist Roadway Alternatives Evaluation Results. The packet also contained several Traffic Demand exhibits which depicted the input and output traffic demand data for several Finalist Roadway Alternatives. Upon reviewing these exhibits, it is apparent that some of the existing average daily traffic (ADT) volume data which served as the input data for the travel demand modeling IDOT prepared was dramatically different than data the Village has acquired on area roadways. The Village also questions some of the results that the modeling produced. These data are critical factors in producing the measures of effectiveness by which the Finalist Roadway Alternatives are being compared, so it is important that they portray an accurate picture. The following are several comments and concerns the Village has regarding the traffic demand data:

901 WELLINGTON AVENUE • ELK GROVE VILLAGE, ILLINOIS • 60007-3499
TELEPHONE (847) 439-3900 • FAX (847) 357-4044 • TDD (847) 357-4088
www.elkgrove.org

- ***Existing Traffic Data***

Elk Grove Village has conducted a number of traffic counts in the study area in conjunction with development of a Master Plan for the Elk Grove Business Park as well as several Federal-aid intersection and roadway improvements within the park. Attached for your information is an exhibit that was prepared for the Master Plan update which depicts Existing Average Daily Traffic volumes within the study area.

A comparison of the IDOT 2007 ADT volumes shown on the Traffic Demand exhibits distributed at the February 13th meeting to the Village's existing ADT volumes shows some significant differences. The following is a comparison of existing traffic volumes from the two exhibits:

Roadway	Location	IDOT Existing ADT	EGV Existing ADT
Arlington Heights Rd.	N. of Devon	16,400	24,000
Arlington Heights Rd.	N. of Landmeier	26,900	36,500
Tonne Rd.	N. of Devon	10,800	18,500
Lively Blvd.	N. of Pratt	1,800	7,000
IL Route 83	N. of Thorndale	38,900	*48,300
IL Route 83	N. of Pratt	40,100	*50,400
Elmhurst Rd.	N. of Devon	28,400	*35,600
Landmeier Rd.	W. of IL Route 83	18,300	21,500
Devon Ave.	E. of Arlington Hts. Rd.	17,400	31,000
Devon Ave.	E. of IL Route 83	19,500	25,500

*These volumes obtained from IDOT's website

Overall, the IDOT existing ADT data is 20% to 30% less than the Village's ADT data or, in some cases, ADT data available from IDOT's own website. The Village understands that future scenario travel demand models are built upon an existing model that must first be calibrated to replicate existing volumes. If the existing volumes are inaccurate, then the future model forecasts will also be inaccurate. We believe the existing traffic volume data IDOT has used for the travel demand modeling does not reflect current traffic volumes.

- ***2030 Baseline Traffic Demand Forecasts***

  The 2030 Baseline (or Project No-Action) traffic demand forecasts for most roadways in the study area show moderate increases in travel demand by 2030 compared to existing volumes. However, IL Route 83 in the center of the Business Park shows 2030 No-Action volumes that are about 15% lower than the IDOT 2007 existing volumes used in the modeling. In addition, 2030 Project No-Action Scenario traffic volumes for Lively Boulevard in the same area of the park show a 33% reduction from IDOT existing traffic volumes. We can find no 2030 Roadway Baseline Projects in the Transportation System Performance Report that would cause such a diversion of future traffic.

  We believe these reductions in 2030 Baseline travel demand in the IL Route 83 corridor combined with underestimated 2007 existing traffic volumes would likely result in a significant underestimation of future travel demand in the IL Route 83 corridor.

- ***2030 Trip Origin/Destination Data***

  The Transportation System Performance Report estimates the following breakdown of study area trip origins and destinations:

External-External Trips	*26%*
External-Internal Trips	*46%*
Internal-Internal Trips	*28%*

  Based on the above data, it can be assumed that about 26% of the vehicular trips in the IL Route 83 corridor would be diverted to the expressway lanes of Alternative 202. The remaining 74% of the trips in the corridor would likely have at least a portion of their trip on the frontage roads.

  However, according to the Alternative 202 Traffic Demand exhibit, the 2030 travel demand model predicts a frontage road ADT of 16,400 vpd which is 48% of the 2030 Baseline volume. In other words, according to the model, 52% of the trips in the IL Route 83 corridor would be diverted to the expressway lanes. This is twice the external-external trip percentage.

Given the limited opportunities to enter and exit the expressway in Alternative 202, the Village believes that a much larger proportion of trips in the IL Route 83 corridor will use the frontage roads. Using the existing ADT volume on IL Route 83 of 50,400 vpd and assuming that 26% of that volume would be diverted to the expressway lanes, the frontage roads could carry more than 37,000 vpd. Two-lane frontage roads will be inadequate to carry volumes of that magnitude.

- ***East-West Business Park Traffic Circulation***

At the present time, a total of nine east-west roadways allow traffic to circulate across IL Route 83. Under the Alternative 202 plan, east-west circulation will be restricted to only four locations. These restrictions will divert traffic onto the IL Route 83 frontage roads as well as concentrate traffic volumes at the four crossing locations. However, the traffic demand modeling does not show any increases in traffic volumes at these crossing locations and, in fact, shows significant decreases compared to 2030 Baseline traffic volumes. This result is counterintuitive to what one would expect to happen to traffic volumes at these crossing locations.

- ***2030 Traffic Demand on Lively Boulevard***

Both the 202 and the 203 Traffic Demand models predict a reduction in traffic volumes on Lively Boulevard compared to existing volumes. These reductions range between 28% and 67%. This also seems counterintuitive given the collector street function and limited continuity of Lively Boulevard in the street network. The Village believes it is unlikely there would be any reduction in traffic volumes as a result of the Proposed Action. In fact there is potential for a dramatic increase in traffic on Lively Boulevard given the proposed locations of ramps on the Elgin-O'Hare Expressway. A full interchange is proposed for Lively Boulevard at the Elgin-O'Hare Expressway and there is limited interchange access to the Alternative 202 IL Route 83 expressway. It is possible that significant amounts of arterial street traffic with local trip origins or destinations could be diverted to Lively Boulevard in order to access the Elgin-O'Hare expressway ramps.

- ***2030 Traffic Demand at Interchanges***

  Alternative 202 will have interchange access along the IL Route 83 corridor at Landmeier Road (ramps to and from the south) and at Devon Avenue (ramps to and from the north). It will also have full interchange access at the Lively Boulevard interchange with the Elgin-O'Hare expressway. However, despite the proposed new interchange access, all of these locations show reductions in crossing arterial traffic volumes compared to Baseline conditions. Significant traffic volume increases are likely at these locations rather than reductions due to the new interchange access.

  The same holds true for Alternative 203 where traffic volumes decrease or only increase slightly as a result of the new interchange ramps.

In light of the above inconsistencies, the Village would like the Department to reevaluate the traffic demand modeling results and produce updated measures of effectiveness. We believe using updated existing ADT volumes in the models will diminish the reported traffic operational benefits that Alternative 202 has over Alternative 203.

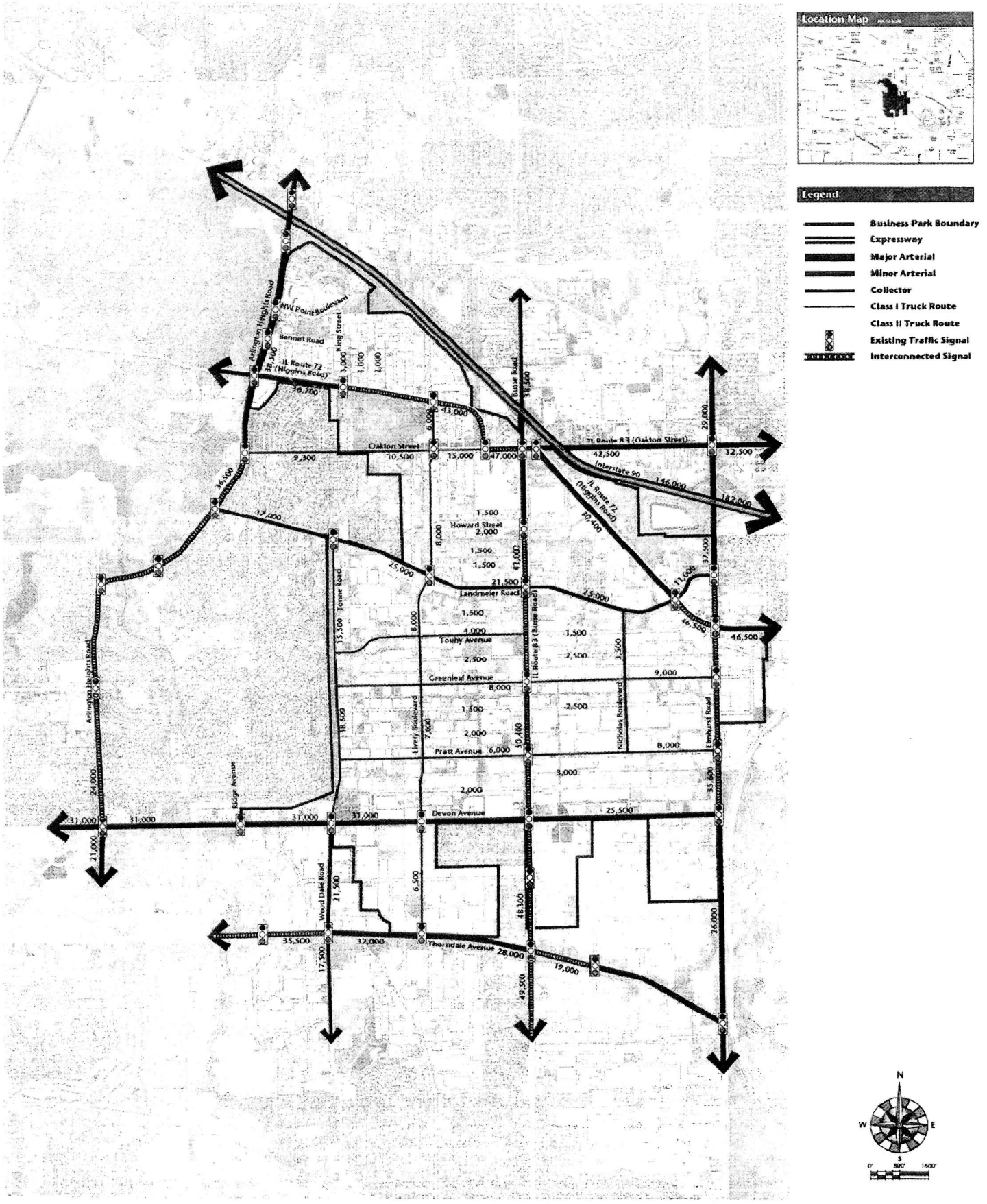
We also believe the footprint of Alternative 202 will be substantially larger than depicted in the exhibits we received at the our meeting once increases in crossing arterial traffic volumes are taken into consideration along with the need for three-lane frontage roads on IL Route 83. The Village is presently evaluating that proposed footprint and we will provide you with additional comments within the next two weeks.

Thank you for the opportunity to provide our input.

Sincerely,

Craig B. Johnson
Mayor

C: Board of Trustees
Village Manager
Director of Engineering
Director of Public Works



Existing Average Daily Traffic

Elk Grove Village, IL

Tasty Catering
THE CATERER FOR BUSINESS

1900 Touhy Avenue, Elk Grove Village, IL 60007
P: (847) 593-2000 ◆ F: (847) 593-2114
tastycatering.com

March 6, 2009

Mr. Craig Johnson
Mayor, Village of Elk Grove Village
901 Wellington
Elk Grove Village, IL 60007

Dear Mayor Johnson:

RE: Proposed Western Bypass North Connection "Alternate 203 - Option D"

Thank you for informing our community about the issues involved with the proposed "ring" road. Option D is the only option that will benefit our village. The alternative use of IL Route 83 would decimate our community and cause undo financial and lifestyle harm to the people that live, work, attend school and participate in our park districts.

The major disruptors are evident, but some ancillary disruptors include:

- Dust and dirt that would cause our kitchen to lose it's AIB Excellent rating without a major capital investment in air scrubbers
- Increased delivery times caused by construction which would restrict our delivery range because cooked food has a limited sanitary shelf life prior to consumption.
- The above would cause a decrease in sales
- The above would cause a decrease in sales tax which benefits the State and Village
- Post construction increased delivery time due to limited east/west access roads
- Higher real estate taxes caused by the elimination of large percentage of business properties resulting in the tax base absorbed by the fewer remaining businesses.
- Homes would not be displaced or eliminated, so there will be no decrease in the student population which would cause the remaining businesses to cover the cost of education.
- Limited or more expensive emergency services caused by a dividing highway.
- Instead of having two n/s roads - IL 83 and the ring road on O'Hare property, we would have one - this is nonsensical. There would be more traffic congestion instead of less.
- Loss of property value - equity would be lessened severely - while the impact of the Busse road construction would be investigated. Our building could not be sold at a value considered fair today until the outcome is guaranteed.
- Inability to secure funding for capital growth, line of credit or adjoining property acquisition due to the impact of the preceding bullet point.
- A loss in excess of $125,000 annually from the following clients who would be displaced:

All Tile	American Eagle Wheel	Aquion	Bills Marathon
Clark Foods	Edwards Engineering	Dal Tile	Fidelity
Container	Hyundai Construction	Hynudai Construction #2	
Judge & Dolph	Kemco Trucking	Kuehne Nagel	
LA-CO Industries	Metal Processing Systems	Nipson America	
Pilipuf-Grist	Revell Inc.	Ropack Central	Schiele Graphics
Schreder Lighting	Steiner Electric	Sunrise Transfer	
Topy Precision			

- The sale of our building and the cost of re-investing in a building in Bensenville due to traffic congestion and unburden able real estate tax increases. This would remove 55 full time and 135 part time employees from Elk Grove Village.

Please let me know if you would like some more points. These are but a few disruptors.

Sincerely,

Thomas J. Walter

1495 Tasty Catering Corp.

CORPORATE CATERING ◆ SPECIAL EVENTS ◆ COMPANY PICNICS

ELK GROVE RURAL FIRE PROTECTION DISTRICT

1415 E. Algonquin Road, Arlington Heights, Illinois 60005
Telephone 847-364-4236 Fax 847-364-9746
Chief Michael E Nelson

March 9, 2009

Diane M O'Keefe
Deputy Director of Highways/Region I Engineer
Illinois Department of Transportation
201 W. Center Ct.
Schaumburg, IL 60196

Dear Diane M O'Keefe:

Please accept this letter as acknowledgement of my support for the West Bypass North Connection Alternate 203 "Option D" Proposal. "Option D" is the best option for our fire department because it doesn't negatively affect our fire district, as would the use of Route 83(Busse Road).

Our department is funded solely through property taxes and the other bypass proposals have plans to eliminate approximately 25 percent of our district, removing many businesses, thousands of jobs and lowering our Equalized Assessed Valuation by several million dollars. This will directly affect our budget and lead to a reduction in staffing, as well as deter from our 5 year plan to replace apparatus and equipment that is over 20 years old. Another unfavorable result of this choice will be the displacement of hundreds of residents from the manufactured home communities which borders Interstate 90 and Oakton Street.

The "Option D" proposal allows us to maintain our fire district, preserving our staff and allowing us to continue providing our residents and business owners the same superior service we provide today.

Sincerely,

Michael E Nelson
Fire Chief

To: Township High School District 214 Parents

From: David R. Schuler
Superintendent

At a special School Board meeting last Thursday, the Board of Education directed me to communicate with all staff, students and parents regarding a very serious matter that could have significant financial implications for our school and district. As a district, we have never done this before, and the reason for this unprecedented Board action is due to the potential devastating impact on our community and our district's revenues.

The Illinois Department of Transportation is developing plans for a new expressway around O'Hare Airport. There are currently two corridors under consideration. One would run the expressway right through the Village of Elk Grove's Industrial Park. According to Elk Grove Village officials, that option would eliminate hundreds of businesses and thousands of jobs. In addition, the Village estimates that our school district could lose at least $5 million annually as a result of this option. The second option would place the expressway mostly on public property and that option would not have a significant impact on businesses, jobs or district revenues. While no community or governmental body has expressed opposition to the second option, it is still under consideration by the Illinois Department of Transportation.

Below is a letter from the Elk Grove Village Mayor Craig Johnson for your review and consideration.

Thank you for considering this request. You can imagine the devastating impact on our schools and district from the arts to athletics to activities if we were to lose millions of dollars on an annual basis as a result of the elimination of hundreds of businesses and thousands of jobs throughout our community... especially during these challenging economic times.

Thank you in advance for your consideration of this request

Dear Township High School District 214 Parents:

Help us immediately save our taxes, businesses, and jobs. Time is critical! Action must be taken before March 11.

IDOT plans have called for an expressway through Elk Grove's business park. Although Elk Grove is closer to some district schools and further from others, that expressway will cost our school district millions in annual tax revenue. It will also eliminate hundreds of businesses and thousands of jobs for our region.

Fortunately, we have the chance to decide where to place the expressway through Elk Grove. One location is positive for School District 214. The second option is negative for School District 214. Those 2 expressway options are:

✓ The preferred alternative is called Alternative 203 – Option D: This is an expressway on a 300-foot corridor east of Elmhurst Road on O'Hare Airport property. The Ring Road expressway was planned for this location since 1984. It relieves traffic congestion while preserving our businesses, jobs, infrastructure, and tax base, and it includes a full interchange at Elmhurst Road.

• The negative alternative: Convert Busse Road into a limited access expressway. This plan results in the State condemning Elk Grove businesses, which eliminates our tax revenue.

This is our opportunity to influence the location of the new Ring Road expressway. All district 214 students and employees can help us.

Have your friends, neighbors, and relatives click on www.elkgrove.org/bypass.asp as soon as possible.

Please provide your comments stating your preference for the new expressway east of Elmhurst Road. Have each person visit the website and submit comments by clicking on the above link. The more individual responses, the better for our schools!

Thank you in advance for assisting District 214 and the region.

Sincerely,

Craig B. Johnson
Mayor

ProLogis.

RECEIVED
MAR 1 1 2009
VILLAGE MANAGER'S OFFICE

March 10, 2009

Mr. Raymond R. Rummel
Village Manager
Elk Grove Village
901 Wellington Avenue
Elk Grove Village, IL 60007

Dear Ray:

On behalf of ProLogis, I am writing to express support for maintaining the western O'Hare bypass along Elmhurst Road as stipulated in Alternate 203-Option D. As one of the largest property owners in Elk Grove Village, Prologis is strongly opposed to any alignment that uses IL Route 83 (Busse Road) for this bypass.

ProLogis owns twenty-eight (28) distribution facilities in Elk Grove Village, totaling approximately 3.2 million square feet and housing forty-two (42) different businesses. A bypass road along Busse Road would sever local transportation routes for these buildings including truck routes, automobile routes, public transportation routes and railroad spurs.

ProLogis owns six (6) distribution facilities which are adjacent (within 900') of Busse Road in Elk Grove Village. These six buildings total 1.45 million square feet and have a combined value of approximately $100,000,000. Additionally, these six building generate in excess of $1.5 million in annual real estate taxes. Needless to say, a western bypass located along Busse Road would have significant financial impact on these facilities and Elk Grove Village.

Ray, please forward this letter to the appropriate people at Illinois Department of Transportation. We ask that any roadway options including Busse Road are quickly removed from consideration. Should you have any questions, please do not hesitate to contact me.

Sincerely,
PROLOGIS

David D. Riefe
Senior Vice President

CC: Doug Kiersey
John Picchiotti

ProLogis • 8755 West Higgins Road Suite 700 • Chicago Illinois 60631 • Telephone 773 380-3200 • Facsimile 773 380-3201

VILLAGE OF BENSENVILLE

Village Board
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John Adamowski
Patricia A. Johnson
Hank Mandziara
Abdon Medina
Marianne Tralewski
John "Jeff" Williams
Village Clerk
Carole Crowe Mantia
Village Manager
James A. Johnson

March 11, 2009

Milton R. Sees, P.E.
Secretary
Office of the Secretary
2300 South Dirksen Parkway
Springfield, Illinois 62764

Re: Elgin-O'Hare ByPass – Route Proposal Position

Dear Secretary Sees:

This letter is written on behalf of the Village of Bensenville Board of Trustees and the citizens of Bensenville in support of our position on the Elgin-O'Hare West Bypass route alternative for linkage to I-294. It is our understanding that the Illinois Department of Transportation ("Department") has identified four alternatives for that connection at this point. One (Alternative A) would pass through a residential/commercial/ industrial part of the Village of Bensenville. The other three alternatives (Alternatives B, C, and D) all pass through industrial areas of Franklin Park. Having reviewed the thus far identified impacts of each of these alternatives, it is clear that Alternative A which would pass through the Village of Bensenville is the least attractive and that one of the others should be selected by the Department for further evaluation.

Based on the most current publicly available assessment of social impacts, the Department has identified Alternative A as the only one with adverse noise effects and the only one that will eliminate homes. At least seven homes would be displaced and at least seventeen more would be adversely impacted by the noise created by this route by IDOT's calculations. The Village of Bensenville believes that a far greater number of homes will be adversely impacted by the noise, dust and runoff should Alternative A be built. In contrast, all three of the other alternatives have no noise impacts or residences displaced. Clearly, the consequences of retaining Alternative A for further consideration or selecting it as a final route are the most egregious of the alternatives identified.

Not only would Alternative A have the greatest adverse impact on the adjacent residential community, it would also be the most damaging in terms of commercial/industrial structures and businesses taken. Alternative A eliminates a significant number of jobs and tax revenues. In addition, Alternative A would require taking the most potentially developable land over compared to the other alternatives. Consequently, Alternative A would have long term detrimental impacts to the commercial/industrial health of the area not associated with any of the other possible route alternatives. Given the existence of viable alternatives, there is no reason to continue to consider Alternative A in this process.



Having reviewed the information on the four alternatives, the Village of Bensenville strongly supports a route other than that depicted by Alternative A should be selected. The negative impacts on the Bensenville community attendant on Alternative A simply make that route the least attractive alternative currently under Departmental consideration. Of the remaining alternatives, IDOT has indicated that Alternative C has feasibility problems and, if so, the Village of Bensenville would prefer Alternative D.

Very truly,



cc: Peter Harnet
Ron Krall

ITASCA POLICE DEPARTMENT

540 W. Irving Park Road, Itasca, Illinois 60143
Administration 630-773-1004 Fax 630-773-2734
Investigations 630-773-3430 police@itasca.com

March 11, 2009

Ms. Diane M O'Keefe, PE
Deputy Director of Highways
Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196

Dear Ms. O'Keefe:

Thank you for allowing the Itasca Police Department to submit comments on the proposed design of the Elgin O'Hare Expressway along the Thorndale Avenue corridor in Itasca. I appreciate the efforts of the Illinois Department of Transportation to understand the concerns of stakeholders when designing this project of major significance.

The Itasca Police Department is in support of Alternative 203. I feel this roadway design will allow the greatest public safety access, including police, fire and EMS, to the Elgin O'Hare Expressway (EOX). I also feel that Alternative 203 provides for the maximum number of entrance points to the Elgin O'Hare Expressway (EOX) in such a manner that allows quick ingress and egress to the roadway for emergency vehicles. Additionally, Alternative 203 should alleviate the challenges of responding to motor vehicle crashes, EMS requests, fires, hazardous materials spills or other types of emergency calls.

Thank you for the opportunity to submit these public comments. Should you have any questions, do not hesitate to contact me at any time.

Sincerely,

Scott Heher
Chief of Police

Cc: Mayor Gruber
Mr. Williams, Village Administrator
N. Aranas, Community Development
Al Stefan, Baxter & Woodman
Chief J. Mac Arthur, Itasca Fire Protection District

Elk Grove Village

Mayor
CRAIG B. JOHNSON

Village Clerk
ANN I. WALSH

Village Manager
RAYMOND R. RUMMEL

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CHRIS PROCHNO

March 19, 2009

BUREAU OF PROGRAMMING
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MAR 2 2009
DISTRICT #1

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways/Region One Engineer
Illinois Department of Transportation
Division of Highways/District 1
201 West Center Court
Schaumburg, Illinois 60193-1093
Attention: Mr. Peter E. Harmet, P.E.
Bureau Chief of Programming

Reference: Elgin O'Hare-West Bypass Roadway Alternatives

Dear Mr. Harmet:

We strongly commend IDOT for undertaking the extensive public outreach process associated with identifying a locally preferred alternative for the Elgin O'Hare-West Bypass Study. Thank you for doing so.

As you know, over 36,000 people from our region provided written comments to IDOT specifically indicating that Alternative 203 – North Connection Option D is the locally preferred alternative. This extensive amount of public comment is due to both the many benefits of Alternative 203 – North Connection Option D, as well as the hugely detrimental impacts that construction of a freeway or an expanded arterial along IL Route 83 would have on our community and the surrounding region. This is also a regional impact due to the tax base our industrial park provides the state and other units of government, including School District 214, which serves communities beyond our borders.

In addition to the outpouring of community and regional input regarding your study alternatives, we have performed additional technical analysis with respect to the IL Route 83 portion of Alternatives 202, 401, 403 and 501. We understand that the Department's Tiered EIS process means that planning and engineering is at a conceptual level of detail at this point, and subsequent evaluation steps would perhaps reveal the numerous detrimental impacts at the Draft EIS or later stages; however, we believe that in light of the detrimental effects to our community, these deleterious impacts must be considered in more detail and addressed immediately.

901 WELLINGTON AVENUE • ELK GROVE VILLAGE, ILLINOIS • 60007-3499
TELEPHONE (847) 439-3900 • FAX (847) 357-4044 • TDD (847) 357-4088
www.elkgrove.org

Converting Busse Road into a massive Super-highway, or even an eight lane arterial, would have many unacceptable consequences, especially compared to what the Village sees as other more beneficial alternatives.

Alternative 202 converts Busse Road (IL Route 83) in Elk Grove Village into a six lane, elevated, limited access expressway with two lanes of frontage roads. As you will see, this proposal has too many negative impacts upon the region, and these negative impacts cannot be overcome. Alternatives 401, 403, and 501, while smaller in scale also have unacceptable impacts to the Village.

After reviewing these negative impacts, and with the understanding that Alternate 203 – North Connection Option D has relatively greater benefits for the Village and the region, we believe that IDOT should remove Alternatives 202, 401, 403, and 501 from further consideration.

The Fog of Uncertainty Harms Businesses

There is currently a fog of uncertainty surrounding the possible modifications to Busse Road in Elk Grove Village.

We have heard from many business owners who will be negatively impacted by the potential modifications to Busse Road. I have enclosed letters from two businesses that convey their fears surrounding modifications to Busse Road. Those businesses are ProLogis (a real estate firm that owns 6 large buildings on Busse Road) and Tasty Catering (a business highly reliant upon other businesses in Elk Grove for revenue).

There is now a fog of uncertainty that shrouds the businesses along Busse Road in a state of fear. Business owners have contracts to sell buildings on Busse, but buyers are backing away from those deals due to the uncertainty. Leaseholders of businesses on Busse Road are not renewing leases because they do not know what the future holds.

We strongly urge IDOT to quickly lift this fog. Please bring clarity to the issue by removing Alternative 202 and 402 and/or any other plans for the widening of Busse Road, so that business may again prosper in this economy.

The Negative Regional Impacts of IL Route 83 Conversion through Elk Grove Village

(For purposes of this letter, the term Busse Road and IL Route 83 are interchangeable.)

IL Route 83 Expressway Impact Analysis

Must Take More Land than Anticipated for IL Route 83 Expressway

The Village believes that the actual footprint of the IL Route 83 expressway alternative will have to be much larger than indicated at the Public Meeting. This footprint taking will destroy more businesses and eliminate more jobs than the conceptual layout estimated originally. We understand your study approach as stated in your March 11, 2009 response to our March 2, 2009 letter, and the fact that traffic data will be refined prior to more detailed design work commencing. However, even when setting that issue aside, we believe that IDOT's concept layout should be modified, as we believe that IDOT's current layout understates the impacts to our community. Further, considering that an IL Route 83 expressway will have a footprint defined by massive retaining walls and large bridges, and therefore would not be easily expanded in the future provisions for basic elements such as adequate intersection footprints should be considered now.

The reduction in the number of local streets, which cross the IL Route 83 corridor in Alternative 202, as well as the locations of the proposed interchange ramps will focus traffic to fewer locations than available today, and as stated above, an adequate cross section would need to be provided. It is likely that dual left turn lanes will be required on all approaches to these frontage road intersections. As also noted previously, the frontage roads as well as some of the cross streets may require three travel lanes in each direction, whether considering future traffic or the current volumes of truck traffic that will use this roadway. Providing adequate left turn storage bays and turning radii in a compressed-diamond interchange design at these crossing locations will necessitate a footprint substantially wider than the 300-foot corridor width that was presented at the Public Information Meeting. At Devon Avenue and Landmeier Road, the footprint will have to be more than 600 feet wide to accommodate the likely turning traffic and to provide efficient intersection operation.

The Village has prepared a concept plan which depicts what we believe the revised preliminary footprint for Alternative 202 would look like once more detailed traffic analyses and geometric studies are prepared. Following are the cross section assumptions we used to develop the revised footprint:

- **Mainline IL Route 83 Expressway** - The expressway cross section provided three 12-foot lanes in each direction with a 30-foot median, 12-foot shoulders and 2-foot thick retaining walls. In order to provide room for exit and entrance ramps to and from the frontage roads, the inner edge of the frontage road pavement was separated from the outer edge of the mainline pavement by about 57 feet.

- **IL Route 83 Frontage Roads** - The frontage roads were assumed to have three 12-foot lanes in each direction with 10-foot shoulders. Twelve-foot shared use paths on each side of IL Route 83 were provided. Because of the considerable number of utilities in this corridor as well as the need to provide drainage swales, 14-foot parkways were provided between the edges of shoulder and the inside edges of the path.

- **Major Cross Streets** – The major cross streets that would pass under the expressway provided either two 12-foot lanes in each direction or, in the case of Devon Avenue, three lanes in each direction. Five-foot sidewalks, 5-foot parkways and B-6.24 curb & gutter were used to determine proposed right-of-way widths along these roadways. Existing right-of way where roadway widening is necessary is limited to sixty feet (60') away from the intersection.

- **Major Cross Street Intersections** It was assumed that both the Devon Avenue and Landmeier Road intersections with the IL Route 83 frontage roads would be designed in a compressed-diamond interchange configuration. In order to provide a 3-phase traffic signal operation, the intersections would have side-by-side dual left turn storage lanes between the intersections. It was assumed that the Pratt Boulevard and Greenleaf Avenue intersections would have 4-phase traffic signal operations and thus would not store any left turning vehicles between the intersections; hence the narrower intersection widths.

- **Texas U-Turn at Landmeier Road** – The entrance ramp located just south of Landmeier Road is the only proposed southbound entrance along the entire portion of the IL Route 83 expressway. We expect that this entrance ramp will be heavily used as it provides access to the south side of O'Hare Airport, as well as I-294 and I-355.

  Similarly, the northbound exit ramp located just south of Landmeier Road is the only exit proposed for the IL Route 83 expressway. We expect that the frontage roads will collect and distribute large volumes of traffic destined to and from these ramps. Provision of a Texas U-turn roadway to handle the likely heavy traffic flow between the northbound frontage road and the southbound IL Route 83 entrance ramp, as well as between the northbound exit ramp and the southbound frontage road will allow a smaller signalized intersection design at Landmeier Road and the frontage roads.

Enclosed are two copies of the Revised Preliminary Footprint Plan. We have identified the abutting buildings that would be displaced as a result of the expressway footprint. We have also denoted buildings that would be "substantially impacted" by the proposed facilities. These are properties where the physical building would not be impacted by proposed right-of-way acquisition, but the function and viability of the property would be significantly impacted through loss of parking lots and/or loading docks. There is little vacant land on many of these properties where parking and loading facilities can be relocated. Moving loading docks will cause dramatic impacts to the interior design and function of these properties. The cost of relocation may approach the cost of total acquisition.

Alternate 202 Analysis
Business and Job Loss Table

	Lost Business	Lost Jobs
Original IDOT Public Meeting Estimate:	71	1,360
Actual Elk Grove Village Counts:	104	2,360
Vacant Buildings in Elk Grove (Historical)	3	703
Estimates of Bensenville Loss	63	350
Estimates of Elk Grove Township Loss	32	300
Total:	202	3,713

Moreover, there are three (3) large buildings that are currently vacant but are certainly anticipated to be occupied and operational by the time of any land taking. The impact of these three (3) vacancies is demonstrated in the chart above by utilizing historical file data on these facilities.

As you can see from the concept plan and table above, the number of structures and jobs that we believe will be impacted is substantially greater than the possible impact portrayed at the Public Information Meeting. We ask that you reevaluate the Preliminary Estimated Footprint of Alternative 202 in light of the data we are providing, and that you also reevaluate the order of magnitude cost of this alternative.

Widening IL Route 83 Negative Impact on Jobs and Businesses
(This analysis pertains to Alternatives 401, 403, 501, and any others that include widening Busse Road.)

Likewise, we have enclosed two copies of the revised Preliminary Footprint Plan regarding any widening of Busse Road. We have identified the abutting buildings that would be displaced as a result of the widening footprint.
We have also denoted buildings that would be "substantially impacted" by the proposed facilities. These are properties where the physical building would not be impacted by proposed right-of-way acquisition, but the function and viability of the property would be significantly impacted through loss of parking lots and/or loading docks.

There is little vacant land on many of these properties where parking and loading facilities can be relocated. Moving loading docks will cause dramatic impacts to the interior design and function of these properties. The cost of relocation may approach the cost of total acquisition.

Busse Road Widening Analysis
Business and Job Loss Table

	Lost Business	Lost Jobs
Original IDOT Public Meeting Estimate:	29	760
Actual Elk Grove Village Counts:	32	640
Vacant Buildings in Elk Grove Historical Loss	2	315
Estimates of Bensenville Loss	2	25
Estimates of Elk Grove Township Loss	10	104
Total:	46	1,084

Moreover, there are two (2) large buildings that are currently vacant but are certainly anticipated to be occupied and operational by the time of any land taking. The impact of these three (3) vacancies is demonstrated in the chart above by utilizing historical file data on these facilities.

As you can see from the concept plan and table above, the number of structures and jobs that we believe will be impacted is substantially greater than the possible impact portrayed at the Public Information Meeting. We ask that you reevaluate the Preliminary Estimated Footprint of Alternative 402 (or similarly proposed widening scenarios) in light of the data we are providing and that you also reevaluate the order of magnitude cost of this alternative.

Decimation of Bus Mass Transit

The employers along Busse Road are heavily dependent upon PACE (the suburban division of the Regional Transportation Authority) bus service. PACE buses are sources of transit for many employees who travel to and from work along Busse Road.

In fact, PACE has the highest concentration of ridership along Busse Road than most other bus routes in their mass transit system. Total weekday ridership amounts to 2,023 into the Busse Road employer-rich subdivision area.

Ridership data broken down for the routes serving employers along Busse Road are as follows:

Pace Route 223 (Elk Grove/Rosemont CTA)
1,767 weekday trips per day
408 Saturday trips per day
262 Sunday trips per day

Pace Route 757 (Northwest Connection)
256 weekday trips per day

We all agree that mass transit is important for the corridor due to the large proximity of employers. However, the proposed Busse Road expressway will negatively impact PACE bus mass transit ridership along that corridor. This ridership reduction is due to several factors:

1. As the IL Route 83 corridor is currently configured, riders on the PACE bus along Busse Road ingress/egress the bus near their workplace destination regardless of which side of IL Route 83 their destination is located. However, if IL Route 83 is converted into an elevated expressway or further widened, it becomes a barrier to transit riders needing to cross IL Route 83. Riders will no longer be able to cross Busse Road except at a few limited areas. This barrier effect will significantly increase travel times for PACE bus riders, resulting in those riders abandoning the bus for single occupant automobile trips.

2. Moreover, under Alternative 202, PACE buses will need to utilize the frontage roads to service riders. The frontage roads will have lower speed limits and higher traffic volume congestion than the existing IL Route 83 conditions. Again, this will result in significantly increased travel times, which reduces ridership. Any decrease in bus utilization will result in increased single occupant automobile traffic, reducing the capacity gain of the proposed Busse expressway.

Moreover, the widening of Busse Road creates its own negative impacts upon Pace bus ridership. Passengers needing to cross Busse Road to access their employer will be staring at an 8-lane plus dual left turn (2) lanes and 1 dedicated right hand turn lane. Asking riders to cross 11 lanes of traffic to access work is likely unrealistic, especially during inclement weather. Riders will therefore need to remain on the bus until its route reaches their destination side of Busse Road. The increased travel times will ultimately and significantly reduce ridership.

We respectfully request that IDOT consider the negative impact of nearly eliminating the bus mass transit in this corridor.

Public Safety Impacts – Significant Costs for Police and Fire Services

Converting Busse Road into an elevated, limited access expressway negatively impacts Police operations, Fire/Rescue operations, and Paramedic services. This is due to the barrier impact of the expressway design.

At a minimum, Alternative 202 will cause considerable delay to first responders serving the community east of Busse Road. To mitigate that delay, in order to meet the current level of service delivery for Police/Fire/Rescue and Paramedic response, the following will be necessary:

- Add a new Police beat plus corresponding police officers for 24 x 7 coverage at a total cost of $450,000 per year.
- At a minimum, add a fully staffed firefighter/paramedic ambulance (mobile intensive care unit) at a cost of $817,000 per year.
- Potentially add a new Fire Station at a cost of $4 million for construction.

Moreover, any proposed widening of Busse Road creates similar delay response impacts upon Police/Fire/Rescue/Paramedic services. We believe that the widening will necessitate the installation of barrier curb in the median of Busse Road to properly minimize disruptions of left turn movements from cross streets and to facilitate the orderly flow of traffic. However, this design will only allow emergency service responders to cross Busse Road at a few key intersections.

The net impact upon public safety follows below in order to maintain the current level of service:

- Add a new Police beat plus corresponding police officers for 24 x 7 coverage at a total cost of $450,000 per year.
- At a minimum, add a fully staffed firefighter/paramedic ambulance (mobile intensive care unit) at a cost of $817,000 per year.

These are real additional burdens on the taxpayers of Elk Grove Village. We respectfully request that these negative impacts be considered in the analysis.

Disruption of High Pressure Liquid Petroleum/Natural Gas Transmission Lines

Under Busse Road, there exist six national Natural Gas transmission lines that run parallel to Busse Road in the Busse Road right-of-way. These lines deliver liquid petroleum and natural gas from fields in the Gulf Coast to points throughout the entire Middle Western region of the United States.

The lines include the following:

Parallel Lines:

- West Shore 12" liquid petroleum, 1,000 psi, 350k gph (entire length)
- West Shore 16" liquid petroleum, 1,000 psi, 350k gph (entire length)
- West Shore 16" liquid petroleum, 1,000 psi, 350k gph (entire length)
- West Shore 16" liquid petroleum, 1,000 psi, 350k gph (entire length)
- Equilion 14" liquid petroleum (from Thorndale to south of Howard)
- BP 8" liquid petroleum (from Thorndale to Devon)

Perpendicular Lines:

4 Natural Gas pipelines of various ownership cross Busse between Howard Street and Louis Street in the natural gas pipeline right-of-way.

With the highest concentration of businesses in North America, Elk Grove became a natural hub for these interstate transmission lines. Busse Road through the center of the Elk Grove Business Park was naturally selected as the right-of-way for these lines.

We believe the protection and/or relocation of these lines will add significant cost to any improvements planned for Busse Road. These impacts need to be considered in terms of both cost and impact on the region by disrupting the flow of interstate Natural Gas service.

Elk Grove Village has included a map of this area for your review. As you will see, any widening of Busse Road will impact these high-pressure lines.

Disconnection of Short-Line Railroad for Freight Deliveries

Due to the high concentration of businesses, Elk Grove is home to a short-line railroad service. Many businesses in Elk Grove are dependent upon freight rail service to move raw materials and finished products. A railroad-switching terminal sits west of Elmhurst Road. The short-line railroad delivers the long-haul freight cars from this switching terminal to areas both east and west of Busse Road.

Any modification to Busse Road must take this rail line into consideration. Otherwise, the Busse Road modification will likely sever the rail lines and significantly reduce rail deliveries. Much like mass transit for human passengers, if the freight rail service is eliminated, then additional truck traffic will be required to deliver materials and products that were previously hauled by rail adding more truck volume to the highway.

Freight rail service is vital to this region. It is cost effective, timely, and essential for businesses in our area. We must ensure the integrity of the freight rail network.

Municipal Utilities – Disruption of Water/Sewer and Storm Sewer System

Elk Grove Village receives its water from Lake Michigan via the Northwest Municipal Joint Action Water Agency. We have considerable public utility apprehension regarding any right-of-way taking along Busse Road.

Those concerns include water/sewer pumping:

- Elimination of a two million gallon reservoir and Booster Pumps for water at 1231 Busse Road as well as loss of an emergency back-up well and loss of the SCADA computer system.
- Loss of the Dierking water receiving station (850 Dierking Terrace), which is the primary water receiving point for the Business Park.
- Loss of the Sanitary Lift Station at 2250 Busse Road.

In addition, our concerns include impact on water/sewer transmission lines, force mains, and collection lines including:

- The Busse Road right-of-way that includes high-pressure distribution and transmission lines for the delivery of potable water. These lines are critical to the water system. New transmission and distribution lines as well as over sizing of lines will be necessary on both sides of the Busse Road widening project to maintain our existing service delivery. This change may also require IDOT to obtain additional right-of-way to accommodate the new structures.
- An extensive redesign of the sanitary sewer system will be required to maintain the current gravity sewer lines. Existing sanitary force mains from the IL Route 83 and Pratt Lift Station will need to be relocated as well.

Without further hydraulic analysis and extensive engineering review, we cannot fully estimate the impact of the proposed changes to Busse Road. However, our preliminary review indicates that there is at least $13,800,000 in costs associated with the Busse Road modifications. This is an impact to our community that should be accounted for in your decision-making. We believe these impacts may occur with any widening project.

Resolution Supporting Alternative 203 – Option D

Elk Grove Village will deliver a Resolution adopted by the corporate authorities of the Village of Elk Grove Village that concurrently supports Alternative 203 Option D and also opposes any widening options along Busse Road. The Resolution specifically indicates that our local elected officials support Alternative 203 – North Connection Option D due to the many benefits of that alternative. Our support is also based upon having full access at Elmhurst/York Road and I-90. The Resolution also opposes Alternatives 202 and any changes to conditions along Busse Road due to the terrible impact. By matter of statement in this letter, Elk Grove Village further opposes North Alternative 402 and/or any other option to widen Busse Road.

Conclusion

Again, Elk Grove Village desires to thank the Illinois Department of Transportation for conducting this open stakeholder process. We appreciate IDOT listening to alternative suggestions, providing time to analyze the proposed modifications, and considering our point of view.

We must reiterate that Alternative 203 – North Connection Option D, including full access at Elmhurst/York at I-90, is clearly the preferred alternative on both a local and regional level. Over 36,000 residents of our region indicated their support of Alternative 203 – North Connection Option D, and we are not aware of any group that specifically opposes that option.

To eliminate the fog of uncertainty that surrounds the businesses along Busse Road, we again respectfully request that IDOT move quickly to eliminate any modifications to Busse Road from the Elgin O'Hare-West Bypass planning process.

Thank you again for the opportunity to provide our input.

Sincerely,

Craig B. Johnson
Mayor

c: Board of Trustees
Village Manager
All Department Heads

Enclosures

HAMILTON PARTNERS

March 20, 2009

HAMILTON PARTNERS, INC.
300 Park Boulevard, Suite 500
Itasca, Illinois 60143-2636
630.250.9700 Fax: 630.250.8521
www.hamiltonpartners.com

BUREAU OF PROGRAMMING
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MAR 23 2009
DISTRICT #1

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways/Region One Engineer
Illinois Department of Transportation
Division of Highways/District 1
201 West Center Court
Schaumburg, Illinois 60196-9905

Attention: Mr. Peter E. Harmet, P.E.
Bureau Chief of Programming

Reference: Elgin-O'Hare/West Bypass Improvement
Comments on March 12, 2009 Public Information Meeting

Dear Ladies and Gentlemen:

As you are aware, Hamilton Partners owns a number of properties along the Thorndale Avenue corridor which will be affected by construction of the referenced project. The property that will be most greatly affected is the Hamilton Lakes Office Park located in the northeast quadrant of the I-290/Elgin-O'Hare Expressway interchange. I attended the Public Information Meeting on March 12, 2009 and viewed your presentation with great interest. Following are Hamilton Partner's comments on the plans that were presented at the meeting:

1. Of the seven Finalist Roadway System Alternatives that were presented at the meeting, Hamilton Partners supports the System Expansion Alternative 203. It is clear the capacity of the existing highway system in this area must be expanded to provide adequate traffic safety and operation as well as to enhance opportunities for economic development. Alternative 203 is the best alternative for achieving those goals.

2. Good accessibility to Hamilton Lakes and the safe and efficient operation of the Elgin-O'Hare Expressway extension are interdependent upon one another. For both the expressway facility and the future development of Hamilton Lakes to be successful, it is imperative that adequate site access facilities be provided. The magnitude of the existing and future travel demand generated by Hamilton Lakes dictates that adequate site access consists of direct interchange ramps to and from Hamilton Lakes. We are pleased that all of the alternative concept plans that were presented at the public meeting feature interchange ramps to and from Park Boulevard. It is crucial to the continued success of our Office Park that these interchange ramps continue to be an integral part of IDOT's future planning for the Elgin-O'Hare Expressway.

3. At the appropriate time, Hamilton Partners would like to submit to the Department additional information that will assist you in your Tier Two planning for the interchange access at Park Boulevard. In cooperation with the Village of Itasca, Hamilton Partners has evaluated access to both the Office Park and the residential neighborhoods located south of Thorndale Avenue. We have developed a refinement of the access concept depicted at the public meeting which will enhance traffic operation within Hamilton Lakes and meet the Village's goal for protecting the adjacent neighborhoods from unwanted traffic.

4. The concept plan for the interchange at I-290 and the Elgin-O'Hare Expressway depicted a flyover ramp for eastbound Elgin-O'Hare to northbound I-290. That ramp appeared to encroach into our lake that is located along the east side of I-290 as well as come very close to our headquarters office building at 300 Park Boulevard. When that concept is refined in the Tier Two studies, we ask that the Department avoid or minimize any encroachments onto our property in this area.

5. We understand the footprint depicted at the public meeting for the Elgin-O'Hare Expressway reflects only the areas needed to construct roadway improvements and may not reflect the land that will be ultimately needed for drainage or detention facilities. One location where such a detention site may be needed was on land adjacent to Thorndale Avenue between Arlington Heights Road and Prospect Avenue. Hamilton Partners owns land on the south side of Thorndale Avenue in this area which will also have its accessibility affected the expressway improvement. We would like to meet with the Department at the appropriate time to discuss these ancillary improvement needs and how they affect land use planning in this area.

6. Hamilton Partners would also like to discuss with the Department the timetable for acquisition of private property that has been identified for acquisition in order to construct this improvement. If it is necessary for Hamilton Partners to hold off developing some properties because they are slated for acquisition in the future, we would like the Department to purchase those properties as soon as practicable.

Hamilton Partners has been working with IDOT on the Elgin-O'Hare Expressway since 1979. We have always supported the concept of these improvements and have worked diligently to protect the necessary right-of-way on property that we own. We thank you for the opportunity to provide our input and we look forward to working with the Department to help move this project forward.

Yours very truly,

Ronald C. Lunt
Partner

RCL/sv

cc: Mr. David C. Williams
Village of Itasca

Ms. Nicole P. Aranas
Village of Itasca

Mr. Robert J. Andres
Civiltech Engineering, Inc.

VILLAGE OF BENSENVILLE

Village Board
President
John C. Geils

Trustees
John Adamowski
Patricia Johnson
Hank Mandziara
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Marianne Tralewski
John "Jeff" Williams

Village Clerk
Carole Crowe Mantia

Village Manager
James A. Johnson

BUREAU OF PROGRAMMING
RECEIVED
DISTRICT #1

March 23, 2009

VIA FEDERAL EXPRESS

Pete Harmet
Bureau of Programming
Illinois Department of Transportation
Attn: Ron Krall
201 West Center Court
Schaumburg, Illinois 60196

Re: Comments of the Village of Bensenville - Elgin-O'Hare West ByPass

Dear Messrs Harmet and Krall:

Enclosed please find the comments of the Village of Bensenville with respect to the Illinois Department of Transportation's proposals for an Elgin-O'Hare West ByPass route. As you will note in our comments, the Village of Bensenville continues to believe that a route on the O'Hare property is the most preferable. In addition, with respect to the southern end of any Elgin-O'Hare ByPass Option D involves far fewer negative impacts than others under Department consideration and therefore should be selected.

The comments contained in this submittal are based on the information the Department has made available to the public to date. As more and new information is distributed, the Village of Bensenville reserves the right to supplement its submission.

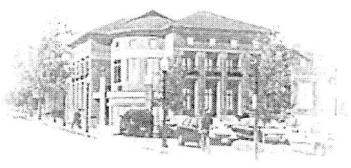
Very truly,

James A. Johnson

Village Manager

bcc: Barbara Magel
Bensenville Elgin ByPass Comment Letter

Village of Bensenville
12 South Center Street w Bensenville, IL 60106
Phone: 630-766-8200 w Fax: 630-594-1105
www.bensenville.il.us



Village of Bensenville Comments on IDOT Elgin-O'Hare Bypass Southern OPTIONS A and D

In fall 2007, the Illinois Department of Transportation ("IDOT") reopened consideration of the construction of an Elgin-O'Hare Bypass option with the stated dual goals of reducing regional congestion and improving access to the western part of O'Hare International Airport. Through a series of public availability sessions and work group meetings, in which the Village of Bensenville ("Bensenville") participated, information on a series of possible approaches and routes was reviewed with the public and interested parties.

Bensenville has previously provided comments to IDOT questioning the empirical justification provided by IDOT as to the purpose and need for the Elgin-O'Hare Bypass. There will likely be no Western Terminal complex constructed at O'Hare, thus eliminating much of the IDOT assumed need for and justification of an Elgin-O'Hare Expressway. In fact, in the absence of the Western Terminal, such an Expressway is not needed and would not serve O'Hare Airport.

In addition, Bensenville's questioned IDOT's refusal to consider alternative routing of the project across the southern area of O'Hare on the unsubstantiated IDOT assumption that Chicago will use that land for a proposed runway (10R/28L).

IDOT has disagreed with Bensenville's objections and has proceeded with options that would construct an Elgin-O'Hare Bypass that would be routed south from the southern boundary of the Airport to a connection with I-294. Without waiving its outstanding prior objections, Bensenville hereby provides comments on IDOT's alternatives for the northern and southern options for the Bypass.

As to the northern options, Bensenville supports the recommendation of Elk Grove Village for northern Option D.

As to IDOT's southern options, Bensenville, a clearly interested party, is providing its comments in strong opposition to Option A, and equally strong support for Option D, for the southern portion of the proposed Bypass system.

I. COMMENTS IN OPPOSITION TO OPTION A

A. Cumulative Adverse Impacts of O'Hare Modernization Project and Option A on the economies and community of Bensenville

1. Revenues and/or values lost and potentially lost

The assessed value lost to the Village of Bensenville due to Option A is estimated by IDOT at $8,959,750 per year. This represents the highest overall loss in assessed value of any municipality for any Option (A - D). However this loss is not the whole story for Bensenville. Since the inception of the O'Hare Modernization Program (OMP) the Village of Bensenville has lost a total cumulative assessed value of approximately $88 million per year. The loss of such a significant portion of its annual revenues adversely impacts every sector of Village governance and service.

More specifically, Option A would entail the loss of Rubicon Technology Inc. a leading provider of sapphire substrates and products to the Light Emitting Diode (LED), Radio Frequency Integrated Circuits (RFIC), semiconductor and optical industries. The company applies its' proprietary crystal growth technology to produce very high quality sapphire in a form that allows for volume production of various sizes and orientation of substrates and windows.

Option A would also entail the loss of a significant development by Ridge Development on their, already purchased lot immediately south of Rubicon Technology. The value of that development is estimated to be in the $22 million range. This development, which is already in the Village planning stages, would represent approximately $6,500,000.00 per year in increased assessed value to the Village or loss if Option A is selected.

Further, Option A would also result in an additional loss of $1,644,000.00 in assessed value per year. Option A involves the taking of the most developable land of any of IDOT's options. This fact generates additional losses and should have been taken into account in IDOT's evaluations.

2. Acreage lost- percentage of Village

Since 2005 the Village of Bensenville has experienced a constant and on-going attrition in its tax base due to the loss of taxable property to the OMP.

Before the taking of over 600 properties for the OMP the total area of the Village was 5.6 square miles or 3,584 acres. Of this total approximately 308.54 taxable acres have been taken for the OMP.

According to IDOT, the total Village area lost due to Option A would be 101.97 acres. That loss would leave the Village with a total remaining area of 3,173.49 acres, as shown in Exhibit A.

In total the OMP and Option A would result in a loss of approximately 10% of the Village's revenue generating area. Such a loss far surpasses that reflected in any other Bypass option under consideration by IDOT.

3. *Building stock/homes lost*

The businesses lost due to Option A are as follows:

BUSINESS	ADDRESS
Rubicon Technology	9931 Franklin Street
A.I.N. Plastics	300 County Line Road
Thyssenkrupp Materials	300 County Line Road
Marjon Transportation	310 County Line Road
E.M Glabus Company	420 County Line Road
Robert's Precision	420 County Line Road
I.D.S., LLC	422 County Line Road
Action Plastics	424 County Line Road

Industrial Graphite	428 County Line Road

AeroPrecision Machining	556 County Line Road
Abari Construction	556 County Line Road
Mega Steel Corporation	556 County Line Road
Angelo Gelato Italiano	570 County Line Road
M & A Cement Work	570 County Line Road
M & A Transport Service	570 County Line Road
Sign Works Inc.	584 County Line Road
D'Land Construction	600 County Line Road
Suburban Concrete	600 County Line Road
D.I & J Corporation	662 County Line Road
Tallman Equipment Co	668 County Line Road
Storaway Solution	684 County Line Road
Innovative Grinding	690 County Line Road
Fortune Rope & Metal	700 County Line Road
P & M National Sales	708 County Line Road
PTS Fulfillment Services	772 County Line Road

A & A Cabinet Creations	772 County Line Road
A.J. Manufacturing Co	774 County Line Road

Machinex Manufacturing	792 County Line Road
Eveready Flood Control	792 County Line Road
Bensenville Screw Corp	796 County Line Road
C.L.R. Storage	820 County Line Road
Better Records Inc.	884 County Line Road
Kings Point General Cement	920 County Line Road
V & D Truck Repair	920 County Line Road
West Lake Clutch USA	950 County Line Road

Clearly a number of operating facilities will be lost if Option A is selected. Many have production specific requirements that may not be available at replacement facilities. In addition a total of at least 615 jobs would be lost by IDOT count. In a community the size of Bensenville, those losses are significant and made more so in combination with the losses already experienced from the OMP.

In addition, seven homes would be lost if Option A were constructed. Only Option A results in the loss of residential structures and resultant displacement of families.

B. Adverse Impacts on Residential Community-through construction period and due to roadway.

As IDOT has repeatedly stated, only Option A entails loss of residential property during construction, in addition to long term adverse impacts on remaining residential property post-construction. Indeed Option A is unique in that it is the

only option which not only requires demolition of seven existing homes, but also leaves in its wake a sizable residential community sentenced to endure sustained adverse impacts from the new by-pass with no prospect of escape because reduced property values will make it all but impossible to sell and move out.

1. *Additional Noise Impacts in addition to aircraft noise.*

The existing residential community on the east side of John Street, which would remain after construction of Option A, is more adversely impacted by Option A than any other option and, as noted above, is the only residential area impacted by any of the IDOT options. The proposed Option A eight lane expressway will raise noise levels in the area to levels around 70 to 74 dBA (the generally recognized sound levels typical of heavy urban traffic).

However, the John Street community already experiences aircraft noise levels from aircraft landing from the west and taking off from the east which causes periodic noise levels in excess of 74 dBA. These noise levels occur through the day at 45 to 55 second intervals and at night at intervals of 3 to 4 minutes.

Since the decibel is a logarithmic scale two sound levels measured in dBA are not additive but when the two sound levels are equal they are experienced as +3 dBA higher i.e. 74 dBA + 74 dBA = 77dBA which is like the sound of a lawn mower at 50 feet away. See Exhibit B for details.

The frequent and routine intrusion of this wholly unacceptable noise impact on homeowners and their families is unique to Option A. Residents will be subjected to the 74 dBA from Option A constantly with even louder periods every 45 to 55 seconds or every 3 to 4 minutes. That level of noise impact renders Option A the most unacceptable of those under consideration.

2. *Dust both during construction and due to traffic.*

High levels of fugitive dust emissions can be anticipated during construction in spite of the best efforts of contractors in the use of wet sprays to keep the dust down. Sadly while these dust control provisions are made in most plans, they are not followed consistently and when they are the result is often an abundance of mud in the streets.

In evaluating the proposed options it is important to pay attention to the likely receptors. While construction of any of the options carries a risk of dust

emissions, Option A is again clearly the worst of the options. As noted previously, Option A is the only alternative adjacent to residential receptors who would be most significantly impacted by dust emissions.

Once construction is completed, re-entrained road dust from traffic is a significant source of small particle fugitive emissions and here again the John Street Community would be the major recipient. As the only option intruding on a residential neighborhood, Option A is clearly the least desirable.

3. *Exhaust Pollution*

Mobile Source Air Toxics (MSAT) are a subset of the 188 air toxics defined by the Clean Air Act. MSATs are compounds emitted from highway vehicles. Some of these toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuel or as secondary combustion products. Metal toxics also result from engine wear or from impurities in oil, gasoline or diesel.

USEPA is in the process of assessing the risks of exposure to these substances. The EPA Integrated Risk Information System (IRIS) is a database of human health effects that may result from exposure to various substances found in the environment. The IRIS database is located at http://www.epa.gov/iris. The following toxicity data for six prioritized MSATs is taken from the IRIS Weight of Evidence Characterization summaries.

Benzene is characterized as a known carcinogen.

Acrolein carcinogenicity cannot be determined due to inadequate data.

Formaldehyde is a probable human carcinogen, based on limited evidence in humans, and sufficient evidence in animals.

1,3-butadiene is characterized as carcinogenic in humans by inhalation.

Acetaldehyde is a probable human carcinogen based on increased incidence of nasal tumors in m ale and female rats and laryngeal tumors in hamsters after inhalation exposure.

Diesel exhaust is likely to be carcinogenic to humans by inhalation from environmental exposure.

Air toxics from mobile sources such as cars and trucks are most likely to impact receptors close to the highway as this is where concentrations of air toxics are likely to be highest. Residential populations, which spend extended periods of time at home, particularly children and the elderly, are likely to be the most sensitive receptors. Consequently, Option A clearly has the greatest potential risk for adverse health affects from air toxics.

Among the four options under consideration Option A stands out as the worst possible choice based on an evaluation of toxic exposure.

4. *Salt runoff*

Road salt runoff is a significant concern in urban areas because it degrades water quality and severely impacts existing stream ecology. It might be argued that the new By-Pass simply replaces County Line Road so that the road salt load remains unchanged. However, County Line Road is currently a two lane road and is the Option A proposal would replace it with an eight lane expressway, plus two frontage roads, one on the east side and the other on the west side of the Bypass itself. Therefore a total of ten lanes of paved roadway will be contributing road salt, as opposed to the current two lanes.

Ignoring for a moment that the Bypass would handle greater traffic volumes and concentrating only on the increased highway capacity, Option A increases road salt loads by at least a factor of five. The Option represents a significant increase of roadway runoff.

5. *Division of Village by Elevated Roadway*

County Line Road (the road which would be replaced by an elevated eight lane highway and two frontage roads under Option A) forms the border between a commercial/industrial area of Franklin Park and Bensenville. As noted above, under the Option A proposal, the old County Line Road would become two frontage roads one on the east side of the new O'Hare West Bypass and the second on the west side.

County Line Road is currently a two lane highway with easy access and egress to both sides of the road and local destinations beyond. In contrast, the new O'Hare West Bypass would be a major eight lane highway which would divide one side of County Line Road from the other with no easy cross access except at the north end where it crosses Green Street at a height of 30 feet.

Locating the Bypass on the Option A route would isolate both residents and businesses of Bensenville and Franklin Park from each other in a way unique to Option A. Such a division would be detrimental to daily patterns of behavior already established in the area.

6. *Quality of life with elevated roadway in backyards*

Option A represents a severely diminished quality of life for residents of the John Street area. The current physical separation of the John Street area residents from the east side of County Line Road varies from 370 feet at the north end to 640 feet at the south end. At the south end where the new By-Pass would join I-294 there is the potential that 15 separate lanes of traffic would divide the John Street area from the east side of County Line Road.

The new By-Pass is not a constant height above grade but arrives at the north end of County Line Road at 30 feet above grade only to drop down to a few feet above grade within 1200 feet and then back up to 27 feet above grade 1500 feet further south. Within a further 900 feet the new highway goes back down to a few feet above grade before it rises again to 15 feet above grade to access I-294. This peculiar geometry is not only aesthetically challenging, but the imposition of higher levels of noise on the community than predicted above, seem highly likely.

C. Greatest number of structures lost

Comparing all the options (A – D), IDOT has acknowledged that Option A requires the greatest number of structures to be taken for the new Bypass.

	OPTION A	OPTION B	OPTION C	OPTION D
STRUCTURES TAKEN	33	15	17	22

As noted earlier some of these structures house leading industries in their field in facilities which would be difficult, costly and time consuming to replicate.

In addition, the taking of these structures again reduces the employment base in Bensenville adding to the losses already sustained from the OMP.

D. Greatest impact on recreational facilities

IDOT acknowledges that compared to all options (A – D), Option A has the greatest impact on recreational facilities.

	OPTION A	OPTION B	OPTION C	OPTION D
ACREAGE OF FACILITIES IMPACTED	1.30	0.26	0.25	0.25

The Legends of Bensenville Golf Course would lose 1.22 acres of land on the north east corner. The Edge Ice Arena (Bensenville Park District) would lose 0.08 acres from the east side. None of the other options intrude so significantly on public recreational facilities.

E. Opposition of Village and Residents

At the recent IDOT meeting, the Village of Bensenville circulated a petition to a number of residents. A total of 144 residents signed the petition all favoring Option D as opposed to option A. See Exhibit D for details.

F. Socio-Economic Impacts

As noted earlier, the Village would lose $8,959,750 in overall assessed values; this translates into a total annual loss of approximately $539,054 per year in tax revenues. Coming as it would on top of a total annual tax revenue loss of $5,250,000 due to the OMP, this is potentially devastating to the Village's overall provision of services.

However Option A represents more than simply a reduction in tax revenues. As noted above approximately 615 jobs would be lost at least on a temporary basis and probably permanently as far as the Village is concerned unless these companies succeed in finding facilities elsewhere in Bensenville. Many of these companies pay county sales taxes a portion of which comes back to the Village. The losses of these annual sales tax

revenues are a significant adverse impact on the Village which IDOT has not considered in this process.

It should also be noted that Option A is the only option, which entails the taking of any residential property. In the case of Option A, a total of 7 homes are slated for demolition by the proposed Bypass.

G. Environmental Impacts

Comparing the environmental impacts other than those related to noise, air toxics, dust and road salt runoff, of Option A with Option D there appears to be little significant difference. Overall the area of wetlands impacted appears similar, 0.1 acres are impacted in Option A compared to 0.3 acres in Option D.

However, since *SWANCC v U.S. Army Corps,* wetland designation has become significantly more complex and this throws the above determination into some doubt. Since adjacency is now the primary test of wetland designation it seems unlikely that any of the above wetland acreages are accurate absent consideration of any connecting streams in the area.

The total acreage of surface water impacted is said by IDOT to be the same for Option A and D although perusal of the areal photographs of the area revealed no areas of open water impacted by either option.

No archeological sites are impacted by either option. Therefore selection of Option D would not entail greater adverse environmental impacts than Option A. To the contrary, as noted above, environmental considerations such as dust, air toxics, noise and salt runoff all support rejection of Option A.

H. IDOT Methodology

As noted above the impact of Option A upon existing industry as well as the residential community is significantly greater than for any other option. Nonetheless it appears that the industrial impact of Option A has been underestimated.

This underestimate is nowhere more significant than at the south end of the By-Pass where the Service Drive, the northbound flyover ramp from I 294 and the Northbound Frontage Road clearly would have a significant impact upon the Nestle facility which would in fact lose approximately 75% of their existing parking facility and 100% of their truck parking area.

The determination of what constitutes a full take as opposed to a partial take is also in question when one considers the case of the three industries on the east side of I 294 where the By-Pass joins I 294. In all cases except Option A, these three industries are identified as a partial take because the improved I 294 impacts the northwest corner of each facility. However, in the case of Option A, where there is clearly an impact upon these three industries, no take is identified.

If the correct partial take were identified for Option A, it would have the effect of increasing the total take for Option A by 5,387.52 square feet. Values and jobs lost would also increase. These factors must be taken into account by IDOT in evaluating the routing options.

II. COMMENTS IN SUPPORT OF OPTON D

A. Zero Impacts to Residential Communities

One of the most significant difference between Option A and Option D is the fact that **NO** residential communities are impacted by Option D. Not only are no residences taken for Option D, but no residences remain after construction which would be severely impacted by the new By-Pass as would be true with Option A.

In the case of Option A, seven residences are taken along with 36 industries. In addition, a total of forty one homes are left behind directly fronting on the new highway. A further thirty-one homes would be left within 450 feet from the new highway. Option D takes no residences and none would remain along its route to be subjected to adverse impacts as would be the case with Option A.

B. Improved Access.

IDOT identifies a total of twenty-two industries impacted by Option D. However, as noted above the three industries on the east side of I 294 are equally impacted by Option A – of the remaining nineteen businesses, a total of eleven are located on the east side of the rail line. Currently, the access to these eleven industries could only be described as confused at best.

From the north only the first three of these eleven industries are accessible off of Green Street. Access to these three is by way of Acorn Lane, which is a two lane road. Unfortunately, since these facilities lack adequate docking facilities, large eight wheeler vehicles are parked at intervals most of the day so access is difficult and at times uncertain. No further southern movement is possible to the remaining eight industries.

Four of the remaining industries are only accessible by traveling further east on Green Street to Frontage Road where the same parking conditions apply as on Acorn Drive.

Access to the remaining industries is only possible by traveling further south on Frontage Road to King Street, which is a frontage street to I-294. King Street ends at Powell Street where the last three facilities are located.

One benefit from Option D will be not only the elimination of this inefficient traffic routing, but also much improved traffic movement in the area of remaining industry. See Exhibit C for details. These improvements in regional and local access represented by Option D are clearly consistent with IDOT's goals for the By-Pass project.

C. Improved Access from Franklin Park to I 294

Currently there is no easy access to I-294 for Franklin Park residents and businesses other than by Irving Park Road to the east of the center of town.

The addition of this access via Option D is considered a welcome improvement by the Village of Franklin Park who, we understand, has raised no objection to Option D. In contrast, Bensenville and its residents are strongly opposed to Option A. In addition, Congressman Peter J. Roskam sent a letter in support of Option D to IDOT on March 9, 2009. (See Exhibit "E")

bam/bensenville elgin bypass comments - draft

BUREAU OF PROCEEDINGS
RECEIVED
DISTRICT #1

Exhibit A

EXHIBIT A

LAND AREA LOSSES IN BENSENVILLE DUE TO O'HARE AND OPTION A

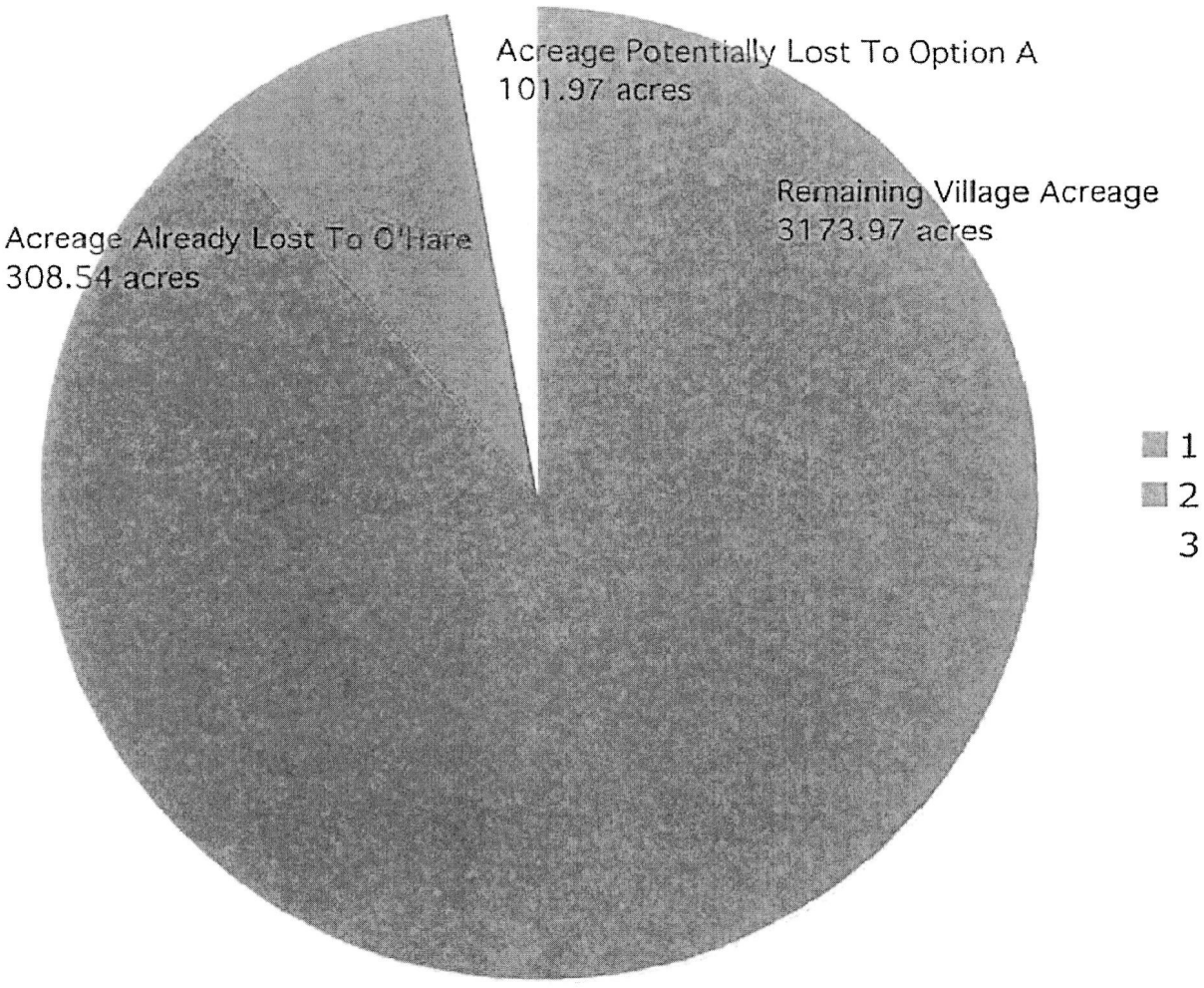
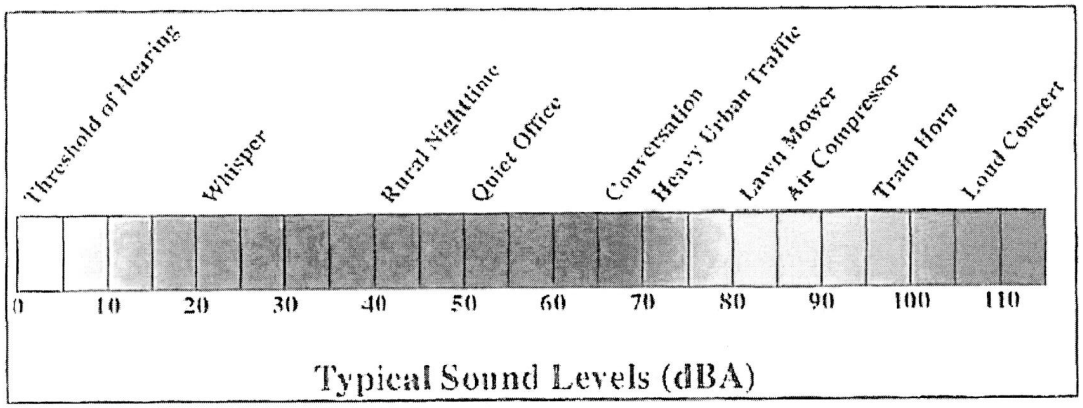


Exhibit B

Typical Noise Levels



A-Weighting Adjustments

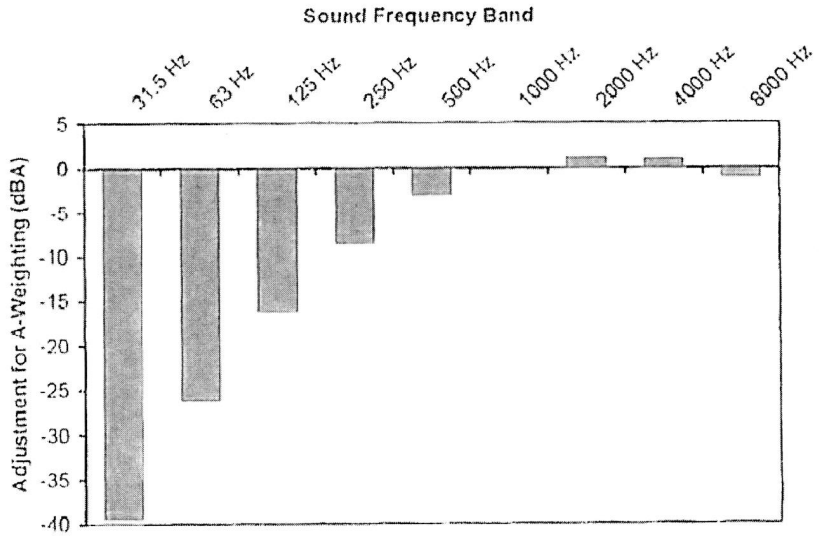
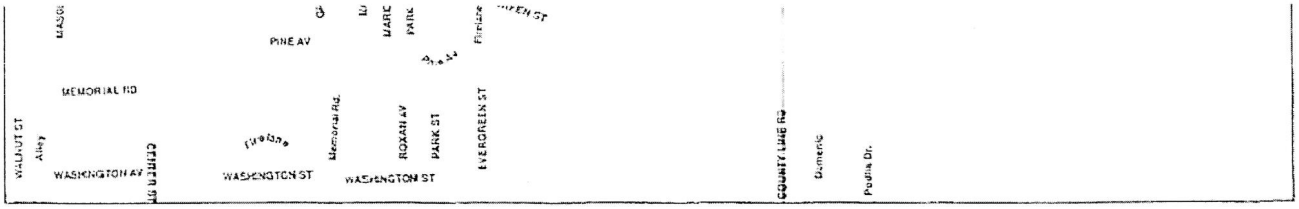


Exhibit C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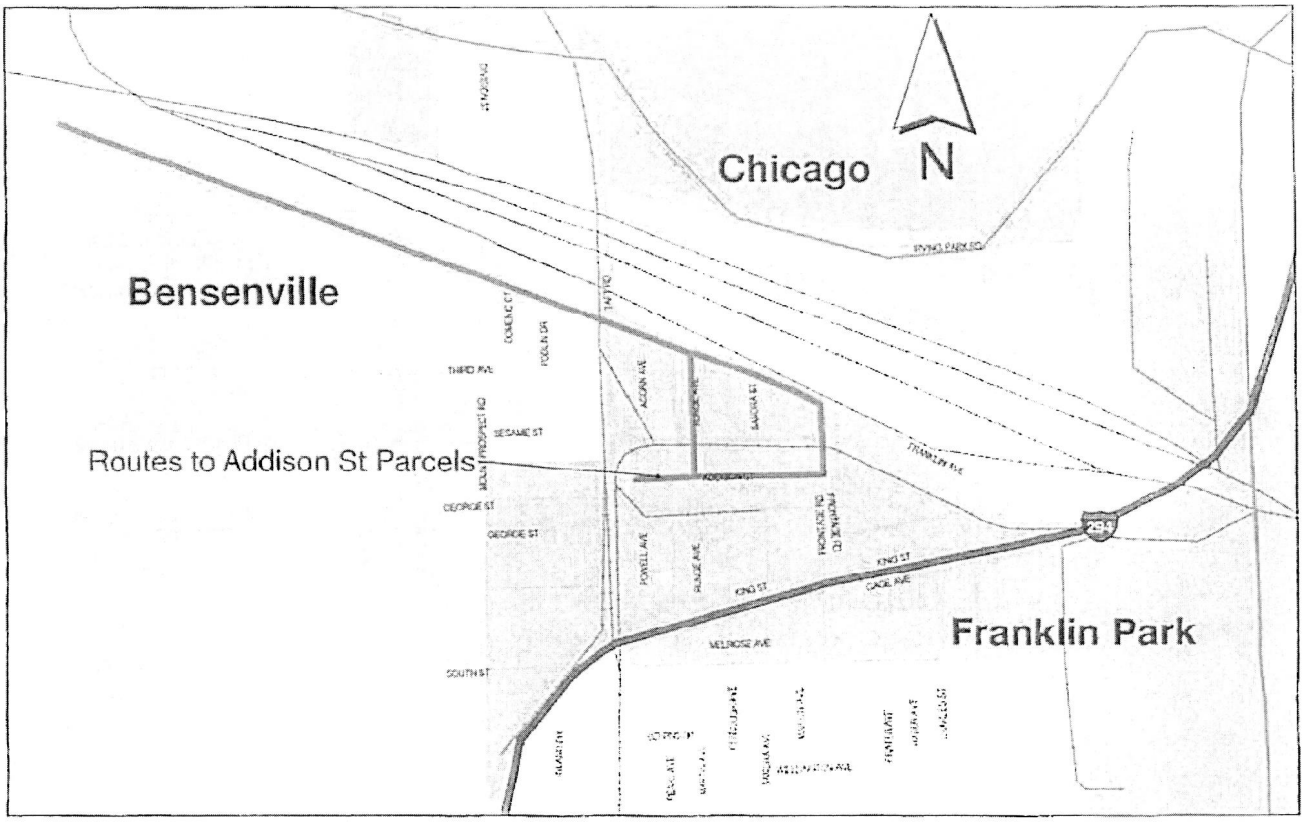
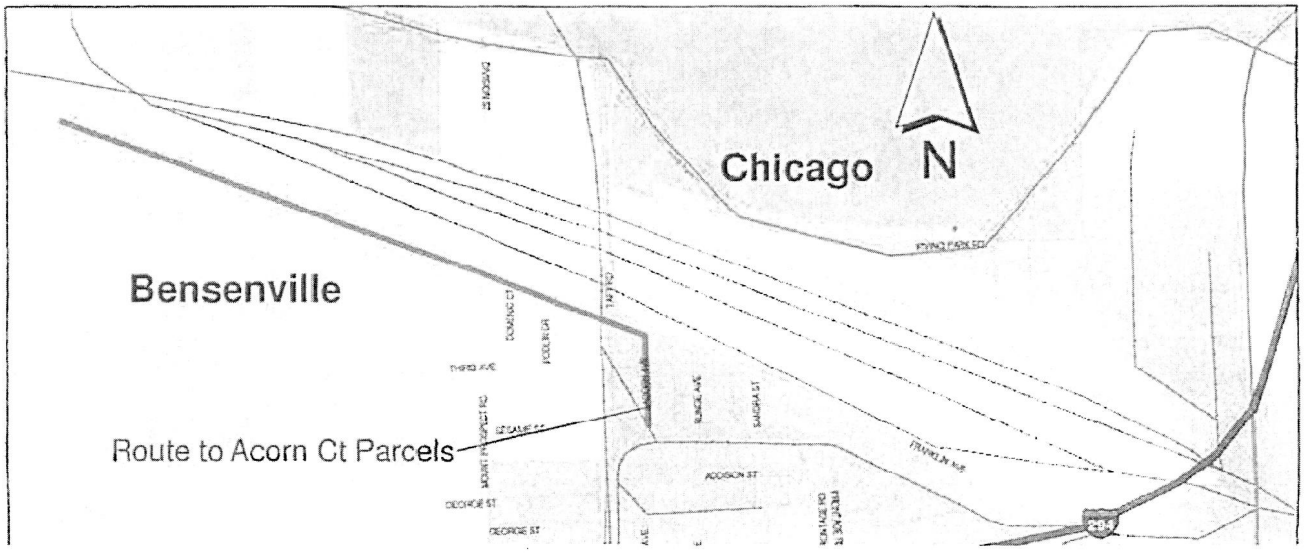
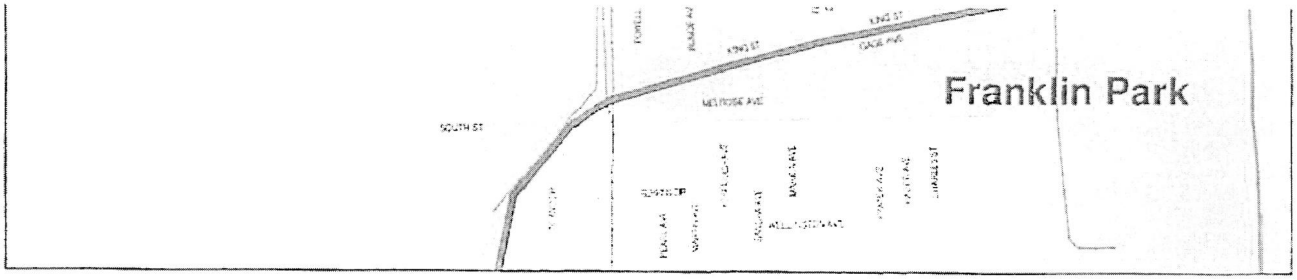
MEMORIAL RD
WASHINGTON AV
WASHINGTON ST
WASHINGTON ST
PARK ST
EVERGREEN ST
COUNTY LINE RD


Chicago
N
Bensenville
Routes to Addison St Parcels
Franklin Park
ADDISON ST
KING ST
MELROSE AVE
SOUTH ST
GEORGE ST
THIRD AVE
SESAME ST
FRANKLIN AVE
294


Chicago
N
Bensenville
Route to Acorn Ct Parcels
ADDISON ST
GEORGE ST
THIRD AVE
SESAME ST
FRANKLIN AVE
294


Franklin Park

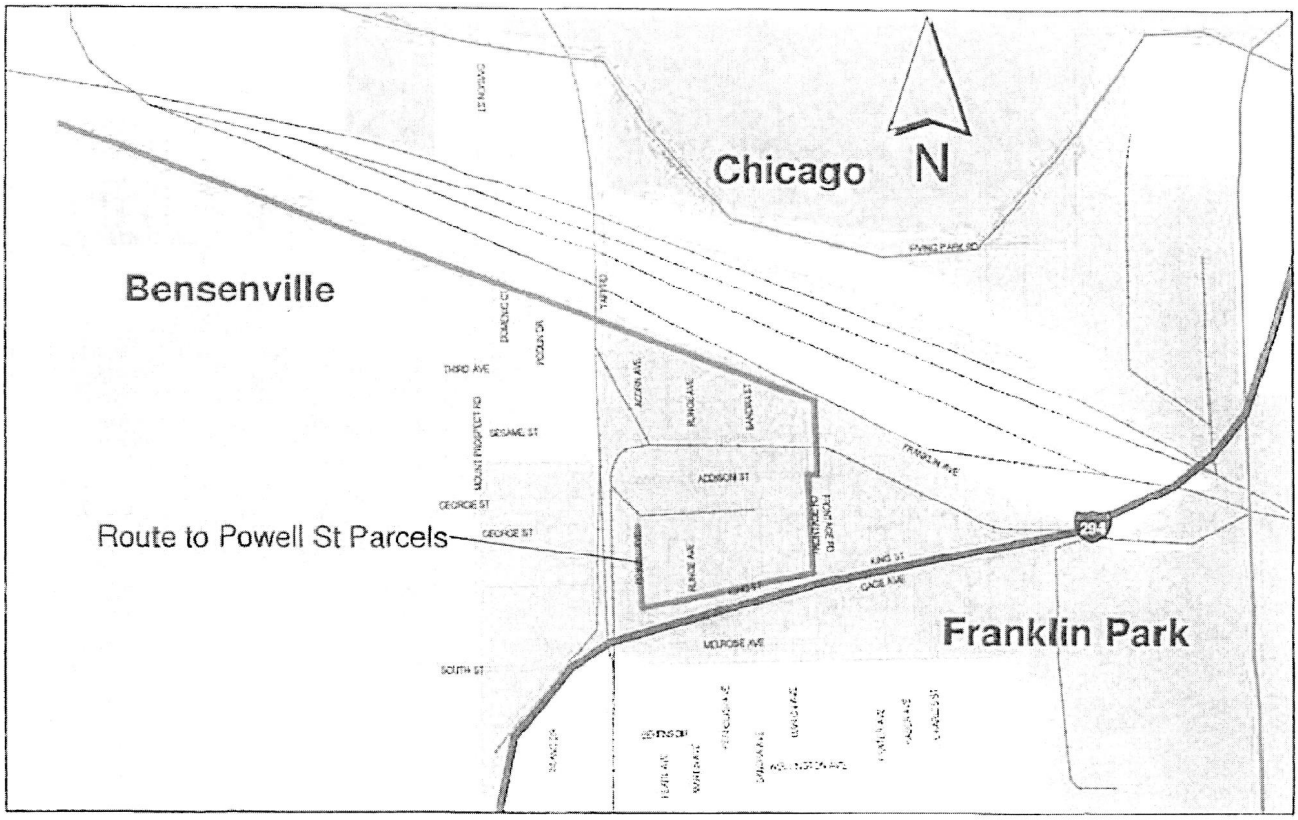
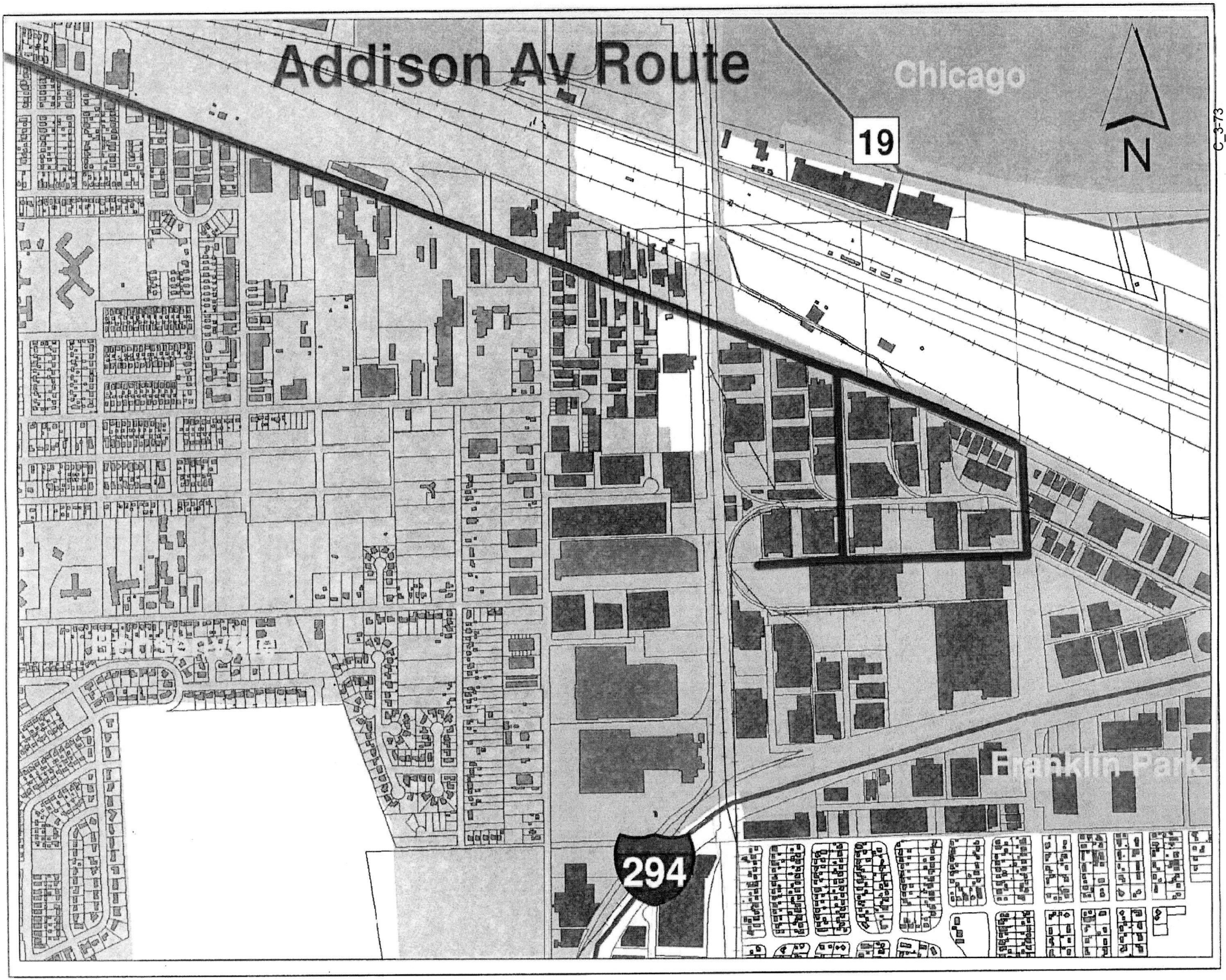

Chicago
N
Bensenville
Route to Powell St Parcels
Franklin Park

Exhibit D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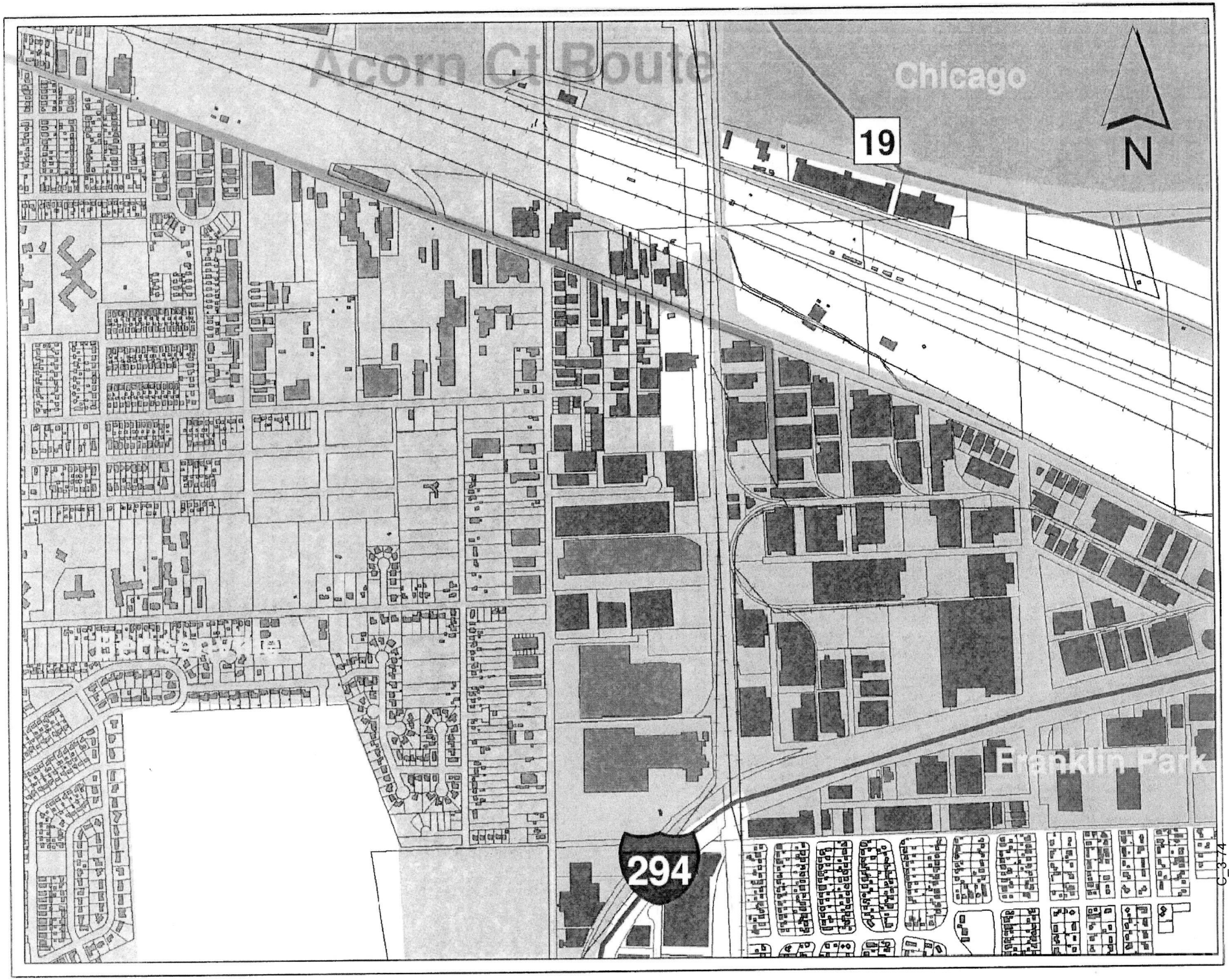
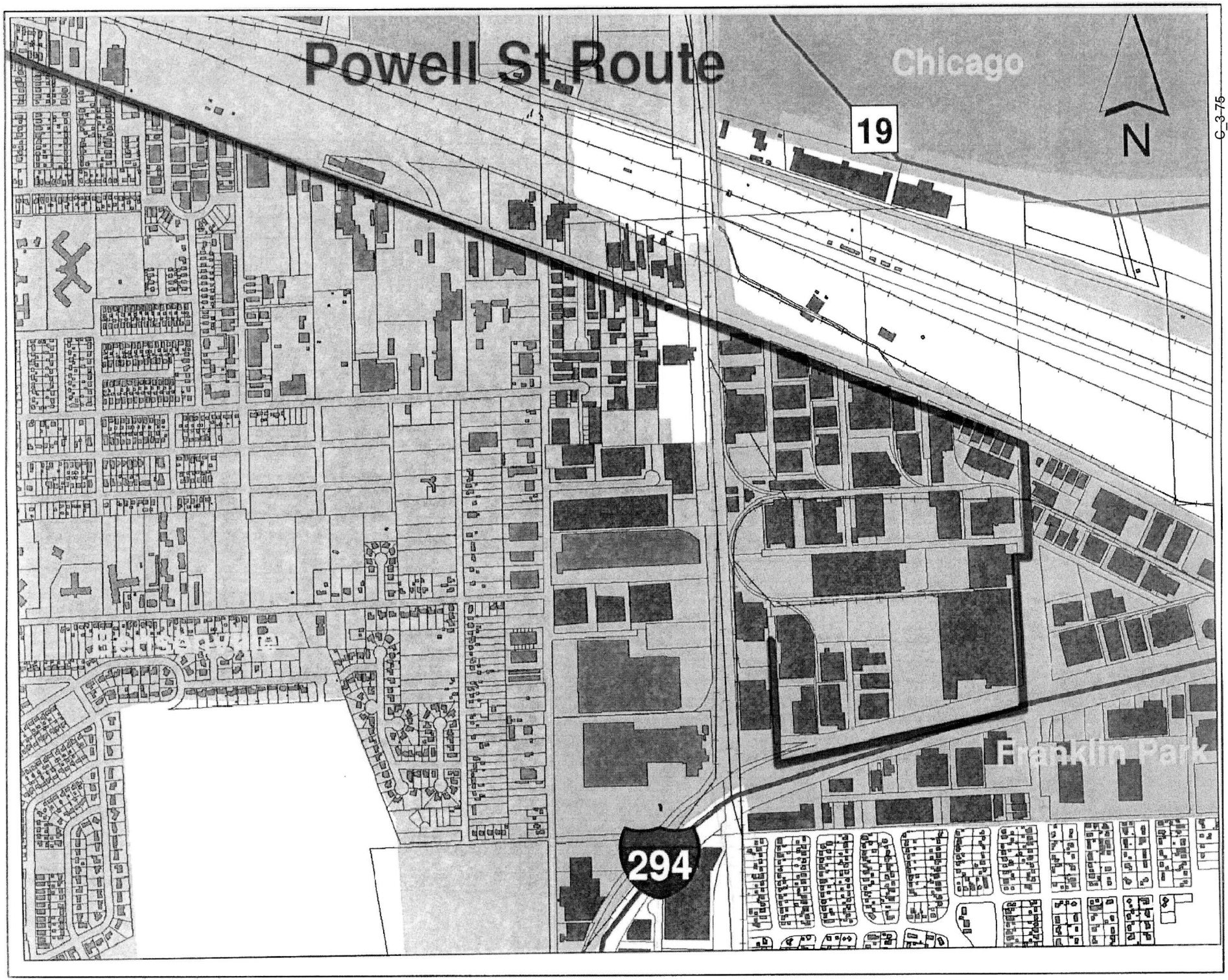
19
N
294
Franklin Park
C_3-73


Acorn Ct Route
Chicago
19
N
Franklin Park
294


Powell St. Route
Chicago
19
N
Franklin Park
294
C_375

IDOT March 11, 2009 Rally
Comment Forms

Debbie Rosenbach	12 S. Center Street	Bensenville, IL 60106	Yes
Ed Bowser	12 S. Center Street	Bensenville, IL 60106	Yes
Gary Thorsen	735 E. Jefferson	Bensenville, IL 60106	Yes
Eva M Sylvester	915 N. York	Elmhurst, IL 60126	Yes
Maria Meza	322 S. Mason	Bensenville, IL 60106	Yes
Karina Mlynek	2765 Hawthorne Street	Franklin Park, IL 60131	Yes
Todd Finner	735 E. Jefferson Street	Bensenville, IL 60106	Yes
Lois DiBenardo	717 E. Jefferson	Bensenville, IL 60106	Yes
Ginny Laworata	717 E. Jefferson	Bensenville, IL 60106	Yes
Richard Petersen	347 Tioga Trail	Wood Dale, IL 60191	Yes
Carin Petersen	347 Tioga Trail	Wood Dale, IL 60191	Yes
Andrea Fogt	236 N Craig Place	Lombard, IL 60148	Yes
Robin Brokaw	701 S. Lincoln	Park Ridge, IL 60068	Yes
Tom Math	524 Busse	Park Ridge, IL 60068	Yes
Frank Coconate	6622 N. Ottawa Avenue	Chicago, IL 60631	Yes
Corey Williamsen	1202 W. Itasca Street	Bensenville, IL 60106	Yes
Michael Consiglio	3548 North Opal	Chicago, IL 60634	Yes
Eva Rodriguez	12 S. Center Street	Bensenville, IL 60106	Yes
Monica Pulaski	12 S. Center Street	Bensenville, IL 60106	Yes
George Sedlacek	12 S. Center Street	Bensenville, IL 60106	Yes
Ronald Renos		Bensenville, IL 60106	Yes
Margie Dykes	303 E. Washington	Bensenville, IL 60106	Yes
Warren M. Hineline	303 E. Washington, #137	Bensenville, IL 60106	Yes
Esther Panos	122 E. Memorial	Bensenville, IL 60106	Yes
Ed. Havlowic	321 Virginia	Bensenville, IL 60106	Yes
Catherine Havlowic	321 Virginia	Bensenville, IL 60106	Yes
Catherine Krall	303 E. Washington, #247	Bensenville, IL 60106	Yes
Edwin Lejeck	303 E. Washington #347	Bensenville, IL 60106	Yes
Lois J. Schark	303 E. Washington, #206	Bensenville, IL 60106	Yes
Gladys Pearsan	303 E. Washington, #232	Bensenville, IL 60106	Yes
Alice Hasse	303 E. Washington	Bensenville, IL 60106	Yes
L. Louise Morrison	303E. Washington, #109	Bensenville, IL 60106	Yes
Vicky Krall	189 Martha Street	Bensenville, IL 60106	Yes
Kory C. Smith	104 Greenlawn	Bensenville, IL 60106	Yes
Jiberg Zaiygrio	12 S. Center Street	Bloomingdale 60108	Yes
Anthony J. Bagnola, Jr.	243 Garden Way	Bensenville, IL 60106	Yes
Marcy Bunch	1131 David Drive, Apt. #1	Elmhurst, IL 60126	Yes
Christine Fischer-Thelen	771 N. Michigan		

IDOT March 11, 2009 Rally
Comment Forms

Name	Address	City	Option D
Richard & Barbara Swanek	238 Pine Lane	Bensenville, IL 60106	Yes
Janusz Klos	151 Dolores Drive	Bensenville, IL 60106	Yes
Frank Kundmann	334 E. Memorial Road	Bensenville, IL 60106	Yes
Arlene Guagenti	314 S. Walnut Street	Bensenville, IL 60106	Yes
David Diaz	912 River Forest Ct.	Bensenville, IL 60106	Yes
Frank & Aida Carrera	910 River Forest Ct.	Bensenville, IL 60106	Yes
Bhakti Patel	712 Parkside Lane	Bensenville, IL 60106	Yes
Jeff Juliano	155 S. Center Street	Bensenville, IL 60106	Yes
Jim Mimal	819 River Forest Ct.	Bensenville, IL 60106	Yes
L. J. Bajos	909 Brieter Ct.	Bensenville, IL 60106	Yes
Diomzsios Papafotopoulos	140 David Drive	Bensenville, IL 60106	Yes
Mr. & Mrs. Darrell A. Roberts	349 E. George Street	Bensenville, IL 60106	Yes
Mary Rivera	187 Henderson Street	Bensenville, IL 60106	Yes
Francis & Gail O'Brien	914 River Forest Ct.	Bensenville, IL 60106	Yes
Blanche Kolze	217 May Street	Bensenville, IL 60106	Yes
Samuel T. Manansala	35 E. Memorial Road	Bensenville, IL 60106	Yes
Carol Paulus-Kalis	724 Hillside Drive	Bensenville, IL 60106	Yes
Bob Balke	825 Plentywood Lane	Bensenville, IL 60106	Yes
David Dench	423 W. Wood Street	Bensenville, IL 60106	Yes
Manilal Patel	101 Twin Oaks Street	Bensenville, IL 60106	Yes
Penny Rhodes	1270 Edgewood Avenue	Bensenville, IL 60106	Yes
Kenneth & Beverly Gruner	805 John Street	Bensenville, IL 60106	Yes
Eugene & Patricia O'Keefe	16W662 Forestview	Bensenville, IL 60106	Yes
Chris Blum	42 Dennis Drive	Bensenville, IL 60106	Yes
Janet Rosenbugh	601 W. Wood Street	Bensenville, IL 60106	Yes
Mike Siwicki	325 S. York Road, #507	Bensenville, IL 60106	Yes
Norma Fielder & John Schweig, West Precision Tool, Inc.	447 S. Evergreen	Bensenville, IL 60106	Yes
Ruben Rodriguez	217 S. Church	Bensenville, IL 60106	Yes
Mr. & Mrs. Ralph Engelbing	225 N Spruce Avenue	Bensenville, IL 60106	Yes
John & Frank White	325 S. Barron	Bensenville, IL 60106	Yes
Alice Plutz	1051 S. Center Street	Bensenville, IL 60106	Objects to any construction.
Phyllis Mitchell	620 S. York Road, #301	Bensenville, IL 60106	No more construction
Guy Filippelli	601 Diana Ct.	Bensenville, IL 60106	Yes
Marilyn J. Rynes	1062 S. Addison	Bensenville, IL 60106	Yes
Mary Radek	834 Dennis Drive	Bensenville, IL 60106	Yes

C_3-77

IDOT March 11, 2009 Rally
Comment Forms

Langha S. Panico	917 W. Irving Park Road	Bensenville, IL 60106	Yes
Mary Radek	834 Dennis Drive	Bensenville, IL 60106	Yes
Barbara Wanzung	946 Dolores Drive	Bensenville, IL 60106	Yes
K. Pizzuto	4 South Mason	Bensenville, IL 60106	Yes
Jean Sienkiewicz	11 W. Green Street, #506	Bensenville, IL 60106	Yes
Jordon L. Brewer	4N240 Ridgewood	Bensenville, IL 60106	Yes
Judy Brewer	4N240 Ridgewood	Bensenville, IL 60106	Yes
Kevin O'Neill	320 E. George St.	Bensenville, IL 60106	Yes
Mary J. Leist	4 S. Mason, #504	Bensenville, IL 60106	Yes
Eileen S. Wamder	17W235 Crest Avenue	Bensenville, IL 60106	Yes
William Wander, Sr.	17W235 Crest Avenue	Bensenville, IL 60106	Yes
Jackie Thermos	17W153 Oak Lane	Bensenville, IL 60106	Yes
Jackie Cruz	206 Judson	Bensenville, IL 60106	If Franklin Park wants to expand let it go their way.
Borgs B. Jarymowycz, President, Pro-Tech Machining	301 B Eastern Avenue	Bensenville, IL 60106	Yes
Steve Husch	17W275 Oakdale	Bensenville, IL 60106	Yes
Jose Zery	206 Judson	Bensenville, IL 60106	Yes
Pearl Medziak	24 S. Center	Bensenville, IL 60106	Yes
Losi H. Weber	119 E. Memorial	Bensenville, IL 60106	Yes
Pauline Riesen	243 Spruce Avenue	Bensenville, IL 60106	Yes
Robert Pacek	523 N. Route 83	Bensenville, IL 60106	Yes
Henryka Krol	158 S. Church Road	Bensenville, IL 60106	Yes
LaNeta M. Bergs	741 S. Center	Bensenville, IL 60106	Yes
Mr. & Mrs. Gerhard Kallus	135 N. Center	Bensenville, IL 60106	Yes
Douglas M. Bergs	741 S. Center	Bensenville, IL 60106	Yes
Mark L. Skowron, OD	117 W. Main Street	Bensenville, IL 60106	Yes
William J. O'Neill	110 E. George, #415	Bensenville, IL 60106	Yes
Jim & Annette Herr	922 W. Irving Park Road	Bensenville, IL 60106	Yes
Christine H. Novak	421 E. Washington Street	Bensenville, IL 60106	Yes
Lothar & Maria Schuetz	143 N. Center Street	Bensenville, IL 60106	Yes
Joseph V. Wisnauski	1225 Itasca Street	Bensenville, IL 60106	Yes
Gamet Vyduna	125 E. Memorial Road	Bensenville, IL 60106	Yes
Delores J. Prostek	303 E. Washington, #337	Bensenville, IL 60106	Yes
Donna Filippelli	474 Knollwood	Wood Dale, IL 60191	Yes
Linda Dickson	12 S. Center Street	Bensenville, IL 60106	Yes
Nicholas P. Deerndic	12 S. Center Street	Bensenville, IL 60106	Yes
Dan McGuire	905 Glendale Street	Bensenville, IL 60106	Yes

IDOT March 11, 2009 Rally
Comment Forms

D. Jean Schmidt	2114 Falmouth Ct.	Streamwood 60107	Yes
Peggy Walberg	406 E. Washington	Bensenville, IL 60106	Yes
Scott Viger	139 S. Candlewood Dr.	Crystal Lake 60014	Yes
Anthony G. Sumner	236 George St, Unit C	Bensenville, IL 60106	Yes
	900 Block of Pamela Dr/	Bensenville, IL 60106	Yes
Valerie Karg		Bensenville, IL 60106	Yes
R. Foswold	12 S. Center Street	Bensenville, IL 60106	Yes
Rich Kuksa	231 S Aldine Avenue	Elgin, IL 60123	Yes
Bernard W. Menke	303 E. Washington, #360	Bensenville, IL 60106	Yes
Evelyn Adams	303 E. Washington, #142	Bensenville, IL 60106	Yes
Margaret Haffele	303 E. Washington, #330	Bensenville, IL 60106	Yes
Virginia Thomas	124 E. Memorial	Bensenville, IL 60106	Yes
Patricia Zugehar	303 E. Washington, #301	Bensenville, IL 60106	Yes
Grace M. Pognan	303 E. Washington, #231	Bensenville, IL 60106	Yes
Geri Green	303 E. Washington, #202	Bensenville, IL 60106	Yes
Harriet Bollmey	303 E. Washington, #329	Bensenville, IL 60106	Yes
Gloria R. O'Casney	303 E. Washington, #5	Bensenville, IL 60106	Yes
Loretta M. Coleman	303 E. Washington, #325	Bensenville, IL 60106	Yes
Mr. & Mrs. Wilbert Beyer	303 E. Washington	Bensenville, IL 60106	Yes
Alice M. Dill	303 E. Washington, #111	Bensenville, IL 60106	Yes
Marjorie Glover	303 E. Washington, #301	Bensenville, IL 60106	Yes
Ellen Rowlett	303 E. Washington	Bensenville, IL 60106	Yes
Dorothy Kamuth	303 Washington, #328	Bensenville, IL 60106	Yes
June Harrison	303 E. Washington, #338	Bensenville, IL 60106	Yes
Ruth Wilken	303 E. Washington, #114	Bensenville, IL 60106	Yes
Art Nottke	303 E. Washington, #260	Bensenville, IL 60106	Yes
Dorothy Schafer	303 E. Washington	Bensenville, IL 60106	Yes
Isabel Shick	303 E. Washington, #122	Bensenville, IL 60106	Yes
Pauline A. Lehmann	303 E. Washington, #208	Bensenville, IL 60106	Yes
Peter Mrugacz	219 E. George Street	Bensenville, IL 60106	Yes
Donald Brant	430 S. Center Street	Bensenville, IL 60106	Yes
Henry C. Bronars	706 Algonquin Avenue	Bensenville, IL 60106	Yes
Delores A. Bronars	706 Algonquin Avenue	Bensenville, IL 60106	Yes
Nancy L. Klaus	711 Algonquin Avenue	Bensenville, IL 60106	Yes
Emily Mlynarski	709 Algonquin Avenue	Bensenville, IL 60106	Yes

C_3-79

550 W. Irving Park Road • Itasca, Illinois 60143-2018
630.773.0835 • Fax 630.773.2505 • www.itasca.com

OFFICE OF PLANNING
RECEIVED
MAR 26 2009
DISTRICT #1

VIA HAND DELIVERY & U.S. MAIL

March 25, 2009

Ms. Diane O'Keefe
Illinois Department of Transportation
201 Center Court
Schaumburg, IL 60196-9905

RE: Elgin-O'Hare/West Bypass Public Information Meeting Comments

Dear Ms. O'Keefe:

The Village of Itasca has reviewed the presentation material and proposed Roadway System Alternatives presented at the March 12, 2009 Public Information Meeting #3 and appreciates the opportunity to provide formal commentary and feedback. In addition to the comments that follow below, Resolution No. 471-09, A Resolution of Conditional Support for the IDOT Elgin-O'Hare/West Bypass Roadway System Expansion Alternative 203 is pending before the Village of Itasca Board of Trustees for consideration on April 7, 2009.

On behalf of the Village of Itasca, please accept the following comments regarding the proposed Roadway System Alternatives and first tier of analysis:

- Of the seven remaining Roadway System Alternatives, the Village of Itasca opposes combination strategy alternatives (401, 402, 403, 404, and 501). The Village of Itasca believes that combination strategies with a partial or incomplete West Bypass will negatively impact traffic volumes on Thorndale Avenue/Elgin-O'Hare expressway and will not result in adequate improvements to local and regional travel performance and O'Hare west access.
- Of the remaining Roadway System Alternatives, the Village of Itasca conditionally supports System Expansion Alternative 203. Both system expansion alternatives (202 and 203) provide an increase in travel performance. However, System Alternative 203 is more efficient than Alternative 202 and better minimizes unnecessary social and commercial impacts and displacements.
- Protection of the quality of life for residential areas adjacent to the proposed expansion area and protection of the economic vitality of our commercial community is of the utmost importance and concern to the Village Board of Trustees and me.

- Preferred System Alternative 203 appears to best provide direct access to the Hamilton Lakes Office Park development, protect adjacent residential areas from detrimental expressway and cut-through traffic, avoid unnecessary residential displacements, and minimize commercial disruptions.
- The Village of Itasca requests that as it enters the next phase of analysis, IDOT commit to minimize the noise and visual impacts of the proposed expansion upon adjacent residential areas, a full system interchange at Rohwling Road (IL Rt. 53) with direct access to/from I-290, an eastbound off-ramp ramp to Arlington Heights Road, and an expansion of the project limits north along Arlington Heights Road and Prospect Avenue to Devon Avenue.
- As part of the second tier of analysis, the Village of Itasca would seek to analyze and review IDOT traffic demand volumes under the chosen alternative upon local roadways to ensure that proposed traffic demand numbers offer significant improvements over current traffic volumes and the 2030 traffic baseline.
- As IDOT proceeds to the next phase of analysis, the Village of Itasca seeks to continue the opportunity to provide substantive input and commentary on the specific design and geometry of the proposed interchanges at Rohwling Road (IL Rt. 53), Hamilton Lakes Office Park (Park Boulevard), Arlington Heights Road and Prospect Avenue as well as impacts upon the supporting roadway networks and adjacent properties.

These comments represent the Village of Itasca's preliminary comments and concerns regarding the proposed Roadway System Alternatives and first tier of analysis. Please feel free to contact me should you have any questions or concerns regarding these comments.

Very Truly Yours,

VILLAGE OF ITASCA

Claudia "Gigi" Gruber
Village President

cc: Mike Latoria, Western Access Committee Chairman
David Williams, Village Administrator
Nicole Aranas, Director of Community Development
Peter Harmet, Programming Bureau Chief, IDOT
Ron Krall, IDOT

Elk Grove Village

Mayor
CRAIG B. JOHNSON

Village Clerk
ANN I. WALSH

Village Manager
RAYMOND R. RUMMEL

Village Trustees
NANCY J. CZARNIK
PATTON L. FEICHTER
JEFFREY C. FRANKE
SAMUEL L. LISSNER
JAMES P. PETRI
CHRIS PROCHNO

March 27, 2009

BUREAU OF PROGRAMMING
RECEIVED
MAR 31 2009
DISTRICT #1

Mr. Peter E. Harmet, P.E.
Bureau Chief of Programming, CPG
Illinois Department of Transportation
Highways/Programming/District One
201 W. Center Court
Schaumburg, IL 60196

Dear Mr. Harmet:

Enclosed is a certified original of Resolution No. 19-09 entitled **"A RESOLUTION AMENDING RESOLUTION NO. 9-09 AND DESIGNATING THE CONSTRUCTION OF THE WEST BYPASS NORTH CONNECTION "ALTERNATE 203 – OPTION D" AS THE LOCALLY PREFERRED ALTERNATIVE AND REJECTING ANY PLANS TO WIDEN BUSSE ROAD."** This Resolution was passed and approved at the regular meeting of the Mayor and Board of Trustees of the Village of Elk Grove Village, Illinois, held on Tuesday, March 27, 2009.

If you have any questions, please call my office at 847/357-4042.

Sincerely,

Ann I. Walsh
Village Clerk

AIW:dm
C: Village Manager
Enc.

901 WELLINGTON AVENUE • ELK GROVE VILLAGE, ILLINOIS • 60007-3499
TELEPHONE (847) 439-3900 • FAX (847) 357-4044 • TDD (847) 357-4088
www.elkgrove.org

Elk Grove Village

Mayor
CRAIG B. JOHNSON

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JEFFREY C. FRANKE
SAMUEL L. LISSNER
JAMES P. PETRI
CHRIS PROCHNO

STATE OF ILLINOIS)
) SS
COUNTIES OF COOK AND DU PAGE)

CERTIFICATE OF CLERK

This is to certify that I, Ann I. Walsh, am the Village Clerk of the Village of Elk Grove Village, Cook and DuPage Counties, Illinois, and as such official am the custodian of the records and seal of said Village; and that the attached is a true and correct copy of Resolution No. 19-09 passed by the Mayor and Board of Trustees of said Village at a meeting duly held on the 24th day of March 2009 which Resolution No. 19-09 was approved by the Mayor, all as appears from the official records which are in my custody.

Witness my hand and the official seal of said Village of Elk Grove Village this 27th day of March 2009.

SEAL

Ann I. Walsh, Village Clerk
of the Village of Elk Grove Village
Counties of Cook and DuPage, Illinois

RESOLUTION NO. 19-09

A RESOLUTION AMENDING RESOLUTION NO. 9-09 AND DESIGNATING THE CONSTRUCTION OF THE WEST BYPASS NORTH CONNECTION "ALTERNATE 203 – OPTION D" AS THE LOCALLY PREFERRED ALTERNATIVE AND REJECTING ANY PLANS TO WIDEN BUSSE ROAD

WHEREAS, the Illinois Department of Transportation (IDOT) studied multiple options to facilitate the movement of traffic through the heavily congested area west of O'Hare Airport; and,

WHEREAS, Elk Grove Village is home to 3,800 businesses employing over 100,000 people within the area under study by IDOT; and,

WHEREAS, Elk Grove Village holds a significant investment in terms of businesses, jobs, property tax base, sales tax base, roadways, water mains, sewer infrastructure, and public safety activities within the study area; and,

WHEREAS, Elk Grove Village has actively participated and is fully involved in meetings with IDOT and transportation consultants concerning alternatives to facilitate the flow of traffic; and,

WHEREAS, Elk Grove Village has determined that one alternative is strongly preferred locally and that preference is to be conveyed to the State of Illinois Department of Transportation and United States Highway Department;

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Board of Trustees of the Village of Elk Grove Village, Counties of Cook and DuPage, Illinois:

Section 1: Locally Preferred Alternative: That Elk Grove Village hereby designates the WEST BYPASS NORTH CONNECTION "ALTERNATE 203 - Option D" PROPOSAL as its locally preferred alternative which places the planned West Bypass on the 300-foot corridor east of Elmhurst Road on existing O'Hare Airport property. This plan is preferred as it provides the following benefits:

- Preserves the existing Busse Road corridor;
- Provides the most economic benefits to the community and the region;
- Preserves Elk Grove businesses and associated jobs;
- Maintains the existing tax base that benefits Schools, Parks, and Library;
- Provides for the long desired full interchange at Elmhurst Road and I-90;
- Provides access along Thorndale Avenue that focuses traffic to major arterials and protects our secondary roads;
- Was long-planned as the appropriate location for an expressway; and,
- Significantly improves the flow of vehicular traffic in the region.
- In addition, over 35,628 comments were submitted to IDOT on March 11, 2009 stating that Alternate 203-Option D is the preferred alternative.

Section 2: Reject Busse Road Expressway Alternative: That Elk Grove Village hereby rejects any plans to widen Busse Road including plans 202, 401, 403 and 501 in Elk Grove Village for the following reasons:

- It will potentially eliminate numerous existing businesses, negatively impact hundreds of other businesses, and eliminate or reduce thousands of permanent jobs for the region;
- It will harm public safety by significantly lengthening the response time of local law enforcement, firefighters, and paramedics to areas east of Busse Road; and,
- It has negative, costly, and far-reaching impacts on existing local roads, water mains, sanitary sewers, storm sewers, and economic development in the region.
- It reduces PACE public transportation.
- It negatively impacts high-pressure Interstate natural gas pipelines.
- It potentially disrupts short-line rail service to thousands of businesses in Elk Grove Village.

Section 4: That this Resolution shall be in full force and effect from and after its passage and approval according to law.

VOTE: AYES: 6 NAYS: 0 ABSENT: 0

PASSED this 24th day of March 2009.

APPROVED this 24th day of March 2009.

APPROVED:

Mayor Craig B. Johnson
Village of Elk Grove Village

ATTEST:

Ann I. Walsh, Village Clerk

Designating Locally Preferred Alternatives added.

Miscellaneous Letters

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX(847) 823-0520

[January 31, 2008]

Cook County Assessor's Office
Attn: Chief Legal Counsel
118 North Clark Street
Room 312
Chicago, Illinois 60602

Re: Consultant Letter
Inter-Agency Agreement between the Cook County Assessor's Office and Illinois Department of Transportation ("Agency"), Dated January 31, 2008

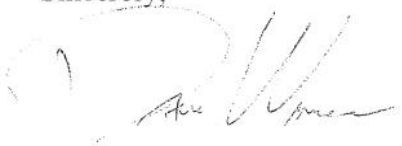
Dear Chief Legal Counsel:

This letter concerns the agreement listed above (the "Agreement") and is an acknowledgement by Christopher Burke Engineering ("Consultant") of its obligations under the Agreement.

Consultant has received and reviewed the Agreement, pursuant to which the Cook County Assessor's Office has agreed to provide certain data to Agency. Consultant wishes to receive such data on behalf of Agency as agent for Agency and agrees at all times to act in accordance with the Agreement, including, but not limited to, the data request procedures described in the Exhibits to the Agreement. Without affecting the liability of Agency under the Agreement, Consultant agrees to indemnify the Cook County Assessor's Office for breaches by Consultant of the Agreement as if Consultant were an original party to the Agreement (replacing the word Agency with Consultant), all in accordance with Section 8 of the Agreement.

This letter is being given by Consultant to induce the Cook County Assessor's Office to deliver to Consultant such data or to have such data forwarded to Consultant.

Sincerely,



AGREEMENT
FOR ACCESS TO GEOGRAPHIC INFORMATION SYSTEM

This AGREEMENT is entered into as of the 7th day of December, 2017, by and between The Illinois Department of Transportation ("Agency") and the Cook County Assessor's Office (the "CCAO").

WITNESSETH:

WHEREAS, the CCAO has developed a Geographic Information System (the "GIS") consisting of cadastral data, planimetric data, assessment data, property images, digital orthophotography (aerial photos) and other data (collectively, such images, photos and data, "Assessor Data");

WHEREAS, portions of the GIS, and the related data dictionary, are copyrighted materials of the CCAO and/or Cook County of the State of Illinois ("Cook County");

WHEREAS, some of the Assessor Data in the GIS is only available to the public and to commercial users for a fee, as permitted by law;

WHEREAS, Agency has requested access to and license to use the GIS for use in performing its official functions (as set forth below);

WHEREAS, the CCAO in the spirit of cooperation desires to make the GIS available, efficiently and without charge, to Agency for use in performing its official functions; and

WHEREAS, Agency acknowledges and agrees that access to the GIS and/or Assessor Data is conditioned upon the agreement that access is provided as set forth in this Agreement solely for use in performing the official functions of the Agency, and that any other use, alteration, sale, dissemination, lease or transfer of the GIS and/or Assessor Data by Agency, or by any employee or agent of same, without written consent of the CCAO is strictly prohibited, and shall be deemed to warrant immediate termination of this Agreement, as well as entitle the CCAO to pursue any other remedies to which it is entitled.

NOW, THEREFORE, in consideration of the mutual promises and covenants and the terms and conditions hereinafter set forth, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto agree as follows:

SECTION 1. INCORPORATION OF RECITALS.

The foregoing recitals are incorporated into and made a part of this Agreement as if fully set forth herein.

SECTION 2. STATEMENT OF OFFICIAL PURPOSES; RESTRICTIONS ON USE.

For purposes of this Agreement, Agency represents and warrants as its official purpose for access to the GIS and Assessor Data as follows:

FOR USE WITH THE ELGIN O'HARE WEST BYPASS STUDY, AS A DECISION SUPPORT TOOL FOR ALTERNATIVE CORRIDOR DEVELOPMENT AND IMPACT ASSESSMENTS.

Agency agrees that access to the GIS and/or Assessor Data is conditioned upon and provided as set forth in this Agreement solely for its use in performing its official purposes (as described above). Any other use of the GIS or Assessor Data, without express written consent of the CCAO, is strictly prohibited, including the display, sale, transfer, lease, dissemination or lease of the GIS or Assessor Data in any location or manner in its current form, derivative or altered form, or otherwise. Any such prohibited use shall be deemed to be a breach which warrants immediate termination of this Agreement. This Section shall survive the termination of this Agreement.

SECTION 3. INFORMATION PROVIDED.

The CCAO agrees to provide Agency access to the GIS and Assessor Data only upon the conditions and based upon the representations and warranties set forth in this Agreement. In order to obtain specific Assessor Data, Agency must request Assessor Data by filing the attached exhibits with the Department of Automation of the CCAO (each such request, an "Information Request"). Each Information Request is subject to approval of the CCAO.

SECTION 4. LIMITED LICENSE TO USE.

Subject to the provisions of this Agreement, the CCAO hereby grants to Agency a non-exclusive, non-transferable license to use the Assessor Data only as specifically provided for in this Agreement. Agency acknowledges that the title, copyright and all other rights to the GIS and Assessor Data remain with the CCAO and/or Cook County. Neither Agency nor any other authorized user shall have any right, title or interest in the GIS or Assessor Data except as expressly described herein. The CCAO reserves the right to withdraw from the GIS and/or Assessor Data any item or part of an item for which it no longer retains ownership rights or which it has reasonable grounds to believe infringes copyright or is unlawful or otherwise objectionable.

SECTION 5. TERM AND EXTENSION.

This Agreement is for one year, effective from the date of execution. It will be extended annually for terms of one year each, unless, at least 30 days prior to the expiration of any term, either party notifies the other in writing of its intent not to renew the Agreement.

SECTION 6. DISCLAIMER OF WARRANTIES.

The GIS and the Assessor Data is provided "as is" without any warranty or representation whatsoever, including any representation as to accuracy, timeliness, completeness, infringement of rights of privacy, copyright or trademark rights or disclosure of confidential information. All burdens, including any burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use, rests solely on Agency and/or the requester. The CCAO and Cook County make no warranties, express or implied, as to the use of the GIS. There are no implied warranties of merchantability or fitness for a particular purpose. There is no warranty to update any of the information provided hereunder. THE CCAO AND COOK COUNTY EXPRESSLY DISCLAIMS ANY AND ALL REPRESENTATIONS OR WARRANTIES (EXPRESS OR IMPLIED, ORAL OR WRITTEN) RELATING TO THE GIS AND/OR ASSESSOR DATA, INCLUDING BUT NOT

LIMITED TO ANY AND ALL IMPLIED WARRANTIES OF QUALITY, PERFORMANCE, ACCURACY, COMPLETENESS, MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. Agency acknowledges and accepts the limitations of the GIS and the Assessor Data, including the fact that the GIS and Assessor Data are dynamic and are in a constant state of maintenance, correction and update.

SECTION 7. LIMITATION OF LIABILITY.

AGENCY EXPRESSLY AGREES THAT NO MEMBER, OFFICIAL, EMPLOYEE, REPRESENTATIVE OR AGENT OF THE CCAO OR COOK COUNTY, OR THEIR RESPECTIVE SUCCESSORS, HEIRS OR ASSIGNS, SHALL BE LIABLE, WHETHER INDIVIDUALLY OR PERSONALLY OR OTHERWISE, TO AGENCY OR ANY OTHER PERSON OR ENTITY, OR THEIR RESPECTIVE SUCCESSORS, HEIRS OR ASSIGNS, FOR ANY LOSS OR CLAIM, INCLUDING BUT NOT LIMITED TO ANY SPECIAL, INDIRECT, INCIDENTAL, EXEMPLARY OR CONSEQUENTIAL DAMAGES OR LOSS OF GOODWILL DATA OR IN THE EVENT OF ANY DEFAULT OR BREACH BY THE CCAO UNDER THIS AGREEMENT OR ANY INACCURACY OF THE GIS OR ASSESSOR DATA, IN ANY WAY ARISING FROM OR RELATING TO THIS AGREEMENT OR RESULTING FROM THE USE OR INABILITY TO USE THE GIS AND/OR ANY ASSESSOR DATA.

SECTION 8. AGENCY INDEMNIFICATION.

Agency agrees to hold harmless and indemnify the CCAO and Cook County, its commissioners, officers, agents, employees, representatives and affiliates, and their respective heirs, successors and assigns, from and against, and defend, at its own expense (including reasonable attorneys', accountants' and consultants' fees), any suit, claim, action or proceeding brought by any third party against the CCAO, Cook County or any commissioner, officer, agent, employee, representative or affiliate of the CCAO or Cook County arising out of or incident to the performance or nonperformance of this Agreement by CCAO, Cook County, Agency or any other entity. To the extent that the CCAO or Cook County incurs administrative expenses including attorneys' fees during Agency's defense of any claim, Agency shall reimburse the CCAO or Cook County, as appropriate, for all such expenses. The provisions of this Section shall survive the termination of this Agreement.

SECTION 9. APPLICABLE LAW.

This Agreement shall be interpreted and construed in accordance with, and governed by, the laws of the State of Illinois, excluding any such laws that might direct the application of the laws of another jurisdiction. Venue shall be in a court of competent jurisdiction located within the County of Cook, Illinois. The CCAO and Agency each acknowledge the existence of state and other applicable law defining the duties and responsibilities of each party regarding real estate taxation and other governmental functions. No part of this Agreement has the effect of or is intended to impact any applicable legal duty of either party under existing law, especially the Illinois Property Tax Code, 35 ILCS 200/1 et seq. Both parties remain responsible under applicable law for performing all stated duties and responsibilities.

SECTION 10. CONFIDENTIALITY.

Agency acknowledges and agrees that information regarding this Agreement, and portions of the GIS and Assessor Data and other information disclosed hereunder, is confidential and shall not be disclosed, directly, indirectly or by implication, or be used by Agency in any way, whether during the term of this Agreement or any time thereafter, except solely in accordance with the official purposes set forth above. All such Assessor Data and the GIS shall be treated in confidential manner, except as otherwise expressly stated in a written document.

SECTION 11. MISCELLANEOUS.

(a) This Agreement constitutes the entire agreement between the parties and supersedes all prior agreements, understandings, negotiations and discussions, whether oral or written, in relation to the matters dealt with herein. There are no representations, warranties, collateral agreements or conditions to this Agreement, except as expressly stated in this Agreement.

(b) The section headings are for reference and information purposes only, and shall not affect in any way the meaning or interpretation of this Agreement. References to singular shall include the plural and to plural shall include the singular. References to a person shall include a corporate or government body. Words such as "including" and similar expressions shall not be read as words of limitation.

* * * * * * * *

IN WITNESS WHEREOF, the parties have executed this Agreement by their respective authorized representatives as of the date first written above.

COOK COUNTY
ASSESSOR'S OFFICE

_____

_____

Kevin Burden
Chief Deputy Assessor
Cook County Assessor's Office

(312) 603-7575

_____
Print Name:
Title: _____
Agency Name: _____

_____
Telephone Number:

Exhibit A: Assessment Data

The Illinois Department of Transportation ("Agency") hereby requests access to **assessment data** in accordance with the Agreement, dated Dec 7th 2007, between Agency and the Cook County Assessor's Office (the "CCAO").

The CCAO has developed a file of assessment data, which is maintained on the Cook County Mainframe. The CCAO will make the file of assessment data available to Agency, subject to the terms and restrictions and limitations as set forth in the Agreement. A data dictionary is available upon request.

Agency requests assessment data based on the following geographic area (select area by completing one of the blanks below):

See Attached for Geographic Area

☐ Tax Codes: _____

_____

_____

☐ Municipality: _____

_____

☐ Permanent Index Number range: Attach additional sheet if necessary

_____

_____

_____

_____

_____

☐ Township: _____

Data Document Requested

Requested by

Name: _____

Signature: _____

Date: _____

Exhibit D: Planimetric data

The Illinois Department of Revenue ("Agency") hereby requests access to **planimetric data** in accordance with the Agreement, dated Dec 7th 2007, between Agency and the Cook County Assessor's Office (the "CCAO").

The CCAO has developed a computerized database of geographic information system (GIS). This computerized database consists of both planimetric data and cadastral data. The CCAO will make the computerized database of planimetric data available to Agency, subject to the terms and restrictions and limitations as set forth in the Agreement. The planimetric data is maintained using ESRI's ArcGIS software and is in a geodatabase format specific to ESRI's 8.x product line. Metadata is available upon request.

Agency requests assessment data based on the following geographic area (select area by completing one of the blanks below):

See Attached for complete Area

☐ Permanent Index Number range: Attach additional sheet if necessary

_____

_____

_____

_____

_____

☐ Municipality: _____

☐ Township: _____

Geographic Area Requested.

Requested by
Name: _____
Signature: _____
Date: _____

Exhibit E: Cadastral data

THE BUSINESS DEPARTMENT OF THE [illegible] ("Agency") hereby requests access to **cadastral data** in accordance with the Agreement, dated Dec 26 2007, between Agency and the Cook County Assessor's Office (the "CCAO").

The CCAO has developed a computerized database of geographic information system (GIS). This computerized database consists of both planimetric data and cadastral data. The CCAO will make the computerized database of cadastral data available to Agency, subject to the terms and restrictions and limitations as set forth in the Agency Agreement. The cadastral data is maintained using ESRI's ArcGIS software and is in a geodatabase format specific to ESRI's 8.x product line. Metadata is available upon request.

Agency requests assessment data based on the following geographic area (select area by completing one of the blanks below):

See Attached Geographical Area

☐ Permanent Index Number range: Attach additional sheet if necessary

_____

_____

_____

_____

_____

☐ Municipality: _____

☐ Township: _____

Geographical Records

Requested by
Name: _____
Signature: _____
Date: _____

County: Cook County

Township,	Range,	Section	Township,	Range,	Section
39N,	12E,	4	39N,	12E,	5
39N,	12E,	6	39N,	12E,	7
39N,	12E,	8	39N,	12E,	9
39N,	12E,	17	39N,	12E,	18
40N,	12E,	2	40N,	12E,	3
40N,	12E,	4	40N,	12E,	5
40N,	12E,	6	40N,	12E,	7
40N,	12E,	8	40N,	12E,	9
40N,	12E,	10	40N,	12E,	11
40N,	12E,	14	40N,	12E,	15
40N,	12E,	16	40N,	12E,	17
40N,	12E,	18	40N,	12E,	19
40N,	12E,	20	40N,	12E,	21
40N,	12E,	22	40N,	12E,	23
40N,	12E,	27	40N,	12E,	28
40N,	12E,	29	40N,	12E,	30
40N,	12E,	31	40N,	12E,	32
40N,	12E,	33	40N,	12E,	34
41N,	10E,	1	41N,	10E,	2
41N,	10E,	3	41N,	10E,	10
41N,	10E,	11	41N,	10E,	12
41N,	10E,	13	41N,	10E,	14
41N,	10E,	15	41N,	10E,	22
41N,	10E,	23	41N,	10E,	24
41N,	10E,	25	41N,	10E,	26
41N,	10E,	27	41N,	10E,	34
41N,	10E,	35	41N,	10E,	36
41N,	11E,	4	41N,	11E,	5
41N,	11E,	6	41N,	11E,	7
41N,	11E,	8	41N,	11E,	9
41N,	11E,	10	41N,	11E,	11
41N,	11E,	12	41N,	11E,	13
41N,	11E,	14	41N,	11E,	15
41N,	11E,	16	41N,	11E,	17
41N,	11E,	18	41N,	11E,	19
41N,	11E,	20	41N,	11E,	21
41N,	11E,	22	41N,	11E,	23
41N,	11E,	24	41N,	11E,	25
41N,	11E,	26	41N,	11E,	27
41N,	11E,	28	41N,	11E,	29
41N,	11E,	30	41N,	11E,	31
41N,	11E,	32	41N,	11E,	33
41N,	11E,	34	41N,	11E,	35
41N,	11E,	36	41N,	12E,	17
41N,	12E,	18	41N,	12E,	19
41N,	12E,	20	41N,	12E,	21
41N,	12E,	22	41N,	12E,	26
41N,	12E,	27	41N,	12E,	28
41N,	12E,	29	41N,	12E,	30
41N,	12E,	31	41N,	12E,	32
41N,	12E,	33	41N,	12E,	34
41N,	12E,	35	42N,	10E,	22
42N,	10E,	23	42N,	10E,	25
42N,	10E,	26	42N,	10E,	27
42N,	10E,	28	42N,	10E,	33
42N,	10E,	34	42N,	10E,	35
42N,	10E,	36	42N,	11E,	30
42N,	11E,	31	42N,	11E,	32
42N,	11E,	33			

DuPage County
REQUEST FOR PUBLIC RECORDS
Under the Illinois Freedom Of Information Act

Company Name (If Applicable) Or Organization (If Any) Christopher B. Burke Engineering, Ltd.	Business Phone # Area Code (847) 823 -- 0500
Requestor's Name Chinliang Wang, PE	Daytime Phone # Area Code (847) 823 -- 0500
Address (Street And Number) 9575 W. Higgins Road, Suite 600	Home Phone # Area Code ( ) --
City / State / Zip Rosemont / IL / 60018	E-mail Address cwang@cbbel.com

☐ I wish to **inspect** these items.
☒ I would like **copies** of these items.
☐ I would like to **both** inspect these items and obtain copies of them.

Pursuant to the Freedom of Information Act describe in detail the public record you're requesting (Attach additional sheets if necessary)

Existing and proposed (after implementation of the Bensenville flood control project) floodplain and floodway boundary maps for North and South Tributaries to Willow Creek, Bensenville, DuPage County, IL.

For what prupose are you requesting the information (Attach additional sheets if necessary)

IDOT would like to use the updated information in the selection of their geometric alternatives for the Elgin O'Hare West Bypass.

☒ By checking this box it acts as my signature, I acknowledge that the Freedom of Information Act is not intended:

- To violate individual privacy;
- For the purpose of futhering a commercial enterprise;
- To disrupt the duly undertaken work of the public body.

I understand the Department has seven (7) business days to respond following the date the request is received. I also understand the Department may take seven (7) additional business days, if necessary, to full my request. I further understand that if it is determined that some or all of the requested materials may not be disclosed, I will receive a written denial including the reason for denial and explaining my legal right to appeal. I also understand that I may be charged with costs associated with this request.

Nov 19, 2008
Date

PLEASE SUBMIT THIS COMPLETED REQUEST TO:	**FOR OFFICE USE ONLY:**
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CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX(847) 823-0520

December 11, 2008

Forest Preserve District of Cook County
536 North Harlem Avenue
River Forest, IL 60305

Attention: Richard Newhard, Director of Resource Management

Subject: Elgin O'Hare – West Bypass
Request for Wildlife Species Lists

Dear Mr. Newhard:

We are collecting information for the Tier One Environmental Impact Statement (EIS) associated with the proposed Elgin O'Hare – West Bypass (EOWB), an Illinois Department of Transportation sponsored project. The study area covers approximately 128 square miles in Cook and DuPage Counties, Illinois. See attached location map.

As part of this study, we are requesting wildlife species lists for the Cook County portion of the study area, which includes the following Forest Preserve District holdings:

- Des Plaines River Corridor
  - Axehead Lake
  - Catherine Chevalier Woods
  - Che-Che-Pin-Qua Woods
  - Chippewa Woods
  - Iroquois Woods
  - Robinson Woods
  - Schiller Woods
- Ned Brown Preserve

We request wildlife species lists for birds, mammals, reptiles, amphibians, fish, and mussels that you may have for the above-mentioned preserves located within the EOWB study limits. Please distinguish between migratory, resident, and/or nesting bird species, if possible.

We would appreciate any wildlife information that you could provide. If you need additional information or have any questions, please contact Pete Knysz at (847) 823-0500.

Sincerely,

Peter M. Knysz
Senior Environmental Resource Specialist

PMK
N:\Idot\070404\Env\Docs\Biological Resources\081201_LT_CBBEL_FPDCC_D(2).doc

CANADIAN PACIFIC RAILWAY

January 23rd 2009

Larry Martin
CH2M Hill
8501 W. Higgins Rd.
Chicago IL 60631

Mr. Martin,

Attached are revised minutes from the meeting of December 10th, 2008. While Canadian Pacific (CP) is in general agreement with the revised minutes, nothing contained herein shall be construed as explicit endorsement or acceptance of any of the proposed alignments or associated work.

As currently proposed, Alignments E, F, and G are unacceptable to CP. These alignments would result in severe disruption to railway operations and are therefore not acceptable to CP.

Proposed Options A, B, C, and D may be considered by CP provided construction results in zero impact to railway operations and all CP property impacted is replaced, relocated, or otherwise compensated for. Any consideration of these options must be reviewed by all departments within CP and may include additional requirements not otherwise noted.

On a preliminary basis, CP encourages IDOT to pursue Options A-D. When IDOT has selected a preferred alignment the following individuals should be contacted to develop formal agreements:

David S. Drach
Director, Real Estate Marketing, U.S.
Canadian Pacific
501 Marquette Ave. S., Suite 1525
Minneapolis, MN 55402
612-904-6139

James H. Krieger
Engineer, Public Works
Canadian Pacific
501 Marquette Ave. S., Ste 1510
Minneapolis, MN 55402
612-904-5994

If you have any questions or comments please contact me.

Sincerely,

Nate Schutte, P.E. (MN)
Project Engineer
Canadian Pacific
501 Marquette Ave. S., Suite 1510
Minneapolis, MN 55402
612-904-5945

ENC: CP Notes - 081210_MM_CPRRConfMtg_D.doc

FINAL MEETING SUMMARY CH2MHILL

MEETING SUBJECT:	Elgin O'Hare - West Bypass CP Railroad Conference Meeting	**RECORDER:**	CH2M HILL/Lisa Sagami
MEETING DATE & TIME:	December 10, 2008, 10:00 AM	**PREPARATION DATE:**	December 15, 2008
MEETING LOCATION:	Conference Meeting		
ISSUE STATUS:	☐ Draft for Review ☒ Final		

ATTENDEE NAME	ORGANIZATION	E-MAIL
Nate Schutte	Canadian Pacific Railway	nate_schutte@cpr.ca
Pete Harmet	IDOT	pete.harmet@illinois.gov
Larry Wilson	IDOT	larry.wilson@illinois.gov
Ron Krall	SEC Group, Inc.	ronald.krall@illinois.gov
Pat Pechnick	SEC Group, Inc.	ppechnick@secgroupinc.com
Patrick Bryant	STV Group, Inc.	
Jean-Alix Peralte	STV Group, Inc.	peraltj@stvinc.com
Joanne Schroeder	VSA	jschroeder@vlecides-schroeder.com
Lidia Pilecky	CH2M HILL	lpilecky@ch2m.com
Larry Martin	CH2M HILL	lmartin@ch2m.com
Cheng Soong	CH2M HILL	csoong@ch2m.com
Lisa Sagami	CH2M HILL	lsagami@ch2m.com

A conference meeting was held between representatives of IDOT, the Elgin O'Hare – West Bypass project team, and the Canadian Pacific Railroad. The purpose of the meeting was to obtain input regarding impacts of the O'Hare Bypass South Alignment Options on freight rail operations, particularly on the Bensenville Yard. An exhibit depicting the alignment options was distributed to meeting participants. CH2M HILL provided a general description of alignment options A through G, including the potential refinement of options A through D west of the UP crossing of the Bensenville Yard.

The following is a list of the issues, concerns, and comments raised during the meeting.

- CP understood the rationale for realigning A-D in the vicinity of Green Street to provide a 300' frontage for commercial development. The displacement of the turntable and machine shop was not a major issue if they are relocated or replaced in kind.
- CP indicated that operations at the east end of the Bensenville Yard are most important and that any construction within the yard could cause major disruptions to their operations and to the region's freight movement. Much of the regions' freight passes through this area.
- CP agreed that Option F which crosses the freight yard three times should be considered a fatal flaw. The ability to maintain freight operations in this scenario is not a feasible or a reasonable assumption. Further the volume of rail traffic entering the east end of the yard and the management of rail traffic to construct the SB ramp to I-294 would be unworkable.
- CP agreed that Option E which crosses the freight yard twice should also be considered a fatal flaw for the same reasons as those stated above. Further Option E interrupts the nerve center of the operation (the hump yard operation) which would cause intermittent shut down of the hump

during construction. Cars would have to be flat switched and reduce the capacity of the yard by more than 50%. This is an unacceptable condition.

- CP noted that Option G crosses the yard in at least two locations which would cause a major reduction in the yards capacity because of temporary track and signal modification in numerous locations. Further, CP noted that elevated sections of this alignment would require extensive staging, further disrupting their operations.
- CP offered that any roadway which straddles the UP tracks (such as with Option C) would be very disruptive to freight operations along this heavily used corridor; however, they deferred to the UP RR for their input.
- All options will impact the west end of the yard which will require the relocation of the turntable. CP expressed that while the turntable is still used, relocation is a feasible option. Relocation or replacement of the affected shop building would be required as well.
- CP stated that construction of the tunnel construction at the west end of the yard appears to be feasible if constructed in stages.
- CP noted that any option that spans across the freight yard, especially long spans, will severely limit options for potential reconfiguration of the Bensenville Yard.

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Elgin O'Hare - West Bypass

TO: IDOT

FROM: Larry Martin / CH2M HILL and Paul Bobby / STV, Inc.

DATE: February 9, 2009

SUBJECT: January 16, 2009 – Union Pacific Railroad Call with Rich Ellison

- Telephone discussions were held with Project Coordinator, Rich Ellison (Union Pacific) and Midwest Track Manager, Paul Bobby (STV). Rich Ellison can be reached at 708-649-5214 or richardellison@up.com.

- Paul Bobby provided an update of the Elgin O'Hare – West Bypass project and identified the purpose of the call was to discuss the remaining four South Connections (A, B, C, D) in more detail. Connection A is located in a corridor along the County Line Road. Connection B is located along a corridor just west of the UP (Milwaukee Sub between Proviso and Bryn Mawr). Connection C is located along a corridor directly above the ROW of the UP (Milwaukee Sub between Proviso and Bryn Mawr). Connection D is located along a corridor just east of the UP (Milwaukee Sub between Proviso and Bryn Mawr).

- The focus of the call was to discuss operational requirements and construction impacts for Connection C located directly over the UP ROW. STV presented a conceptual staging plan, which used a temporary alignment off-set of 100 feet to the west of the existing main line. The maximum speed supported by this temporary alignment would be 20 mph.

- Rich Ellison expressed that the UP would not entertain a temporary realignment for the construction of Connection C. The UP will need to maintain the existing 40 mph time table speed. There are currently 30 to 40 trains per day on this section of mainline. The construction of an overhead highway structure would require a minimum vertical clearance of 23'-4" and a minimum structure span (cross-section) of 100 feet. Maintenance of railroad traffic imposed by the UP would significantly limit the hours of overhead construction. Construction would not be allowed during train movement, thus it was estimated that less than four hours in a 24-hour period would be available. An average work shift would be only one to two hours of actual construction time.

- The other 3 connections and their potential impacts to the UP were also discussed. The following connections are listed in order of most preferred to least preferred as the relate to the Union Pacific:

    - Connection A
    - Connection B
    - Connection D
    - Connection C

Buckhout, Sarah/CHI

From: RICHARDELLISON@UP.COM [mailto:RICHARDELLISON@UP.COM]
Sent: Monday, April 06, 2009 3:15 PM
To: Paul E. Bobby
Subject: Re: FW: Summary of Today's Call

Richard Ellison
301 W. Lake St
Northlake, IL 60164
Industry & Public Projects
(708) 649-5210
FAX (708) 649-5418
richardellison@up.com

Union Pacific Railroad Company

April 6,2009

UP would not entertain a temporary realignment for the construction of Connection C. The UP will need to maintain the existing 40 mph time table speed. There are currently 12 trains per day in this section of mainline. The UP would consider the construction of an overhead highway structure provided that the minimum vertical clearance of 23'-4" is maintained and the proposed structure spanned the UP ROW (est. 100'). Limited work windows for erecting steel over the UP ROW can be accommodated if traffic will allow. However, they are not guaranteed and are not anticipated to be greater than 4hrs in a 24-hrs time period. Finish work on the deck can be done under traffic without a work window.

As for further review I will need a letter for authority to spend $10,000 dollars. This is for preliminary engineering. which includes review of plans and site visits.

Richard Ellison
301 West Lake Street
Northlake IL. 60164
Phone # (708) 649 5214
Cell (847)323 7197
E-mail richardellison@up.com

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX(847) 823-0520

May 22, 2009

Illinois Department of Transportation
District One
201 West Center Court
Schaumburg, IL 60196

Attention: Vanessa Ruiz, Environmental Studies Unit

Subject: DRAFT Environmental Survey Request
Elgin O'Hare – West Bypass (EO-WB)
Cook and DuPage Counties
IDOT Job No. P-91-443-06

Dear Ms. Ruiz:

As requested, we are submitting the attached DRAFT Environmental Survey Request (ESR) Form and supplemental information for the above referenced project for review and comment. Supplemental information was collected during preparation of the Tier One Environmental Impact Statement (EIS), and has been attached to assist in your data collection.

As depicted on the attached exhibits, the ESR limits are based on the current "footprints" for the finalist alternatives with added ESR buffer area to account for uncertainties associated with the concept level of geometry developed to date. As such, the ESR study limits extend approximately 500' from the edge of proposed alternative footprints and approximately one quarter mile from the footprint endpoints at highways, major crossroads, and/or interstates, but with considerable variations from location to location. For simplicity, the footprints were not depicted on the aerial exhibits.

The following information is included for your review:

Volume 1

- Tab 1
  - ESR Form
- Tab 2
  - Location Map (Exhibit 1)
  - Topographic Map (USGS Quadrangle) (Exhibit 2)
  - National Wetlands Inventory (NWI) Map (Exhibit 3)
  - DuPage County Wetland Inventory Map (Exhibit 4)
- Tab 3
  - Color Aerial Exhibit (Exhibit 5, Sheets 1-20)

Volume 2

- Tab 3
  - Color Aerial Exhibit (Exhibit 5, Sheets 21-37)
- Tab 4
  - Photo Log
- Tab 5
  - USFWS Coordination Letters:
    - February 5, 2008
    - April 10, 2008
    - January 29, 2009
- Tab 6
  - Special Waste Sites (Exhibit A-1)
  - CD-ROM with Special Waste Information
- Tab 7
  - Archaeological & Historic Resources Map (Exhibit A-2)
  - Special Lands Exhibit (Exhibit A-3)
  - Wetlands Exhibit (Exhibit A-4)

Please note that the photo log includes photographs of potential residential and commercial/industrial displacements within the proposed alternative footprints. As discussed, we are currently in the process of taking additional photographs of potentially historic structures located within the proposed ESR limits. These additional photographs will include structures that appear historic, but are not proposed displacements. The additional photographs will be included in the formal ESR submittal.

Please let us know if this approach to preparing the ESR is acceptable, and if you have any comments and/or questions to be addressed in the formal ESR submittal. If you need additional information or have any questions, please call Pete Knysz at (847) 823-0500.

Sincerely,

Peter M. Knysz
Manager, NPDES Policy & Enforcement

Larry Martin
Project Manager, CH2M Hill

cc (without attachments):
Ron Krall – IDOT/SEC Group
Mike Matkovic – CBBEL

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX(847) 823-0520

June 2, 2009

Illinois Department of Transportation
District One
201 West Center Court
Schaumburg, IL 60196

Attention: Vanessa Ruiz, Environmental Studies Unit

Subject: Environmental Survey Request
Elgin O'Hare – West Bypass (EO-WB)
Cook and DuPage Counties
IDOT Job No. P-91-443-06

Dear Ms. Ruiz:

As requested, we are submitting the attached Environmental Survey Request (ESR) Form and supplemental information for the above-referenced project. Supplemental information was collected during preparation of the Tier One Environmental Impact Statement (EIS), and has been attached to assist in your data collection.

Based on coordination with your office, we prepared separate ESR submittal packages for your project file(s), Wetland Review, Cultural Resource Review, and Biological Review. Please see transmittal sheets for the contents of each package. We understand that the EO-WB Consultant Team has been tasked with preparing the Preliminary Environmental Site Assessment (PESA) for the ESR study area; therefore, a separate Special Waste Review package has not been submitted.

If you need additional information or have any questions, please call me at (847) 823-0500.

Sincerely,

Peter M. Knysz
Manager, NPDES Policy & Enforcement

Attachment

cc: Larry Martin - CH2M HILL
Ron Krall - IDOT/SEC Group
Mike Matkovic - CBBEL

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Appendix D

Alternatives to be Carried Forward Technical Report: Elgin O'Hare-West Bypass Project

Alternatives to be Carried Forward
Technical Report

Elgin O'Hare – West Bypass Project

Prepared for

Illinois Department of Transportation

May 2009

CH2MHILL

Contents

1. Introduction **1**
2. Alternatives Development Process Overview **1**
3. Transportation Issues and Problem Identification **2**
4. Alternatives Development, Evaluation, and Screening **4**
4.1 Module 1—Identifying Strategies 4
4.2 Module 2—Purpose and Need Screening 4
4.3 Module 3—Refinement, Evaluation, and Screening of Roadway Alternatives 5
4.3.1 Environmental / Socioeconomic Screening for Initial Roadway System Alternatives 6
4.3.2 Evaluation and Screening of Finalist Roadway System Alternatives 6
4.3.3 Evaluation and Screening of the North and South Connection Options 19
5. Alternatives to be Carried Forward **22**

Appendixes

A March 19, 2009 Letter from Elk Grove Village
B Correspondence with Canadian Pacific Railway and Union Pacific Railroad

Tables

1 Technical and Stakeholder Problem Statements 3
2 Travel Performance Evaluation Criteria 4
3 Initial Roadway System Strategies: Purpose and Need Screening Results 5
4 Initial Roadway System Strategies: Number of Potential Building Displacements 6
5 7-System Alternative Impacts Table
6 Scaled Ranking Table
7 Stormwater Detention Criteria 10
8 Finalist Roadway System Alternatives – Total Scaled Score 10
9 Qualitative Comparative Analysis of Alternatives Performance Table
10 Travel Performance: Alternatives 202 and 203 11
11 Initial Cost: Alternatives 202 and 203 12
12 Environmental Impacts: Alternatives 202 and 203 12
13 Socioeconomic Impacts: Alternatives 202 and 203 13
14 Travel Performance: Alternatives 401, 402, 403, 404, and 501 13
15 Financial Performance: Alternatives 401, 402, 403, 404, and 501 14
16 Environmental Impacts: Alternatives 401, 402, 403, 404, and 501 14
17 Socioeconomic Impacts Alternatives 401, 402, 403, 404 and 501 15
18 Public Meeting #3 Comment Summary
19 Comparing the North Leg Improvements (Arterial) for Alternatives 401 and 402 18
20 South and North Connection Option Impact Table
21 South Connection West Bypass Impact (A, B, C and D)

Tables without page numbers are found at the end of the report.

Exhibits

1 Alternative Development Modules
2 Stakeholder Workshop Results—Roadway Strategies
3 Initial Roadway Strategies (15)
4 Roadway Strategies Satisfying Purpose and Need (10)
5 Expanded Study Area
6 Finalist System Alternatives
7-A System Interchange—Alternative 404
7-B Cross Section of System Interchange—Alternative 404
8 Elgin O'Hare Extension Terminus—Alternative 501
9-A North Connection—IL 83
9-B North Connection—West Bypass
9-C South Connection—West Bypass
10 South Bypass Connection Options
11 Transit Network for DEIS Build Alternatives

1. Introduction

In June 2007, IDOT commenced a study to examine multimodal transportation improvements for the Elgin O'Hare–West Bypass (EOWB) project. A central element of the study is the identification and evaluation of a broad range of alternative solutions to address transportation issues in the study area. The *Transportation System Performance Report*, completed in April 2008 and updated in May 2009, involved a comprehensive system evaluation of transportation conditions and problems in the study area. The evaluation identified travel patterns, trip characteristics, location and extent of major problems, and the reasons for the problems. The findings established the starting point for developing transportation system alternatives in the study area with a clear understanding of what the problems are and why they are occurring.

The EOWB alternatives development and evaluation process has been in progress for more than a year and has led to the Build Alternatives proposed to be carried forward in the Draft Environmental Impact Statement (DEIS). The evaluation process has been structured to allow consideration of a broad array of alternatives with stakeholder input at every step. Improvements to the various transportation modes (e.g. roadway versus transit) were considered independently, with the object of combining the optimal modal improvements into complete multimodal Build Alternatives for detailed consideration in the DEIS.

This report describes how roadway alternatives were developed and then screened to those that will be included in the DEIS. Other aspects of the overall multi-modal solution for the study area (transit, travel demand management (TDM), transportation system management (TSM), bike and pedestrian improvements) which will be common to the roadway alternatives carried forward, are described in Section 5 of this document.

2. Alternatives Development Process Overview

The methodology for developing and evaluating alternatives for EOWB included technical analysis, environmental considerations and analysis, and stakeholder input. For roadway alternatives, there were four interrelated modules described as follows (see Exhibit 1):

1. Module 1 began with stakeholders identifying a range of improvement strategies to be considered to address diverse transportation issues in the study area, such as physical, operational, and demand management strategies.
2. In Module 2, complete sets of roadway improvements were packaged and termed "Initial System Strategies." This step involved screening the Initial System Strategies based on transportation performance measures against the purpose and need criteria, and identifying system alternatives to be carried to the next step for consideration.
3. Module 3 consisted of continued refinement and screening of the remaining roadway system alternatives in two steps; the first step focused on screening out alternatives with relatively high environmental or socioeconomic impacts, and the second step on refining and then evaluating the remaining Finalist Roadway System Alternatives on the basis of transportation performance, financial (initial cost), and environmental/socioeconomic factors.

4. Module 4 will involve combining the remaining roadway alternatives and complementary multi-modal improvements (transit, TDM, TSM, bike and pedestrian improvements) to form complete system alternatives that will be considered in detail in the Tier One DEIS. The Preferred System Alternative will then be identified in the Tier One FEIS on the basis of analysis findings, agency input, and public input.

The determination of the Finalist Roadway System Alternatives to be carried forward in the DEIS occurs at the conclusion of Module 3. Module 4 is a future step and is mentioned for reference only.

Several underlying assumptions guided the alternatives development process:

- The No-Action Alternative serves as the baseline 2030 transportation condition, and a basis for comparing the travel performance of the proposed alternatives.
- Existing roadway travel performance was established as the year 2007; the project design year is 2030, consistent with the regional planning horizon established by the 2030 Regional Transportation Plan.
- Alternatives were developed at a sufficient level of detail to reasonably define an environmental footprint that would accommodate the likely improvements needed to satisfy the 2030 travel requirements and needed capacity improvements to satisfy 2030 demand.
- The technical analysis of alternatives relied on a travel model and GIS database. A travel demand model[2] of the study area was used to evaluate the relative performance of the alternative transportation solutions. A GIS database was developed as a decision support tool for alternative development and evaluation. The database has more than 120 layers of environmental, land use, utility, socioeconomic, and transportation data in an electronic format. It was used in identifying where environmental and socioeconomic resources should be avoided or impacts to them minimized, as well as in calculating impacts associated with the various alternatives.
- An extensive stakeholder outreach program is a key aspect of the process and is being conducted consistent with IDOT's Context Sensitive Solutions (CSS) policies.[3] The EOWB project is stakeholder driven and input is sought and received on every aspect of the study.

3. Transportation Issues and Problem Identification

Identifying the transportation issues that are important to the study area is the corner stone of a transportation planning process. In the first months of the study, a two-pronged approach was used to identify transportation problems and to establish the purpose of and need for the project. The approach included extensive stakeholder coordination activities

[2] The model is based on that used by CMAP.

[3] IDOT's CSS Policy and Procedural Memorandum 48-06 establishes project development guidance, stakeholder involvement processes, and design flexibility principles to be used in the project development process for major projects.

coupled with a comprehensive technical analysis of transportation system performance, both today and in 2030, under the No-Action Alternative.

Stakeholder coordination activities included face-to-face stakeholder meetings and written input. Four meetings were held in late 2007: a Corridor Planning Group (CPG) Meeting; a Public Informational Meeting; an Agency EIS Scoping Meeting; and a Joint Task Force Meeting. Table 1 summarizes roadway and other transportation issues identified through this process. During this period, IDOT conducted technical analyses to develop and confirm the nature of transportation problems within the study area. This culminated in the *Transportation System Performance Report (TSPR),* which included a comprehensive analysis and summary of the performance of the transportation system for the study area both today and in 2030.

TABLE 1
Technical and Stakeholder Problem Statements

Project Needs	Technical Analysis Findings	Stakeholder Problem Statement
Improve local and regional travel	Roughly 86% of the area's interstates and major arterials are congested, growing to 91% by 2030. Congestion on major roads will spill over to secondary roads with 81% congested on minor arterials and collector roads by 2030, and travel delay increasing up to roughly 52%.	Congestion on major routes. Reduced truck/freight mobility.
Improve travel efficiency	40% of the study area has the longest travel times to interstate connections. Lack of service interchanges along existing interstates results in poor access and inadequate connections with major regional corridors. System interchanges operate inefficiently because of traffic volumes exceeding capacity, lack all movements, inefficient loop style ramps, and short weaving sections. Freight rail traffic impedes the movement of vehicle traffic in the study area with 120 at-grade crossing, and 15 on major routes.	Poor access and connectivity in the study area. Travel delays caused by at-grade railroad crossings. Travel management strategies that could improve travel efficiency are minimally applied in the study area.
Improve O'Hare West Access	Proposed O'Hare West Terminal reliant on high-capacity transportation connections from the west (i.e. roadway, rail transit, bus, shuttle) to serve an estimated average daily traffic of 29,000 in 2030. West terminal entrance would have longest travel times in study area to interstate connections. Western access would be required to serve the terminal need while maintaining local route continuity, and supporting local community economic goals.	Lack of access to O'Hare Airport.
Improve modal opportunities and connections	Roughly 4% of the all trips in the study area are made by transit, increasing to 5% by 2030. Ridership is affected by gaps in service, inability to adequately serve the reverse commute or suburb-to-suburb commutes, lack of system capacity, inadequate bus/shuttle connections to rail transit and to employment centers, constrained parking capacity at rail stations, and inadequate pathways for pedestrians and bicyclists to transit.	Public transportation not being a realistic choice: enhanced service options and improved infrastructure are required. Fragmented pedestrian and bicycle system that impairs access to transit stations and other nodes.

The stakeholder input and the *TSPR* findings formed the foundation of the overall study process and provided essential input for development of the project's purpose and need.

4. Alternatives Development, Evaluation, and Screening

4.1 Module 1—Identifying Strategies

The alternatives development and evaluation process began with project stakeholders marking aerial maps showing the desired locations and types of improvements. The outcome was an exhibit with lines drawn on major roadways in the study area, including IL 83, York and Elmhurst Roads, Thorndale Road, IL 19, and others (see Exhibit 2). The project team assembled the improvements into a range of system alternatives in three general categories:

1. Improve existing system
2. System expansion
3. Combined system improvements and expansions

The outcome was the development of 15 Initial Roadway System Strategies (see Exhibit 3). Each alternative strategy includes about 75 lane miles of new capacity. Major differences between various system alternatives included the improvement corridor locations (e.g., IL 83 versus York Road) and the facility type (e.g. arterial vs. freeway).

4.2 Module 2—Purpose and Need Screening

Module 2 focused on determining which Initial Roadway System Strategies satisfied the purpose of and need for the project. The evaluation was conducted using the travel demand model and systemwide travel performance measures related to the purpose and need. With stakeholder input, various travel performance evaluation criteria and performance measures were developed to test the ability of each roadway system strategy to address transportation needs (see Table 2).

TABLE 2
Travel Performance Evaluation Criteria

Purpose and Need Objectives	Performance Criteria	Evaluation Measure
Improve local and regional travel	Vehicle hours of delay	Daily PM peak period vehicle hours of delay
	Congested vehicle miles of travel	Miles traveled in congestion on arterials during PM peak period
	Regional areas with travel time savings	Areas with travel time savings for representative regional trip origins (northwest, west, southwest)
Improve O'Hare west access	Selected trip pair travel time savings	Travel time savings for select study area trips to O'Hare West Access
Improve travel efficiency	Improved interstate accessibility	Area and number of trips within 5 minutes of a new or improved service interchange
Improve modal connection opportunities	Modal opportunities	Population/employment served by potential new dedicated transit corridors

The overall travel performance of each strategy was compared using a scoring system that ranked the performance of the 15 strategies from 1 to 15 for each criterion, and totaling the rankings for each criteria for each alternative. The scoring showed stratification in scores, with 10 options being substantially better than the other 5 (see Table 3). The following 5 Initial System Strategies (including all in the Improve Existing System category) did not address purpose and need adequately (as demonstrated by appreciably lower overall travel performance and consistently low comparative rankings), and were therefore dropped from further consideration:

- Group 1: 101 and 102
- Group 3: 301 and 302
- Group 6: 601

These strategies provided relatively lower congestion relief on area regional and local roadways, and only moderate improvements in access to major regional roadway corridors. Further, they would not appreciably improve O'Hare west access and would provide only moderate new transit market potential. Ten strategies were retained for further consideration: 201, 202, 203, 204, 205, 401, 402, 403, 404, and 501 (see Exhibit 4).

TABLE 3
Initial Roadway System Strategies: Purpose and Need Screening Results

Strategy Number	Rank (1–15)	Total Score
201	1	21
202	2	24
203	3	30
403	4	39
401	5	43
204	6	48
402	7	51
205	8	55
404	9	59
501	10	62
102[a]	11	99
302[a]	12	100
301[a]	13	102
101[a]	14	105
601[a]	15	112

[a] Alternative does not address purpose and need and therefore was dropped.

4.3 Module 3—Refinement, Evaluation, and Screening of Roadway Alternatives

Alternatives considered in Module 3 consisted of the 10 roadway system alternatives carried forward from Module 2, and a broad range of options for potential connections between a new north-south freeway near I-90 to the north (North Connection Options) and I-294 to the south (South Connection Options). These connection options represent a range of corridor locations for a portion of the West Bypass corridor, and therefore can be applied to all system alternatives which include the West Bypass. Connection options were evaluated independently of the system alternatives in order to allow for a direct, side by side comparison of the relative performance and impacts of various corridor locations. Including the overall system alternatives within this connection option evaluation would not provide any benefit, as it would simply add another layer of data that would be common to all of the connection options being considered. The results of the connection options evaluation are discussed separately in Section 4.3.3.

A 2-step process was followed to refine, evaluate and screen the 10 remaining roadway system alternatives. The first step focused on refining the alternatives to permit an initial screening based on environmental and socioeconomic factors. In the second step, the traffic impacts on adjacent roadways were evaluated to determine if the alternatives forced other

improvements. As a result of the analysis, supporting improvements were identified, including the widening of the existing Elgin O'Hare Expressway westward to the Gary Avenue interchange. The study area was expanded to include these improvements (see Exhibit 5). All of the remaining alternatives were refined, incorporating the supporting improvements that were identified, and evaluated based on their overall performance.

4.3.1 Environmental / Socioeconomic Screening for Initial Roadway System Alternatives

The Initial Roadway System Alternatives were subjected to an initial environmental and socioeconomic impact analysis using the GIS tool. Preliminary roadway footprints were developed for each system alternative to allow a measurement and comparison of potential impacts to federal/state regulated resources, land use, economic, or community resources. The objective was to establish an initial assessment of environmental and socioeconomic impacts. Once this step was taken, it served to identify system alternatives that would result in relatively high impacts. Three Initial Roadway System Alternatives (Group 2: 201, 204, and 205) were dropped because of disproportionately high socioeconomic impacts. It is important to note that these impact totals represent the initial layout of the roadway alternatives, which were then refined in subsequent steps (see Table 4, which presents a summary the socioeconomic impacts for each alternative).

TABLE 4
Initial Roadway System Strategies: Number of Potential Building Displacements

Alternative	Total Number of Potential Impacts
203	42
402	49
401	60
202	88
404	109
403	151
501	139
205	302
204	344
201	368

Seven system alternatives were carried forward as Finalist Roadway System Alternatives (see Exhibit 6):

- Group 2: 202 and 203
- Group 3: 401, 402, 403, and 404
- Group 5: 501

4.3.2 Evaluation and Screening of Finalist Roadway System Alternatives

The seven Finalist Roadway System Alternatives shown in Exhibit 6 fall into either the System Expansion (202 and 203) or Combined System Improvements and Expansion (401, 402, 403, 404, 501) categories. Engineering detail was added to these remaining roadway alternatives. Where required, supporting improvements to adjacent roadways were added to the alternatives. A representative conceptual layout (e.g., an interchange configuration) was developed for each alternative to allow an assessment of design viability and to more accurately define the roadway's estimated footprint.

Finalist Roadway System Alternatives Evaluation. At this stage, a comprehensive evaluation of the alternatives was performed. The evaluation was performed using an expanded list of evaluation factors and greater depth of analysis, with the object being to identify a set of Build Alternatives for detailed consideration in the Draft EIS. The evaluation considered a refined set of 25 evaluation criteria aimed at comparing the overall performance, costs and environmental and socioeconomic impacts of the alternatives, including criteria suggested by stakeholders:

- **Travel Performance**. Nine separate performance criteria were used to evaluate alternatives with respect to their ability to: improve local and regional travel performance (regional travel throughput - a ratio of the vehicle miles of travel (VMT) to the vehicle hours of delay (VHD), congested vehicle miles of travel on the secondary roadway system, network travel speeds on principal arterials; annual travel time savings); improve travel efficiency (travel time savings, areas with improved freeway/interstate access, and number of trips with improved freeway/interstate access); and improve O'Hare west access (travel time savings for representative trip pairs from the west and northwest).

- **Initial Costs.** Initial planning level cost estimates were prepared to provide an order-of-magnitude comparison of the overall roadway improvement costs in existing (2009) terms.

- **Environmental Impacts**: Nine criteria were used to evaluate alternatives with respect to their potential impacts to federal and state regulated resources: water resource impacts (wetlands, waters, floodplains); stormwater detention requirements; recreational land impacts (acres of designated lands, number of parks); threatened/endangered species impacts (number of listed species); historical/archaeological impacts (number of historical sites, number of archaeological sites).

- **Socioeconomic Impacts**: Six criteria were used to compare the relative socioeconomic impacts of the Finalist Roadway System Alternatives: potential building and business displacements (commercial, industrial, residential); number of potential noise sensitive areas affected; lost tax revenue; employee displacements; cemeteries impacted; and community facilities impacted.

Preliminary analysis findings for the remaining System Expansion (Alternative 202, 203) and Combination (401, 402, 403, 404, and 501) alternatives (see Table 5) indicated the following:

- **Travel Performance:**
  - There was a measurable difference in travel performance across the range of alternatives that remain under consideration.
  - Overall, the Group 2 alternatives (202 and 203) provided comparably better systemwide travel performance.
- **Initial Costs:**
  - The initial estimated costs (construction, right-of-way, engineering) for the remaining alternatives, ranged from $2.1 billion to $3.6 billion (2009 $).

  - The costs were proportional to the amount of new freeway construction for each alternative, with Alternatives 202 and 203 (construction of 12 miles of new freeway corridors) having the highest cost, and Alternative 501 (construction of 5 miles of new freeway corridor) having the lowest cost.

- **Environmental Impacts:**
  - Natural resource issues were comparable across all alternatives, with one exception. Alternatives with IL 83 improvements south of Thorndale (403, 404, and 501) showed the potential for up to 4 threatened and endangered species within those alternatives' footprint. None of the other alternatives had T&E species within their footprint.
  - Alternatives 403, 404 and 501 had the relatively greatest potential impacts to designated or recreational lands (number of parks affected and acreage).
- **Socioeconomic Impacts:**
  - Given the heavily developed nature of the improvement corridors, all alternatives had the potential for substantial socioeconomic impacts, and this issue was identified as a key stakeholder concern.
  - There are substantial differences in potential socioeconomic impacts across the evaluation criteria, with mixed results. Alternatives 501, 404, 403, and 202 had the relatively highest number of buildings displaced.
  - Alternatives 501 and 404 had the lowest tax revenue loss, and Alternative 202 and 403 had the highest tax revenue loss.
  - Alternative 501 had the relatively lowest number of employees displaced, and Alternatives 202, 203, 401, 402, and 403 had a relatively higher number of employees displaced.
  - Alternative 202 was the only alternative that consistently resulted in the largest impacts across the major socioeconomic factors.

Finalist Roadway System Alternatives Screening. A three-part approach to compare the relative merits of the alternatives was used to identify the best overall performing alternatives to be carried forward as DEIS Build Alternatives. The approach consisted of a comparative scoring system; a qualitative comparison of differentiating features of alternatives and their key advantages and disadvantages; and stakeholder input.

Comparative Scoring. A scoring system was developed to compare the remaining alternatives. This tool was used to compare performance objectively and consistently across the broad array of criteria described in Section 4.3.2.

The system was structured as follows:

- Evaluation criteria that had subtotal values (such as initial construction costs, initial right-of-way costs, number of commercial buildings displaced) were combined into one criterion (initial total costs, total buildings fully displaced) for the purpose of scoring (see Table 6).

- To distinguish among the seven alternatives, the measured impacts reported in Table 5 were converted to a scoring system that compared relative performance of the alternatives objectively and consistently across the range of criteria. For each individual criterion, the alternatives were scored using a scale from 1 to 7 (the range is equivalent to the remaining 7 alternatives) with 1 being best and 7 being worst. Thus, regardless of the range of performance or impact for any individual criterion, an alternative is relatively the best while another is relatively the worst. For alternatives that fell between 1 and 7 for each evaluation criterion, a scaled scoring system was used to account for the range of difference within each evaluation criterion.

  For example, across the suite of seven alternatives, stormwater detention requirements range from 55.8 to 216.2 acre-feet, for a total difference of 160.4 acre-feet. Using the scoring system, the alternative with 55.8 acre-feet of impact was scored 1 and the alternative with 216.2 acre-feet of impact 7 (see Figure 1). For alternatives between the best and the worst, the scaled system is used, wherein alternatives that have impact totals closer to 55.8 acre-feet will have a score closer to 1, and those closer to 216.2 acre-feet will have a score closer to 7. This scoring system acknowledges and accounts for the range of differences for individual evaluation criteria, whether narrow or wide.

FIGURE 1
Example: Scaled Scoring for Stormwater Detention

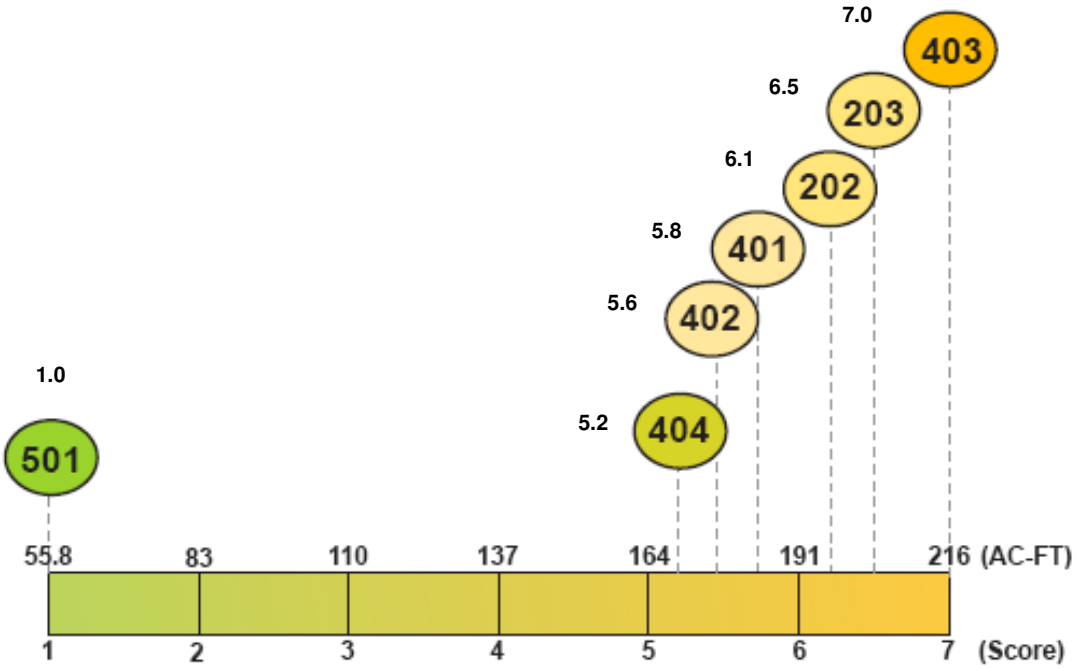


Table 7 illustrates scaled versus nonscaled scoring for stormwater detention requirements for each alternative, which has a wide range of difference in impacts from best to worst.

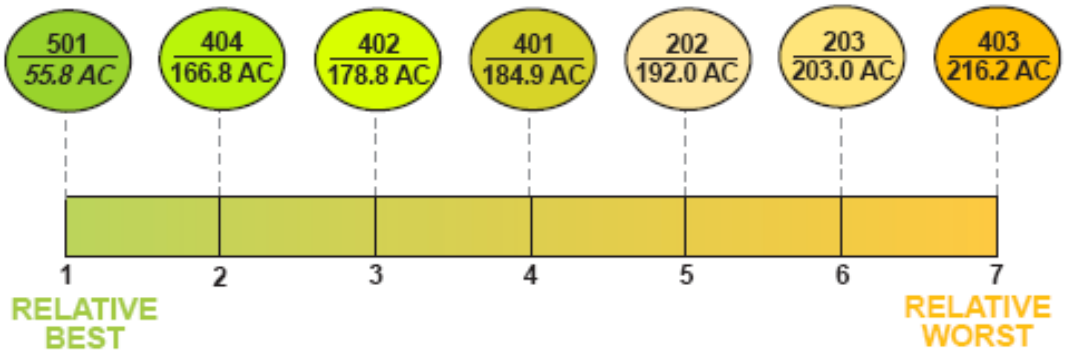
If a nonscaled scoring system was used for the evaluation criterion, it would have the effect of understating the relative impacts. For example, for Alternative 404, the scaled score is 5.2,

while the nonscaled score is 2. Figure 2 depicts the non-scaled scoring for alternatives for stormwater detention impacts, as further example of how the non-scaled scoring system may not fully represent the range of impacts.

TABLE 7
Stormwater Detention Criteria

Alternative	Impacts (ac-ft)	Scaled Formula	Scaled Scoring	Nonscaled Scoring
202	192.0	$[((192.0 - 55.8) / 160.4^{a}) \times 6^{b}] + 1 = 6.1$	6.1	5.0
203	203.0	$[((203.0 - 55.8) / 160.4^{a}) \times 6^{b}] + 1 = 6.5$	6.5	6.0
401	184.9	$[((184.9 - 55.8) / 160.4^{a}) \times 6^{b}] + 1 = 5.8$	5.8	4.0
402	178.8	$[((178.8 - 55.8) / 160.4^{a}) \times 6^{b}] + 1 = 5.6$	5.6	3.0
403	216.2	$[((216.2 - 55.8) / 160.4^{a}) \times 6^{b}] + 1 = 7.0$	7.0	7.0
404	166.8	$[((166.8 - 55.8) / 160.4^{a}) \times 6^{b}] + 1 = 5.2$	5.2	2.0
501	55.8	$[((55.8 - 55.8) / 160.4^{a}) \times 6^{b}] + 1 = 1.0$	1.0	1.0

FIGURE 2
Example: Nonscaled Scoring for Stormwater Detention



An overall score was calculated for each alternative by adding scores from each of the 24 evaluation criteria (9 travel performance; 1 initial cost; 8 environmental; 6 socioeconomic). This evaluation technique emphasizes factors that are key considerations in the alternatives screening process (travel performance, impacts to regulated environmental resources, and socioeconomic impacts).

Comparative Scoring. Table 6 shows the relative scoring for the Finalist Roadway System Alternatives. Alternatives that scored better than others by a substantial margin were 202, 203, 401, and 402 (Table 8).

Qualitative Analysis. While the comparative scoring results provide insights into which alternatives have the

TABLE 8
Finalist Roadway System Alternatives – Total Scaled Score

Alternative	Total Score
402	76
401	77
202	79
203	81
501	107
403	118
404	119

best overall performance based on a structured scoring method, a qualitative evaluation of the performance measures and impacts shown in Table 6 was also conducted to express differences in more relative terms (see Table 9). The Finalist Roadway System Alternatives represent two general categories of improvements:

- System Expansion (Alternatives 202 and 203), which would provide new east-west and north south freeway corridors in the study area.
- Combined System Improvements and Expansions (Alternatives 401, 402, 403, 404, 501), which would provide new partial east-west and north-south freeway corridors in combination with existing roadway widening improvements in the study area.

For this qualitative evaluation, a comparison of alternatives within each category was conducted. This approach was taken due to the overall functional similarities of the System Expansion Alternatives (i.e., new freeways), as well as the functional similarities of the Combined System Improvements and Expansions Alternatives. This allows for a determination of the best types of improvements within each of the two categories.

System Expansion Alternatives. A qualitative assessment was conducted for the categories of alternatives defined above using the criteria and measures shown in Table 5: travel performance, initial cost, environmental impacts, and socioeconomic impacts.

The travel performance characteristics of the system expansion alternatives (202 and 203) are comparable, with a majority of the criteria being within 10 percent of each other. In view of these slight differences, Alternative 202 and 203 are comparable in terms of travel performance (see Table 10).

TABLE 10
Travel Performance: Alternatives 202 and 203

	202	203
Improve Local and Regional Travel		
Percent increase in regional travel efficiency in study area	13%	11%
Percent decrease in congested vehicle miles of travel on secondary roadways (p.m. peak period)	20%	20%
Percent increase in network speeds on principal arterials (p.m. peak period)	8%	4%
Percent savings in annual work days per employee (actual number of days saved)	10% (1 day)	10% (1 day)
Improve O'Hare West Access		
Selected trip pair travel time savings from northwest study area to O'Hare west (p.m. peak period)	39%	40%
Selected trip pair travel time savings from west study area to O'Hare west (p.m. peak period)	38%	39%
Improve Travel Efficiency		
Area with travel time savings of greater than 5 percent in study area (p.m. peak period)	59 mi^2	52 mi^2
Percent increase in area with travel within 5 minutes to interstate (p.m. peak period)	22%	24%
Percent increase in trips within 5 minutes to interstate (p.m. peak period)	44%	53%

The estimated initial cost for Alternatives 202 and 203 are within 10 percent of each other. The slightly higher cost for Alternative 203 is attributed to additional tunnel and structure cost for the north leg of the West Bypass. Therefore, the costs for these alternatives are considered comparable (see Table 11).

TABLE 11
Initial Cost: Alternatives 202 and 203

	202	203
Initial construction costs	$2.67	$2.93B
Initial right-of-way costs	$616.1M	$660.4M
Initial total costs	**$3.3B**	**$3.6B**

The environmental impacts associated with Alternatives 202 and 203 vary slightly. Comparing the nine criteria, a majority of the impacts are within 10 percent of each other. The historical sites affected are not included in the comparative scoring analysis because none of the alternatives affect historical sites. While two of the categories showed slightly greater differences, waters of the U.S., floodplains affected, and publicly owned recreational lands, they are not substantial when considering their absolute values. Regulatory and resource agencies have reviewed the impacts associated with the alternatives and concluded the magnitude of impact is manageable for either of these alternatives at this stage. In a side-by-side comparison of the two alternatives, the impacts are similar for a majority of the criteria (see Table 12).

TABLE 12
Environmental Impacts: Alternatives 202 and 203

	202	203
Acres of wetlands affected	27.1	28.0
Acres of waters affected	3.2	6.6
Acre-feet of stormwater detention	192.0	203.0
Acres of 100-year floodplains affected	29.1	24.6
Acres of designated/recreational lands affected	6.7	9.1
Number of parks impacted by improvement	4	5
Number of state-listed species potentially affected	0	0
Number of historical sites affected	0	0
Number of archaeological sites affected	25	28

The last factor is a comparison of socioeconomic factors. As highlighted in Table 13, there are notable differences for Alternatives 202 and 203. First, Alternative 202 has 50 percent greater displacement of residential, commercial, and industrial buildings. It has far greater commercial and industrial building impacts with 71 (45 commercial and 26 industrial) versus 37 (14 commercial and 23 industrial) for Alternative 203. Most building displacements would occur in the IL 83 corridor in Elk Grove Village. Commensurate with the high number of commercial and industrial displacements are high tax revenue loss, and high employment displacement. Employment loss is almost 30 percent greater than for Alternative 203, and tax loss is about 40 percent greater. The loss of businesses, employment and tax base are the major difference in these alternatives (see Table 13).

Therefore, based upon the substantial differences in socioeconomic impacts of the two System Expansion alternatives, it is recommended that Alternative 202 be dropped from further consideration and that Alternative 203 is carried forward from the System Expansion category.

Combined System Improvement Alternatives. The five system alternatives in this category were compared to the principal evaluation factors: travel performance, initial cost, environmental impacts, and socioeconomic factors.

The travel performance characteristics of the alternatives show some minor differences among alternatives; however no alternative provides noticeably better performance across the range of performance criteria. As shown in Table 14, the alternatives generally provide comparable improvements, with most of the performance results either being within 10 percent of each other, or having a relatively low absolute value, or being tightly grouped in such a way that does not distinguish a particular alternative or set of alternatives. Overall, the margin of difference in travel performance of the alternatives in this category is minimal. Thus, overall travel performance is comparable among these alternatives.

TABLE 13
Socioeconomic Impacts: Alternatives 202 and 203

	202	**203**
Commercial buildings (businesses) potentially fully displaced by improvement	45 (50)	14 (17)
Industrial buildings (businesses) potentially fully displaced by improvement	26 (32)	23 (21)
Residential buildings potentially fully displaced by improvement	32	20
Total buildings potentially fully displaced	**103**	**57**
Potential noise sensitive areas	37	36
Lost tax revenue (2007)	$5.5M	$3.9M
Employees displaced	1,360	1,065
Cemeteries and historic cemeteries affected by improvement	0	0
Community facilities affected (churches, hospitals, schools, fire/police stations)	2	1

TABLE 14
Travel Performance: Alternatives 401, 402, 403, 404, and 501

	401	**402**	**403**	**404**	**501**
Improve Local And Regional Travel					
Percent increase in regional travel efficiency in study area	11%	6%	4%	5%	7%
Percent decrease in congested vehicle miles of travel on secondary roadways (p.m. peak period)	19%	19%	20%	17%	16%
Percent increase in network speeds on principal arterials (p.m. peak period)	8%	7%	8%	10%	13%
Percent savings in annual work days per employee (actual number of days saved)	10% (1 day)	0%	0%	0%	10% (1 day)
Improve O'Hare West Access					
Selected trip pair travel time savings from northwest study area to O'Hare west (p.m. peak period)	31%	37%	36%	35%	37%
Selected trip pair travel time savings from west study area to O'Hare west (p.m. peak period)	38%	40%	41%	41%	34%
Improve Travel Efficiency					
Area with traveltime savings of greater than 5 percent in study area (p.m. peak period)	50 mi^2	50 mi^2	54 mi^2	48 mi^2	49 mi^2
Percent increase in area with travel within 5 minutes to interstate (p.m. peak period)	22%	21%	21%	19%	21%
Percent increase in trips within 5 minutes to interstate (p.m. peak period)	42%	40%	42%	39%	39%

The range of initial cost among the five alternatives is from $2.1 billion to $3.2 billion. The lowest cost alternative (501) provides the least amount of new freeways. Alternatives 403 and 404 have the highest relative costs in the category, which is attributed to the extent of the IL 83 improvements for 403, and complex design and construction issues for 404. Alternatives 401 and 402 exhibit costs that are almost 20 percent less than Alternatives 403 and 404. Therefore, Alternatives 403 and 404, which have the highest overall costs, are the lowest performers for this category (see Table 15).

TABLE 15
Financial Performance: Alternatives 401, 402, 403, 404, and 501

	401	402	403	404	501
Initial construction costs	$2.24B	$2.15B	$2.61B	$2.81B	$1.80B
Initial right-of-way costs	$409.6M	$391.9M	$426.7M	$399.3M	$322.7M
Initial total costs	$2.6B	$2.5B	$3.0B	$3.2B	$2.1B

The environmental impacts of alternatives in this category are generally comparable for resources such as wetlands, waters of the U.S., and floodplains. Impacts for these three criteria are either within 10 percent of each other, have relatively low absolute values, or are tightly grouped. Focusing on the factors that have more substantial differences, as highlighted in Table 16, Alternatives 401 and 402 affect fewer parks and 50 percent less designated lands as compared to other alternatives. The impact upon cultural resources is considerably less for Alternatives 401 and 402. Also, four state-listed plants in the IL 83 corridor south of Thorndale Avenue could be affected by Alternatives 403, 404, and 501. Therefore, Alternatives 401 and 402 would have the least overall impact on environmental resources (see Table 16).

TABLE 16
Environmental Impacts: Alternatives 401, 402, 403, 404, and 501

	401	402	403	404	501
Acres of wetlands affected	26.9	26.5	27.5	26.1	25.9
Acres of waters affected	2.7	4.0	2.7	6.3	2.8
Acre-feet of stormwater detention	184.9	178.8	216.2	166.8	55.8
Acres of 100 year floodplains affected	29.1	24.6	29.1	17.6	28.7
Acres of designated/recreational lands affected	6.7	6.5	13.4	13.4	12.5
Number of parks affected by improvement	5	3	7	6	8
Number of state-listed species potentially affected	0	0	4	4	4
Number of historical sites affected	0	0	0	0	0
Number of archaeological sites affected	23	21	28	32	29

The socioeconomic impacts for the alternatives vary substantially as highlighted in Table 17. Alternatives 403, 404, and 501 result in nearly three times the number of residential,

TABLE 17
Socioeconomic Impacts Alternatives 401, 402, 403, 404 and 501

	401	402	403	404	501
Commercial buildings (businesses) potentially fully displaced by improvement	16(12)	10(7)	16(15)	6(11)	10(8)
Industrial buildings (businesses) potentially fully displaced by improvement	19(17)	19(17)	19(17)	10(7)	1(0)
Residential buildings potentially fully displaced by improvement	23	18	133	130	133
Total buildings potentially fully displaced	**58**	**47**	**168**	**146**	**144**
Potential noise sensitive areas	33	31	52	54	53
Lost tax revenue (2007)	$3.3M	$2.8M	$3.4M	$2.0M	$1.5M
Employees displaced	820	760	945	490	85
Cemeteries and historic cemeteries affected by improvement	0	0	0	0	1
Community facilities affected (churches, hospitals, schools, fire/police stations)	1	1	4	4	4

commercial, and industrial displacements as compared to Alternatives 401 and 402, largely due to displacement of residential properties along IL 83 south of Thorndale Avenue. Correspondingly, these alternatives have the most impact on adjacent land uses that are sensitive to noise. Loss of employment is highest for Alternatives 403 (945 jobs) and 401 (820 jobs), with the highest job losses related to the West Bypass south of Thorndale Avenue and to improvements along IL 83. Similarly, tax losses are highest for Alternatives 403 ($3.4M) and 401 ($3.3M), due largely to the West Bypass south of Thorndale Avenue and to IL 83 improvements.

Another factor associated with two of the alternatives (404 and 501) is design feasibility. For Alternative 404, conceptual design studies have revealed a design issue for a new freeway system interchange near O'Hare Airport for which feasibility is complicated by restricted airspace. A tunnel placed two levels below grade would be required at the system interchange near the proposed west O'Hare access, which raises constructability issues given such constraints as active railroads and adjacent flood plains (see Exhibits 7-A and 7-B). There are also issues with Alternative 501, since it terminates a freeway cross section at an arterial near IL 83 (see Exhibit 8). Terminating a freeway in this manner is undesirable from an operations and safety perspective since it forces freeway traffic to abruptly transition onto a roadway with limited access control and lower travel speeds. In order to address these performance issues, the arterial improvements east of IL 83 would need to be upgraded to a fully access controlled highway, providing continuity for freeway traffic. If an access controlled highway replaced the arterial improvements east of IL 83, Alternative 501 basically would look like Alternative 403.

There is considerable contrast in several of the evaluation results for the five alternatives in the Combined System Improvement category. Examination of environmental factors

showed that Alternatives 401 and 402 have the least impact on environmental resources; in particular these alternatives have the lowest impact to protected recreational lands, and avoid potential affects to threatened and endangered species. When considering socioeconomic impacts, Alternative 402 has the least building displacements, and impacts to noise sensitive areas. Alternatives 401 and 403 have the highest tax revenue loss ($3.3M and $3.4M) and employee displacements (820 and 945 jobs). Overall, the alternatives provide reasonably comparable travel performance. As an additional qualitative comparison factor, design feasibility was considered, and issues regarding Alternatives 404 and 501 were identified.

In conclusion, the qualitative analysis supports dismissal of Combined System Improvement Alternatives 403, 404, and 501 due to higher relative socioeconomic impacts, environmental impacts, and design feasibility issues with Alternatives 404 and 501.

The overall conclusion of the qualitative analysis is that Alternatives 203, 401, and 402 should be carried forward for further analysis.

Stakeholder Input. The last component of the screening process includes consideration of stakeholder input. The quantitative and qualitative analysis results reflect stakeholder input in a more indirect manner. Stakeholders have provided input with respect to every major aspect of the alternatives development and evaluation process, but the quantitative and qualitative analyses results are a reflection of the project sponsors taking one further step with the technical evaluation and interpretation of the results. Therefore, a direct stakeholder perspective on the alternatives to be carried forward is an important consideration yet to be considered, and is needed to complete this comprehensive evaluation of alternatives.

Stakeholder meetings were held to share the performance characteristics and environmental and socioeconomic impacts of the Finalist Roadway System Alternatives. That process culminated with a Public Meeting on March 11, 2009. Attendance and response were outstanding, with more than 1,000 attendees and responses from over 36,000 citizens in the area. Table 18 is a preliminary summary of the comments.

The consistent response by most respondents was resounding support for Alternative 203, with the caveat that any alternative improving IL 83 north of Thorndale Avenue is unacceptable. IDOT valued this stakeholder input. Elk Grove Village, in particular, stated that any alternative with an IL 83 improvement north of Thorndale Avenue (such as Alternatives 202, 401, 403, and 501) would be intrusive and damaging to the economic stability of their community. The more than 36,000 comments supporting Alternative 203 represents a strong consensus opinion from a group of project stakeholders.

Special Analysis of the IL 83 Corridor. Elk Grove Village and area stakeholders conducted an unprecedented effort to demonstrate support for Alternative 203 while providing reasoned arguments for dismissing alternatives including improvements to IL 83. The Village augmented the public comment cards with additional data that supported their views. In a letter to IDOT dated March 19, 2009, the Village presented two conceptually engineered roadway proposals for the IL 83 corridor improvements that are common to Alternatives 202 and 401, 403 and 501, along with employment associated with buildings displaced by

the Village's concepts, impacts on emergency response systems, and an assessment of the community barrier effects of these alternatives. Appendix A contains a copy of the Elk Grove Village letter and their proposal for the improvement requirements along IL 83. The intent of the Village's analysis was to further illustrate the damaging effects of the IL 83 corridor improvements upon their community.

Stakeholder comments and Village's technical analysis, as additional factors, served to highlight a key area of concern that required closer examination by the EOWB team—namely, the appropriate location for north-south roadway improvements north of Thorndale Avenue. This step can be considered an additional and complementary refinement of the quantitative and qualitative analyses, which yielded three alternatives to be carried forward (203, 401, and 402). Alternative 203 includes a new north-south freeway along the west side of O'Hare Airport (in lieu of Alternative 202, which included a new freeway along IL 83); Alternative 202 was dismissed due to relatively higher socioeconomic impacts as part of the qualitative evaluation. Regarding Alternatives 401 and 402, these alternatives only differ according to their northern leg improvements. Therefore, the team chose to conduct an additional examination of the north leg options for these two alternatives (e.g. improvements north of Thorndale Ave either as a freeway or arterial) with the objective of determining the best location for an improvement. The analysis was structured to compare the arterial improvement in the IL 83 corridor or the Elmhurst Road corridor (e.g. Alternative 401 or 402). The evaluation criteria included those used in the prior quantitative and qualitative analyses, as well as additional considerations that were brought forth in the material presented by Elk Grove Village.

A comparison of Alternatives 401 and 402 shows similar performance between these two alternatives for factors such as travel performance, costs, and environmental impacts (see Table 19). The greatest difference in performance lies with the socioeconomic impacts associated with building displacements, job loss and tax losses. Alternative 401 impacts five more buildings than Alternative 402, or 24 percent more. The widening along IL 83 for Alternative 401 impacts six more commercial and industrial buildings than Alternative 402, with a corresponding increase in job loss, and tax revenue loss.

Alternative 401 is proposed as an eight-lane roadway with full interchanges at major intersections, and new access to I-90. Alternative 401 imposes a barrier in the center of the Elk Grove Village business park. Also, the major concentration of petroleum and gas lines in and across the IL 83 corridor is an issue of major importance. The relocation of these pipelines would require detailed planning, engineering, and a long lead time for the relocation of these pipelines to avoid disruption to these critical regional facilities.

Comparatively, Alternative 402 does not share any of the barrier effect or utility issues that are more prevalent with Alternative 401. Alternative 402 is located on the eastern edge of the community and avoids the barrier phenomenon. Additionally, utilities that are in the corridor are manageable when compared to Alternative 401.

As noted above, the comparison of the roadway improvements north of Thorndale Avenue led to the pairing of Alternatives 401 and 402. Each provides comparable travel performance, are similar in cost, and similar in the impact to environmental resources. The alternatives, however, diverge with the consideration of socioeconomic impacts, with

TABLE 19
Comparing the North Leg Improvements (Arterial) for Alternatives 401 and 402

	Alternative 401	Alternative 402
North Leg Improvement Description	Arterial widening along existing IL 83 corridor	Arterial widening along Elmhurst Road
Travel Performance	Comparable overall systemwide travel performance	Comparable overall systemwide travel performance
Initial Costs	Lower initial costs ($2.5B)	Higher initial costs ($2.6B, or 4% higher)
Environmental Impacts	Comparable potential impacts to regulated water resources, designated lands and archaeological resources Comparable amount of stormwater detention required	Comparable potential impacts to regulated water resources, designated lands and archaeological resources Comparable amount of stormwater detention required
Socio-Economic Impacts	Comparatively higher socio-economic impacts with North Arterial widening along IL 83 23 total building displacements, or 27% higher $3.3M lost tax revenue, or 17% higher 820 employee displacements, or 8% higher	Lower socio-economic impacts with North Arterial widening along Elmhurst Road: 18 total building displacements $2.8M lost tax revenue 760 employee displacements
Other Considerations	Impacts to community cohesion related to widening IL 83 to 4-through lanes in each direction with new interchanges at major cross roads through the center of Elk Grove Village Industrial Park: Potential impacts to major utility lines including gas pipelines, along with potential interruption of services Direct impacts to commercial and industrial properties related to partial loss of frontage along IL 83:	Arterial widening location supports proposed full service interchange at I-90 at Elmhurst Road, as reflected in regional and local plans Elmhurst Road widening would not result in any apparent community cohesion issues: Arterial located along boundary between Elk Grove Village and O'Hare Airport

improvements along the IL 83 corridor creating measurably higher socioeconomic and community impacts. Alternative 401 results in more displacements, job loss, tax loss, and lost business revenue when compared to Alternative 402. Fundamentally, the decision regarding improved transportation in this locale is one that is most compatible with the fabric of the community and the patterns in which the community relates. Alternative 401 does not maintain the relational aspects of the community, and to the contrary are disruptive in ways that could seriously affect the economic competitive position of the community that would require a sizable public and private sector investment to re-establish what would be lost by the implementation of that alternative.

Finalist Roadway System Summary of Findings. Each step of the evaluation of the Finalist Roadway System Alternatives has led to individual conclusions that collectively form the basis for a final determination of the alternatives to be carried forward.

The quantitative scoring and analysis clearly identified 4 alternatives that were measurably superior (Alternatives 202, 203, 401, 402) when considering the 24 evaluation criteria. This conclusion was reached assessing a large array of criteria that addresses every major consideration, including travel performance, initial cost, and environmental and socioeconomic impacts. The integrity of the numeric approach is underscored by the consistency in which it was applied.

A qualitative approach was developed to analyze the differing elements of the alternatives. While, the numeric approach provides insight into the best overall performance characteristics for the alternatives, the qualitative analysis shows how the differing elements of the alternatives affected performance. The findings of this analysis reached similar conclusions to the numeric approach regarding Alternatives 202, 403, 404, and 501. Each of these alternatives consistently showed higher impacts for socioeconomic and environmental criteria considered, and two alternatives (404 and 501) also exhibit design issues that negate their feasibility. Analysis found that Alternative 202 warranted dismissal from further consideration. When comparing the characteristics of the Expansion Alternatives (202 and 203), the key difference lies in a freeway on IL 83 versus the West Bypass corridor. The disproportionately higher socioeconomic impacts associated with the IL 83 Freeway improvement (as compared to the north leg of the West Bypass) singularly support the dismissal of Alternative 202. Therefore, the qualitative analysis concluded with three alternatives (203, 401, and 402) being relatively better than the others.

When the quantitative and qualitative results are combined with the March 11, 2009, stakeholder input, the conclusion becomes apparent. Stakeholder input supports the elimination of alternatives dismissed on the basis of quantitative and qualitative analyses (including Alternative 202) and draws further comparison of Alternatives 401 and 402. The EOWB team considered the stakeholder input and independently evaluated the north leg improvements associated with Alternatives 401 and 402. The team concluded that Alternative 401 was far more disruptive to the community land use economic viability, and reliability of underground utilities, and therefore, that Alternatives 203 and 402 provide the best overall performance.

When considering the results of all three screening methods in total, the evaluation process supports the conclusion that Alternatives 203 and 402 and the No-Action (Baseline) Alternative should be carried forward for detailed consideration in the DEIS.

4.3.3 Evaluation and Screening of the North and South Connection Options

Various location options were considered for the West Bypass freeway connections near I-90 and I-294, and for the IL Route 83 Freeway connection at I-90. The options were developed on the basis of locations suggested by stakeholders compiled during Module 1 of the alternatives development process. The connection options were developed and evaluated independently of the roadway system alternatives, with the object of identifying a range of locations for new freeway connections near I-90 and I-294 (see Exhibits 9-A, 9-B, 9-C).

An iterative process was used to develop, evaluate, and screen connection options for the IL 83 Freeway and West Bypass. The evaluation considered similar criteria to those used in the evaluation of roadway system alternatives: initial cost (construction and right-of-way);

environmental impact (to wetlands, floodplains, designated lands); and socioeconomic impact (displacements, tax revenue loss, job loss). Travel and design performance characteristics of the connection options also were evaluated using a combination of quantitative and qualitative analyses aimed at identifying potential major performance issues with the connection options (see Table 20).

Initial North and South Connection Options Evaluation and Screening. Initially, a broad range of location options was considered:

- North Connection Options A and B were developed for the IL 83 Freeway corridor near the I-90 system interchange. Option A was dismissed as it would not provide a full system interchange at I-90, and it would result in relatively higher socioeconomic impacts and require higher initial costs than Option B.
- North Connection Options A, B, C, D, and E were developed for the West Bypass freeway corridor near I-90. Option D was retained, but Options A, B, C, and E were not.
  - Option A would not provide a full system interchange at I-90 and would have higher socioeconomic impacts, impacts to high quality wetlands, and higher initial costs.
  - Option B would have the greatest socioeconomic impact and also affect high quality wetlands.
  - Option C would have high socioeconomic impacts and floodplain impacts.
  - Option E is virtually identical to Option D but lacking new local access along I-90.
- South Connection Options A, B, C, D, E, F, and G were developed for the West Bypass freeway corridor near I-294. Options E, F, and G were dismissed because of major design feasibility issues (conflicts with adjacent O'Hare Airport runway protection zones), and major impacts to the Bensenville Rail Yard.

The evaluation of the North and South Connection Options yielded one location each for the IL 83 Freeway connection (Option B) and the West Bypass north connection (Option D) near I-90. For the West Bypass connection to I-294, Options A, B, C, and D were retained for further consideration.

Refined South Connection Options Evaluation and Screening. The West Bypass South Connection Options (Exhibit 10) were refined and evaluated with stakeholder input. The representative conceptual layout of the options was refined to allow a more detailed analysis of their design feasibility, relative impacts, and relative costs. Analysis findings for South Connection Options A, B, C, and D (see Table 21) indicated the following:

- **Design Feasibility:**
  - Option C has major constructability issues associated with constructing a freeway over an active railroad. Severely constrained construction periods imposed by the railroad (4 hour construction duration per 24 hour period), and construction staging (longer construction period and remobilization issues) make Option C unworkable.

- **Initial Cost:**
  - Initial estimated costs (construction, right-of-way, engineering) for the options range from $635 million to $804 million (2009 $).
  - Costs for Options B (west of UP RR) and C (over UP RR) were relatively higher than for Options A and D, because these corridors either result in substantial conflicts with major freight rail facilities, requiring more complex and costly construction (C), or, has a higher ROW cost due to the size and type of displacements (B).
- **Environmental Impacts:**
  - Potential natural resource impacts (wetlands, waters, floodplains, threatened and endangered species) and impacts to designated/recreational lands were comparable across all options, with no major impacts to environmental resources along the West Bypass corridor.
- **Socioeconomic Impacts:**
  - Given the developed nature of the improvement corridors, all connection options have substantial socioeconomic impacts. This issue is a key stakeholder concern.
  - There are substantial differences in potential socioeconomic impacts across the evaluation criteria, with mixed results. Option A has the highest relative building displacements and the highest relative impacts to noise sensitive areas, but the lowest overall tax revenue loss and employee displacements. Option B has substantially higher tax revenue loss and employee displacement than the other options, and thus can be viewed as resulting in relatively high socioeconomic impacts as compared to the other connection options.

As with the screening of the Finalist Roadway System Alternatives, evaluation findings and stakeholder input both are important considerations in the screening of the remaining South Connection Options. In addition to the Public Meeting on March 11, 2009, multiple one-on-one meetings were conducted with the Village of Bensenville, the Village of Franklin Park, and representatives of the UP RR and CP RR to get focused input. Stakeholders raised the following key issues:

- The Village of Bensenville expressed opposition to Option A, which would site a new freeway corridor adjacent to residential areas and displace remaining commercial and industrial properties along County Line Road.
- UP RR expressed strong opposition to Option C, questioning the basic design feasibility and constructability of a new freeway spanning an active mainline freight rail corridor (see Appendix B – UP RR and CP RR Coordination).
- The Villages of Franklin Park and Bensenville expressed concern with socioeconomic impacts related to Option B, which would displace several major large industrial employers in the area.

- The general public had somewhat mixed opinions regarding Options A, B, C, and D. Some individuals expressed strong opposition to Option A because of direct impacts in Bensenville, including impacts to adjacent residential areas. Others expressed concern with displacement of major area industrial employers (under Options B, C and D).

When considering analysis findings and stakeholder input, Options B and C are clear candidates for dismissal due to design feasibility issues and relatively higher socioeconomic impacts. Option B has socioeconomic impacts that are substantially higher when compared to Options A, C, and D, with $4M in lost tax revenue 1,285 employee displacements. Option C presents major constructability concerns, as documented in coordination with the UP RR; the UP RR would not accept a shoe-fly as it would reduce freight rail operating speeds, and would allow construction operations over their tracks to occur only 4 hours of every 24 hours.

The technical analysis findings show generally comparable performance for Options A and D, with the key difference being the location (Bensenville or Franklin Park) and type (industrial, commercial, or residential) of building displacements. Whereas, the findings show comparable performance, and stakeholder input revealed no clear local consensus with respect to Options A and D, they are proposed to be carried forward for detailed consideration as part of Alternatives 203 and 402 with the DEIS Build Alternatives.

5. Alternatives to be Carried Forward

Build Alternatives 203 and 402 (with South Connection Options A and D) along with the No-Action Alternative will be considered in detail in the Tier One DEIS. Build Alternatives consist of roadway improvements described below:

Alternative 203 includes:

- The Elgin O'Hare Extension, a new freeway extending from Meacham Road to O'Hare Airport's west entrance and the West Bypass, which is 3-4 lanes in each direction.
- Widening the existing Elgin O'Hare expressway, from Gary Avenue to Meacham Road, to three lanes in each direction, with auxiliary lanes.
- The West Bypass, a new freeway along the west side of O'Hare Airport extending from I-294 to I-90, which is 3-4 lanes in each direction.
- New interchanges along the proposed freeways, providing connections between freeways and local roadways and updates to existing interchanges.

Alternative 402 includes:

- The Elgin O'Hare Extension, a new freeway extending from Meacham Road to O'Hare Airport's west entrance, which is 3-4 lanes in each direction.
- Widening the existing Elgin O'Hare expressway, from Gary Avenue to Meacham Road, to three lanes in each direction, with auxiliary lanes.

- The West Bypass (South Leg Only), a new freeway along the west side of O'Hare Airport extending from the Elgin O'Hare eastern Extension to I-294, which is 3-4 lanes in each direction.
- Widening Elmhurst Road to three lanes in each direction, from the Elgin O'Hare Extension north to I-90.
- New interchanges along the proposed freeways and updates to existing interchanges.

The Roadway alternatives have a package of supporting multi-modal improvements that are common to both:

- **Transit:** The transit proposal for the project includes 15 corridors with new or enhanced transit service (light rail, heavy or commuter rail, bus rapid transit, arterial rapid transit, express bus, local bus, or local circulator) and operational criteria. Upgrades to transportation centers and new transportation centers are also proposed to improve local and regional modal connections. The transit proposal was shaped through extensive stakeholder input and technical analyses, with the objective of improving modal opportunities and connections, and reducing dependence on automobile travel. Proposed transit improvement corridors and transportation centers are illustrated on Exhibit 11.
- **Bicycle/Pedestrian**: A bicycle and pedestrian improvement framework plan will be prepared and presented in the Tier One DEIS. Improvements would complement the roadway and transit system, with the objective of providing non-motorized connections to employment, activity centers, and recreational facilities. The framework will focus on filling the gaps in bicycle trail and pedestrian paths in order to provide better connections to transit stations, transportation centers, park and ride facilities, community activity centers, regional trail systems, and employment areas.
- **TSM and TDM**: Transportation system management (TSM) and transportation demand management (TDM) applications are other important features of proposed transportation improvements in the study area. TSM applications make transportation facilities function more effectively, work more reliably, and operate more safely. They encompass such improvements as modernized traffic signal control systems that adjust themselves to optimize traffic flow, freeway traffic flow management, incident detection and response, system surveillance, and traveler information services. Many of these TSM strategies are already in use in the study area. TDM strategies are designed to decrease vehicle demand on the roadway system by increasing vehicle occupancy or changing the attractiveness of competing modes. TDM activities currently applied in the study area include rideshare programs, employer activities, and public education programs. A general framework for enhancing TSM and TDM applications to optimize the overall efficiency of the transportation system will be prepared and presented in the Tier One DEIS.

TABLE 5

Finalist System Alternatives Impact Analysis

	GROUP 2		GROUP 4				GROUP 5
	202	203	401	402	403	404	501
TRAVEL PERFORMANCE - IMPROVE LOCAL AND REGIONAL TRAVEL							
PERCENT INCREASE IN REGIONAL TRAVEL EFFICIENCY IN STUDY AREA[1]	13%	11%	11%	6%	4%	5%	7%
PERCENT DECREASE IN CONGESTED VEHICLE MILES OF TRAVEL ON SECONDARY ROADWAYS (PM PEAK PERIOD)[2]	20%	20%	19%	19%	20%	17%	16%
PERCENT INCREASE IN NETWORK SPEEDS ON PRINCIPAL ARTERIALS (PM PEAK PERIOD)[3]	8%	4%	8%	7%	8%	10%	13%
PERCENT SAVINGS IN ANNUAL WORK DAYS PER EMPLOYEE (ACTUAL NUMBER OF DAYS SAVED)[4]	10% (1)	10% (1)	10% (1)	0%	0%	0%	10% (1)
TRAVEL PERFORMANCE - IMPROVE O'HARE WEST ACCESS							
SELECTED TRIP PAIR TRAVEL TIME SAVINGS FROM NORTHWEST STUDY AREA TO O'HARE WEST (PM PEAK PERIOD)[5]	39%	40%	31%	37%	36%	35%	37%
SELECTED TRIP PAIR TRAVEL TIME SAVINGS FROM WEST STUDY AREA TO O'HARE WEST (PM PEAK PERIOD)[5]	38%	39%	38%	40%	41%	41%	34%
TRAVEL PERFORMANCE - IMPROVE TRAVEL EFFICIENCY							
AREA WITH TRAVELTIME SAVINGS OF GREATER THAN 5 PERCENT IN STUDY AREA (PM PEAK PERIOD)[6]	59 SQ MI	52 SQ MI	50 SQ MI	50 SQ MI	54 SQ MI	48 SQ MI	49 SQ MI
PERCENT INCREASE IN AREA WITH TRAVEL WITHIN 5 MINUTES TO INTERSTATE (PM PEAK PERIOD)	22%	24%	22%	21%	21%	19%	21%
PERCENT INCREASE IN TRIPS WITHIN 5 MINUTES TO INTERSTATE (PM PEAK PERIOD)	44%	53%	42%	40%	42%	39%	39%
INITIAL COST							
INITIAL CONSTRUCTION COSTS[7]	$2.67B	$2.93B	$2.24B	$2.15B	$2.61B	$2.81B	$1.80B
INITIAL ROW COSTS[8]	$616.1M	$660.4M	$409.6M	$391.9M	$426.7M	$399.3M	$322.7M
INITIAL TOTAL COSTS	$3.3B	$3.6B	$2.6B	$2.5B	$3.0B	$3.2B	$2.1B
ENVIRONMENTAL IMPACTS							
ACRES OF WETLANDS IMPACTED[9]	27.1	28.0	26.9	26.5	27.5	26.1	25.9
ACRES OF WATERS IMPACTED[10]	3.2	6.6	2.7	4.0	2.7	6.3	2.8
AC-FT OF STORMWATER DETENTION[11]	192.0	203.0	184.9	178.8	216.2	166.8	55.8
ACRES OF 100 YR FLOODPLAINS IMPACTED[12]	29.1	24.6	29.1	24.6	29.1	17.6	28.7
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED[13]	6.7	9.1	6.7	6.5	13.4	13.4	12.5
NUMBER OF PARKS IMPACTED BY IMPROVEMENT[14]	4	5	5	3	7	6	8
NUMBER OF STATE-LISTED SPECIES POTENTIALLY IMPACTED[15]	0	0	0	0	4	4	4
NUMBER OF HISTORICAL SITES IMPACTED	0	0	0	0	0	0	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED[16]	25	28	23	21	28	32	29
SOCIOECONOMIC IMPACTS							
NUMBER OF COMMERCIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY FULLY DISPLACED BY IMPROVEMENT	45(50)	14(17)	16(12)	10(7)	16(15)	6(11)	10(8)
NUMBER OF INDUSTRIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY FULLY DISPLACED BY IMPROVEMENT	26(32)	23(21)	19(17)	19(17)	19(17)	10(7)	1(0)
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY FULLY DISPLACED BY IMPROVEMENT	32	20	23	18	133	130	133
TOTAL STRUCTURES POTENTIALLY FULLY DISPLACED	103	57	58	47	168	146	144
NUMBER OF POTENTIAL NOISE SENSITIVE AREAS[17]	37	36	33	31	52	54	53
LOST TAX REVENUE (2007)[18]	$5.5M	$3.9M	$3.3M	$2.8M	$3.4M	$2.0M	$1.5M
EMPLOYEES DISPLACED[19]	1360	1065	820	760	945	490	85
NUMBER OF CEMETERIES AND HISTORIC CEMETERIES IMPACTED BY IMPROVEMENT[20]	0	0	0	0	0	0	1
TOTAL NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES[21], HOSPITALS, SCHOOLS[22], FIRE/POLICE STATIONS[23])	2	1	1	1	4	4	4

TABLE 5
Finalist System Alternatives Impact Analysis

Table Notes[a]

[1] A relationship between miles traveled (VMT) and delay (VHD).

[2] Congestion defined as LOS D, E, or F.

[3] A relationship between miles traveled (VMT) and hours traveled (VHT).

[4] The Annual Productivity (workday/employee) = Daily Vehicle Hours of Delay * (Approximate Work Days per year) / (Total Work Hours in a day) * (Total Employment in the Study Area)
Work Days/Year = 250/yr Work Hours/Day = 8 hr/day Total Employment in Study Area = 680,500

[5] Time savings between two points comparing that System Alternative to Baseline performance.

[6] TAZ's (Traffic Analysis Zones) in the study area that would experience a > 5% improvement in travel time.

[7] Construction Costs reflect initial planning level estimate of representative Finalist Roadway System Alternative layouts, including engineering and 30% contingency (2009 $).

[8] ROW Cost reflect initial planning level estimate based on estimated footprint for Finalist Roadway System Alternative layouts, including 50% contingency (2009 $).

[9] All corridors impact 0.12 acre of Elgin-O'Hare Mitigation Sites. Corridors 202, 203, and 404 impact 0.04, 0.29, and 0.29 acre of mapped NWI wetland, respectively, and Corridors 403, 404, and 501 impacts 0.08 acre of mapped DuPage Regulatory wetland, both of which require field verification. Corridors 202, 203, 401, 402, 403, 404, 501 impact 0.02, 0.43, 0.02, 0.02, 0.02, 0.41, and 1.26 acres of wetlands, respectively, on OMP property, which are permitted to be filled.
Wetlands located adjacent to IL 83 south of Thorndale Ave may support State-listed species, may be considered High Quality Aquatic Resources (HQAR), and may require higher wetland compensation ratios.

[10] Corridor 202, 203, 401, 402, 403, 404 impacts 0.12, 0.49, 0.12, 0.12, 0.12, 0.31 acre of waters on OMP property, which are permitted to be filled.

[11] Stormwater Detention (AC-FT) = Volume of detention required based on planning level analysis of Finalist Roadway Sytem Alternative layouts.

[12] Notable Floodplain locations: corridor through Touhy Avenue Flood Control Reservoir. Notable Floodplain impact include those that would cause insurmountable design or permitting interference with a proposed alternative corridor. For Methodology, Assumptions and Approach refer to Drainage Methodology and Approach Tech Memo.

[13] Lands that are publicly owned (ie., parks, forest preserves, golf courses, nature preserves, etc.).

[14] Parks (inside footprint)
202 - Terrace Park, Hamilton Park, Park(Elk Grove Village), Bretman Park(OMP)
203 - Majewski Metro Park, Hamilton Park, Park(Elk Grove Village), Park in Industrial District(Elk Grove Village), Bretman Park(OMP)
401 - Hamilton Park, Park(Elk Grove Village), Bretman Park(OMP), Terrace Park, Kopp Park
402 - Hamilton Park, Park(Elk Grove Village), Bretman Park(OMP)
403- Addison Community Park East, Mohawk Park, Terrace Park, Hamilton Park, Park(Elk Grove Village), Bretman Park(OMP), Kopp Park
404 - Majewski Metro Park, Hamilton Park, Park(Elk Grove Village), Park in Industrial District(Elk Grove Village), Addison Community Park East, Mohawk Park
501 - Hamilton Park, Park(Elk Grove Village), Addison Community Park East, Mohawk Park, Terrace Park, Schuster Park, Bretman Park(OMP), Kopp Park

[15] Four state-listed plant species would be potentially impacted including the Dwarf Raspberry (*Rubus pubescens*), Sedge (*Carex bromoides*), Alkali Bulrush (*Bolboschoenus maritimus*), and Small Sundrops (*Oenothera perennis*). The Alkali Bulrush is proposed to be delisted in 2009 by the Illinois Endangered Species Protection Board.

[16] Data provided by ITARP. Includes sites previously surveyed, sites with high archaeological potential, and archaeological sites.

[17] Noise Sensitive Areas - cluster of noise receptors that have common attributes, excluding areas within the estimated footprint that will be displaced.

[18] Derived from Cook County and DuPage tax data.

[19] Number of employees assumes the median value of range provided by a data search.

[20] Corridor 501 impacts 0.26 acre of Edens Memorial Park Cemetery.

[21] St. Bede Episcopal Church Grace Gospel Fellowship and St. John Church are impacted by Corridors 403, 404 and 501.

[22] Medinah Intermediate School is impacted by all corridors.

[23] Elk Grove Village Fire Station #9 is impacted by Corridor 202.

[a]All System Alternatives with a south connection leg assume a representative South - Option D connection

TABLE 6

Scaled Ranking Impact Analysis Finalist System Alternatives [a]

	GROUP 2		GROUP 4				GROUP 5
	202	203	401	402	403	404	501
TRAVEL PERFORMANCE							
PERCENT INCREASE IN REGIONAL THROUGHPUT DUE TO TRAVEL EFFICIENCY IN STUDY AREA	1.0	2.3	2.3	5.7	7.0	6.3	5.0
PERCENT IMPROVEMENT IN CONGESTED VEHICLE MILES OF TRAVEL ON SECONDARY ROADWAYS (PM PEAK PERIOD)	1.0	1.0	2.5	2.5	1.0	5.5	7.0
PERCENT INCREASE IN NETWORK SPEEDS ON PRINCIPAL ARTERIALS (PM PEAK PERIOD)	4.3	7.0	4.3	5.0	4.3	3.0	1.0
PERCENT SAVINGS IN ANNUAL WORK DAYS PER EMPLOYEE	1.0	1.0	1.0	7.0	7.0	7.0	1.0
SELECTED TRIP PAIR TRAVEL TIME SAVINGS FROM NORTHWEST STUDY AREA TO O'HARE WEST (PM PEAK PERIOD)	1.7	1.0	7.0	3.0	3.7	4.3	3.0
SELECTED TRIP PAIR TRAVEL TIME SAVINGS FROM WEST STUDY AREA TO O'HARE WEST (PM PEAK PERIOD)	3.6	2.7	3.6	1.9	1.0	1.0	7.0
AREA WITH TRAVELTIME SAVINGS OF GREATER THAN 5 PERCENT IN STUDY AREA (PM PEAK PERIOD)	1.0	4.8	5.9	5.9	3.7	7.0	6.5
PERCENT INCREASE IN AREA WITH TRAVEL WITHIN 5 MINUTES TO INTERSTATE (PM PEAK PERIOD)	3.4	1.0	3.4	4.6	4.6	7.0	4.6
PERCENT INCREASE IN TRIPS WITHIN 5 MINUTES TO INTERSTATE (PM PEAK PERIOD)	4.9	1.0	5.7	6.6	5.7	7.0	7.0
SUBTOTAL - TRAVEL PERFORMANCE	21.8	21.9	35.8	42.1	38.0	48.2	42.1
INITIAL COST							
INITIAL TOTAL COSTS	5.8	7.0	3.0	2.6	4.6	5.4	1.0
SUBTOTAL - INITIAL COST	5.8	7.0	3.0	2.6	4.6	5.4	1.0
ENVIRONMENTAL IMPACTS							
ACRES OF WETLANDS IMPACTED	4.4	7.0	3.9	2.7	5.6	1.6	1.0
ACRES OF WATERS IMPACTED	1.9	7.0	1.0	3.0	1.0	6.6	1.1
AC-FT OF STORMWATER DETENTION	6.1	6.5	5.8	5.6	7.0	5.2	1.0
ACRES OF 100 YR FLOODPLAINS IMPACTED	7.0	4.7	7.0	4.7	7.0	1.0	6.8
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED	1.1	3.2	1.1	1.0	7.0	7.0	6.1
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	2.2	2.2	3.4	1.0	5.8	4.6	7.0
POTENTIAL NUMBER OF STATE-LISTED THREATENED/ENDANGERED SPECIES SITES IMPACTED	1.0	1.0	1.0	1.0	7.0	7.0	7.0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	3.2	4.8	2.1	1.0	4.8	7.0	5.4
SUBTOTAL - ENVIRONMENTAL IMPACTS	26.9	36.4	25.3	20.0	45.2	39.9	35.4
SOCIOECONOMIC IMPACTS							
TOTAL STRUCTURES POTENTIALLY FULLY DISPLACED	3.8	1.5	1.5	1.0	7.0	5.9	5.8
NUMBER OF POTENTIAL NOISE SENSITIVE AREAS	2.6	2.3	1.5	1.0	6.5	7.0	6.7
LOST TAX REVENUE (2007)	7.0	4.6	3.7	3.0	3.9	1.8	1.0
EMPLOYEES DISPLACED	7.0	5.6	4.5	4.2	5.0	2.9	1.0
NUMBER OF HISTORIC CEMETERIES IMPACTED BY IMPROVEMENT	1.0	1.0	1.0	1.0	1.0	1.0	7.0
TOTAL NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE/POLICE STATIONS)	3.0	1.0	1.0	1.0	7.0	7.0	7.0
SUBTOTAL - SOCIOECONOMIC IMPACTS	24.3	16.0	13.2	11.1	30.4	25.6	28.5
SCALED TOTAL	79	81	77	76	118	119	107

[a] In the scoring system, the score of 1 represents the best and the score of 7 represents the worst.

TABLE 9
Qualitative Comparative Analysis of Alternatives Performance

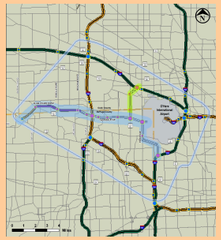
	System Alternative	Travel Performance	Design Issues	Initial Costs	Environmental Impacts	Socioeconomic Impacts
System Expansion Alternatives	 **202**	Comparable overall systemwide travel performance	No design viability issues identified	Lower initial costs ($3.3B)	Comparable potential impacts to regulated water resources, designated lands and archaeological resources Comparable amount of stormwater detention required	Substantially higher structure displacements (103 structures) Substantially higher business displacements (50 commercial and 32 industrial) Substantially higher lost tax revenue ($5.5M) Substantially higher employee displacements (1360 employees) Comparable impacts to community facilities Comparable impacts to noise sensitive areas
	 **203**	Comparable overall systemwide travel performance	No design viability issues identified	Higher initial costs ($3.6B)	Comparable potential impacts to regulated water resources, designated lands and archaeological resources Comparable amount of stormwater detention required	Lower structure displacements (57 structures) Lower business displacements (17 commercial and 21 industrial) Lower lost tax revenue ($3.9M) Lower employee displacements (1065 employees) Comparable impacts to community facilities Comparable impacts to noise sensitive areas
Combined System Improvements and Expansion	 **401**	Comparable overall systemwide travel performance	No design viability issues identified	Comparatively lower initial costs ($2.6B)	Comparatively low impacts to designated lands and parks (6.7ac; 5 parks impacted) Comparatively low impacts to archaeological sites (23 sites) Highest floodplain impacts (29.1 ac), and comparatively high stormwater detention required (184.9 ac-ft) No potential impacts to state listed species Comparable impacts to wetlands	Comparably low structure displacements (58 structures) Relatively high business displacements (12 commercial and 17 industrial) Comparatively high lost tax revenue ($3.3M) Comparatively high employee displacements (820 employees) Lowest impacts to community facilities (1 site) Comparatively low impacts to noise sensitive areas (33 areas)
	 **402**	Comparable overall systemwide travel performance	No design viability issues identified	Comparatively lower initial costs ($2.5B)	Lowest impacts to designated lands and parks (6.5ac; 3 parks impacted) Lowest impacts to archaeological sites (21 sites) Comparatively low floodplain impacts (24.6 ac), and comparatively high stormwater detention required (178.8 ac-ft) No potential impacts to state listed species Comparable impacts to wetlands	Lowest structure displacements (47 structures) Relatively lower business displacements (7 commercial and 17 industrial) Relatively lower lost tax revenue ($2.8M) Comparatively high employee displacements (760 employees) Lowest impacts to community facilities (1 site) Lowest impacts to noise sensitive areas (31 areas)

TABLE 9
Qualitative Comparative Analysis of Alternatives Performance

	System Alternative	Travel Performance	Design Issues	Initial Costs	Environmental Impacts	Socioeconomic Impacts
	 403	Comparable overall systemwide travel performance	No design viability issues identified	Comparatively high initial costs ($3.0B)	Highest impacts to designated lands and parks (13.4ac; 7 parks impacted) Comparatively high impacts to archaeological sites (28 sites) Highest impacts to floodplains (29.1 ac.) and stormwater detention required (216.2 ac-ft) Comparatively high impacts to state listed species (4 species) Comparable impacts to wetlands	Highest structure displacements (168 structures), including highest residential displacements (133 structures) Highest business displacements (15 commercial and 17 industrial) Highest lost tax revenue ($3.4M) Highest employee displacements (945 employees) Highest impacts to community facilities (4 sites) Highest impacts to noise sensitive areas (52 areas)
	 404	Comparable overall systemwide travel performance	Potential design viability issues related to system interchange at Elgin O'Hare/West Bypass north leg (two-level tunneling)	Highest initial costs ($3.2B, or up to 52% higher)	Comparatively high impacts to designated lands (13.4 ac, 6 parks impacted) Highest impacts to archaeological sites (32 sites) Lowest impacts to floodplains (17.6 ac), and comparatively high stormwater detention required (166.8 ac-ft) Comparatively high impacts to state listed species (4 species) Comparable potential impacts to wetlands	Relatively high structure displacements (146 structures), including high residential displacements (130 structures) Relatively low business displacements (11 commercial and 7 industrial) Relatively low lost tax revenue ($2.0M) Relatively low employee displacements (490 employees) Highest impacts to community facilities (4 sites) Highest impacts to noise sensitive areas (54 areas)
	 501	Comparable overall systemwide travel performance	Potential design viability issues related to freeway terminating at arterial	Lowest initial costs ($2.1B)	Comparatively high impacts to designated lands (12.5 ac, 8 parks impacted) Comparatively high impacts to archaeological sites (29 sites) Comparatively high impacts to floodplains (28.7 ac.), but lowest stormwater detention required (55.8 ac-ft) Comparatively high impacts to state listed species (4 species) Comparable impacts to wetlands	Relatively high structure displacements (144 structures), including highest residential displacements (133 structures) Lowest business displacements (8 commercial and 0 industrial) Lowest lost tax revenue ($1.5M) Lowest employee displacements (85 employees) Highest impacts to community facilities (4 sites) Highest impacts to noise sensitive areas (53 areas)

= **Drop from consideration**

TABLE 18		
Public Meeting #3 Comment Summary		
Bensenville Form Letters (197 total)		
197	Form letters from Bensenville	82 included additional comment on why prefer D
General Comments (75 total)		
1	Proclamation of Elk Grove Twp Dist 59	Support of 203 D
2	Emails	Sent to Beth Hibner support D
2	Comment Form	Add to ML
37	Comment Form	Support of 203 D
1	Letter	Village of Bensenville - south Connection D
1	Letter	Village of Itasca Police Department supports 203
5	Comment Form	No contact info
2	Comment Form	Noise impacts
6	Comment Form	Support of 203
2	Comment Form	Request for Info
2	Comment Form	Issues with Chicago/Mayor Daley
1	Comment Form	Project is an embarrassment
1	Comment Form	General support of the project
2	Comment Form	Options 203 or 402
1	Comment Form	Options 203 or 402 or 404
1	Comment Form	Specific property impact concern (701 Thorndale)
1	Comment Form	Option 203 or 404, south connection B
1	Comment Form	South Connection C
1	Comment Form	South Connection A
2	Comment Form	South Connection A with variations
2	Comment Form	South Connection D
4	Comment Form	Minimize Business Impacts
1	Comment Form	Impacts to Bensenville
1	Comment Form	Notify school districts re: tax losses
Form Letters Supporting Alternative 203 (36,666 total – 685 with extended comment)		
10	Form letters	Workers at Alexian Brothers
109	Form letters	"Friends of Old Chicago Pizza and Holiday Inn Elk Grove Village"
59	Form letters	State that they own/patronize/work at specific affected property
9	Form letters	State that they own/patronize/work at unnamed affected property
179	Form letters	Reference to impact to schools/school districts[1]
10	Form letters	Extend IL 53 North
42	Form letters	Don't understand what makes up full Alt 203
12	Form letters	Environmental/social issues - noise, pollution, etc.
19	Form letters	Traffic flow concerns
9	Form letters	Support other modes
11	Form letters	Why do anything/do nothing
13	Form letters	$ or timing issues
8	Form letters	Weigh impact v. benefits
10	Form letters	Fix existing roads instead
58	Form letters	Issues with Airport, OMP, Noise
61	Form letters	Concerns about impacts to business/industrial park
49	Form letters	Comments about Mayor Daley, Cook County, City of Chicago
3	Form letters	Comments about Obama
14	Form letters	Comments about politics in general
Schools/Districts names: Forest View Alternative School, Hersey HS, Elk Grove HS, Conant HS, Buffalo Grove HS, Prospect HS, Wheeling HS, Ridge Family Center for Learning, Rolling Meadows HS, District 214, District 59, District 57		

TABLE 20
Impact Analysis South Connection Options (West Bypass)

	A	B	C	D	E	F	G
DESIGN/TRAVEL PERFORMANCE							
DESCRIPTION OF ACCESS LOCATIONS	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE SOUTH TO MAJOR ARTERIALS VIA NEW RAMPS AT OBP/COUNTY LINE RD	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE SOUTH TO MINOR ARTERIALS VIA NEW RAMPS AT OBP/FRANKLIN AVE NEAR TAFT AVE	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE SOUTH TO MINOR ARTERIALS VIA NEW RAMPS AT OBP/FRANKLIN AVE NEAR TAFT AVE	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE SOUTH TO MINOR ARTERIALS VIA NEW RAMPS AT OBP/FRANKLIN AVE NEAR TAFT AVE	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE SOUTH TO MINOR ARTERIALS VIA NEW RAMPS AT OBP/FRANKLIN AVE NEAR TAFT AVE	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE DOES NOT PROVIDE ADDITIONAL LOCAL ACCESS SOUTH OF OBP/IL RT 19 INTERCHANGE	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE DOES NOT PROVIDE ADDITIONAL LOCAL ACCESS SOUTH OF OBP/IL RT 19 INTERCHANGE
DESIGN AND CONSTRUCTABILITY ISSUES	LEAST OVERALL IMPACTS (OF SOUTH OPTIONS) TO RAIL OPERATIONS	DISPLACES WESTERN PORTION OF BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP	DISPLACES WESTERN PORTION OF BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP	DISPLACES WESTERN PORTION OF BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP	DISPLACES WESTERN PORTION OF BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP	DISPLACES WESTERN PORTION OF BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP	CONFLICT WITH EXISTING RUNWAY OPERATIONS (FAA DESIGN CRITERIA NEAR EXISTING 4R/22L) DISPLACES WESTERN PORTION OF BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP
FREIGHT RAIL ISSUES	DISPLACES WESTERN PORTION OF BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP	DISPLACES MAJOR RAIL CUSTOMERS MINOR TRACK AND SIGNAL MODIFICATIONS REQUIRED	DISRUPTS UP RR OPERATIONS DURING CONSTRUCTION OF 3,500' BRIDGE OVER RAIL LINE, IMPAIRING OVERALL FREIGHT MOVEMENT IN	DISPLACES MAJOR RAIL CUSTOMERS; IMPAIRS ACCESS TO SPUR TRACKS	RENDERS BENSENVILLE YARD INOPERABLE DUE TO DIRECT IMPACTS TO HUMP YARD / CONTROL CENTER AND TWO CROSSING MAJOR IMPACTS TO REGIONAL FREIGHT TRAFFIC FLOW REDUCES INTERMODAL OPERATIONS AND DISPLACES MAJOR RAIL CUSTOMERS	SEVERELY REDUCES BENSENVILLE YARD CAPACITY DUE TO NUMEROUS TRACK AND SIGNAL MODIFICATIONS AT YARD CROSSINGS (THREE SOUTHBOUND RAMP OVER EAST SIDE OF BENSENVILLE YARD NOT CONSTRUCTIBLE DUE TO CONFLICTS WITH TRAIN TRAFFIC (12 PER HOUR) MAJOR IMPACTS TO REGIONAL FREIGHT TRAFFIC FLOW IMPACTS METRA SERVICE LINE OPERATIONS CONFLICTS WITH PLANNED BENSENVILLE YARD EXPANSION	SEVERELY REDUCES BENSENVILLE YARD CAPACITY DUE TO NUMEROUS TRACK AND SIGNAL MODIFICATIONS AT YARD CROSSINGS MAJOR IMPACTS TO REGIONAL FREIGHT TRAFFIC FLOW IMPACTS METRA SERVICE LINE OPERATIONS CONFLICTS WITH PLANNED BENSENVILLE YARD EXPANSION
FINANCIAL PERFORMANCE							
INITIAL CONSTRUCTION COSTS INITIAL TOTAL COSTS RANGE	$540M $560M-660M	$545M $660M-760M	$585M $660M-760M	$530M $610M-710M	$670M $750M-830M	$570M $690M-790M	$565M $690M-790M
ENVIRONMENTAL IMPACTS							
ACRES OF WETLANDS IMPACTED	0.1	0.2	0.2	0.3	0.2	1.1	0.5
ACRES OF WATERS IMPACTED	0.2	0.2	0.2	0.2	0.2	1.1	1.7
ACRES OF 100 YR FLOODPLAINS IMPACTED	1.5	1.5	2.6	2.6	3.2	20.9[a]	36.6[a]
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED	1.30[b]	0.26[b]	0.25[b]	0.25[b]	0.25[b]	0.0	0.0
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	2[b]	1[b]	1[b]	1[b]	1[b]	0	0
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED	0	0	0	0	0	0	0
NUMBER OF HISTORICAL SITES IMPACTED	0	0	0	0	0	0	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	1 previously studied archaeology site	1 previously studied archaeology site	1 previously studied archaeology site	1 previously studied archaeology site	1 previously studied archaeology site	4 previously studied archaeology sites	3 previously studied archaeology sites
SOCIOECONOMIC IMPACTS							
NUMBER OF COMMERCIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY DISPLACED BY IMPROVEMENT	0 (0)	3 (3)	4 (4)	8 (8)	1 (1)	2 (2)	2 (2)
NUMBER OF INDUSTRIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY DISPLACED BY IMPROVEMENT	26 (35)	12 (14)	13 (16)	14 (17)	23 (23)	13 (19)	11 (17)
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	7	0	0	0	0	0	41
TOTAL STRUCTURES POTENTIALLY DISPLACED	33	15	17	22	24	15	54
LOST TAX REVENUE (2007)	$1,715,000	$2,580,000	$1,705,000	$2,053,000	$2,082,000	$2,695,000	$2,615,000
LOST TAX REVENUE (2007)	$1,715,160	$2,579,790	$1,704,705	$2,053,150	$2,082,402	$2,694,770	$2,614,725
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT	0	0	0	0	0	1[c]	1[c]
TOTAL NUMBER OF COMMUNITY FACILTIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	0	0	0	0	0	1[d]	1[d]

[a]Reservoirs are not included in the impact calculations because they will not be impacted.

[b]Option A impacts 1.22 acre of Legends of Bensenville Golf Course (Bensenville Park District), Option B impacts 0.26 acre of Legends of Bensenville Golf Course, Options C, D and E impact 0.25 acre of Legends of Bensenville Golf Course; 0.08 acre of Edge Ice Arena (Bensenville Park District) is impacted by

[c]0.8 acre of a Eden Memorial Cemetery is impacted.

[d]0.25 acre of Saint Beatrice School (including buildings) is impacted.

TABLE 20

Impact Analysis North Connection Options (West Bypass)

	A	B	C	D	E
DESIGN/TRAVEL PERFORMANCE					
DESCRIPTION OF ACCESS LOCATIONS	DOES NOT ACCOMMODATE FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE NORTH AND SOUTH ONLY, VIA RAMPS AT OBP/DEVON/LUNT/ELMHURST	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE NORTH AND SOUTH ONLY, VIA NEW RAMPS AT OBP/DEVON/LUNT/ELMHURST	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE NORTH AND SOUTH VIA NEW RAMPS AT OBP/DEVON/PRATT/ELMHURST PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE EAST AND WEST VIA ADDITIONAL RAMPS AT I-90/ELMHURST	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE NORTH AND SOUTH VIA NEW RAMPS AT OBP/DEVON/PRATT/ELMHURST PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE EAST AND WEST VIA ADDITIONAL RAMPS AT I-90/ELMHURST	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE NORTH AND SOUTH ONLY VIA NEW RAMPS AT OBP/DEVON/PRATT/IL 72/ELMHURST
DESIGN AND CONSTRUCTABILITY ISSUES					
FREIGHT RAIL ISSUES	NO MAJOR ISUES IDENTIFIED; MINOR TRACK AND SIGNAL MODIFICATIONS WILL BE REQUIRED	NO MAJOR ISUES IDENTIFIED; MINOR TRACK AND SIGNAL MODIFICATIONS WILL BE REQUIRED	NO MAJOR ISUES IDENTIFIED; MINOR TRACK AND SIGNAL MODIFICATIONS WILL BE REQUIRED	NO MAJOR ISUES IDENTIFIED; MINOR TRACK AND SIGNAL MODIFICATIONS WILL BE REQUIRED	NO MAJOR ISUES IDENTIFIED; MINOR TRACK AND SIGNAL MODIFICATIONS WILL BE REQUIRED
FINANCIAL PERFORMANCE					
INITIAL CONSTRUCTION COSTS RANGE	$360M-450M	$390M-475M	$490M-600M	$480M-585M	$465M-570M
ENVIRONMENTAL IMPACTS					
ACRES OF WETLANDS IMPACTED	6.2	6.6	2.2	1.9	1.9
ACRES OF WATERS IMPACTED	0.0	0.1	2.6	4.2	3.1
ACRES OF 100 YR FLOODPLAINS IMPACTED	1.6	7.9	26.0	15.3[a]	12.2[a]
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED	0.0	0.0	0.33[b]	2.0[b]	2.0[b]
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	0	0	1[b]	1[b]	1[b]
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED	0	0	0	0	0
NUMBER OF HISTORICAL SITES IMPACTED	0	0	0	0	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	4 previously studied archaeology sites	4 previously studied archaeology sites	4 previously studied archaeology sites	5 previously studied archaeology sites	5 previously studied archaeology sites
SOCIOECONOMIC IMPACTS					
NUMBER OF COMMERCIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY DISPLACED BY IMPROVEMENT	21 (32)	30 (44)	14 (22)	4 (10)	4 (10)
NUMBER OF INDUSTRIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY DISPLACED BY IMPROVEMENT	8 (32)	9 (33)	8 (32)	4 (4)	4 (4)
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	3	3	0	0	0
TOTAL STRUCTURES POTENTIALLY DISPLACED	32	42	22	8	8
LOST TAX REVENUE (2007)	$2,147,000	$2,452,000	$2,137,000	$1,771,000	$1,743,000
NUMBER OF EMPLOYEES	712	803	611	246	246
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT	0	0	0	0	0
TOTAL NUMBER OF COMMUNITY FACILTIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	1[c]	1[c]	1[c]	1[c]	1[c]

[a]Reservoirs are not included in the impact calculations because they will not be impacted.

[b]0.33 acre of Majewski Metro Park (Des Plaines Park District) is impacted by Options C, D and E; 1.63 acres of an Elk Grove Park District facility is impacted by Options D and E.

[c]Higgins School is displaced by Options A and B; 0.14 acre of Higgins School is impacted by Option C; Moderate impacts to Higgins School (<100 sq.ft) by Options D and E (86 sq. ft.).

TABLE 20
Impact Analysis North Connection Options (IL 83 Bypass)

	A	B
DESIGN/TRAVEL PERFORMANCE		
DESCRIPTION OF ACCESS LOCATIONS	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM WEST, EAST, AND SOUTH VIA NEW RAMPS AT I-90/ELMHURST/BUSSE, AND IL 83 FREEWAY/OAKTON/BUSSE	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM WEST, EAST, AND SOUTH VIA NEW RAMPS AT I-90/ELMHURST/BUSSE, AND IL 83 FREEWAY/OAKTON/BUSSE
DESIGN AND CONSTRUCTABILITY ISSUES		
FREIGHT RAIL ISSUES	NO MAJOR ISUES IDENTIFIED; MINOR TRACK AND SIGNAL MODIFICATIONS WILL BE REQUIRED	NO MAJOR ISUES IDENTIFIED; MINOR TRACK AND SIGNAL MODIFICATIONS WILL BE REQUIRED
FINANCIAL PERFORMANCE		
INITIAL CONSTRUCTION COSTS RANGE	$430M-525M	$390M-475M
ACRES OF WETLANDS IMPACTED	1.0	1.7
ACRES OF WATERS IMPACTED	0.6	0.8
ACRES OF 100 YR FLOODPLAINS IMPACTED	6.3	12.8
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED	0.33[a]	0.33[a]
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	1[a]	1[a]
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED	0	0
NUMBER OF HISTORICAL SITES IMPACTED	0	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	4 previously studied archaeology sites	4 previously studied archaeology sites
SOCIOECONOMIC IMPACTS		
NUMBER OF COMMERCIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY DISPLACED BY IMPROVEMENT	29 (33)	32 (44)
NUMBER OF INDUSTRIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY DISPLACED BY IMPROVEMENT	8 (14)	5 (14)
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	14	14
TOTAL STRUCTURES POTENTIALLY DISPLACED	51	51
LOST TAX REVENUE (2007)	$4,152,000	$3,879,000
NUMBER OF EMPLOYEES	980	690
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT	0	0
TOTAL NUMBER OF COMMUNITY FACILTIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	1[b]	1[b]

[a]Options A and B impact 0.33 acre of Terrace Park (Bensenville Park District).

[b]Impacts 0.01 acre of Elk Grove Village Fire Station

TABLE 21
Impact Analysis South Connection Options

	A	B	C	D
DESIGN FEASIBILITY				
DESCRIPTION OF ACCESS LOCATIONS	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES DIRECT LOCAL ACCESS TO AND FROM THE SOUTH TO MAJOR ARTERIALS VIA NEW RAMPS TO COUNTY LINE RD	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES DIRECT LOCAL ACCESS TO AND FROM THE SOUTH TO MINOR ARTERIALS VIA NEW RAMPS AT FRANKLIN AVE NEAR TAFT AVE	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES DIRECT LOCAL ACCESS TO AMD FROM THE SOUTH TO MINOR ARTERIALS VIA NEW RAMPS AT FRANKLIN AVE NEAR TAFT AVE	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES DIRECT LOCAL ACCESS TO AND FROM THE SOUTH TO MINOR ARTERIALS VIA NEW RAMPS AT FRANKLIN AVE NEAR TAFT AVE
CONSTRUCTABILITY ISSUES	POTENTIAL CONSTRUCTABILITY ISSUES (INCLUDING TEMPORARY PROPERTY IMPACTS AND ACCESSIBILITY ISSUES) ASSOCIATED WITH CONSTRUCTION OF NB I-294 RAMP TO WB WEST BYPASS AT GRAND AVE.	POTENTIAL CONSTRUCTABILITY ISSUES (INCLUDING TEMPORARY PROPERTY IMPACTS AND ACCESSIBILITY ISSUES ON FRANKLIN AVENUE) ASSOCIATED WITH CONSTRUCTION OF EB/WB WEST BYPASS RAMPS TO I-294 OVER FRANKLIN AVENUE.	SEVERELY CONSTRAINED CONSTRUCTION PERIODS ALONG UP RAIL CORRIDOR DUE TO NEED TO MAINTAIN CURRENT LEVEL OF FREIGHT RAIL OPERATIONS. SEVERELY CONSTRAINED AREA FOR CONSTRUCTION ACCESS AND FORMWORK DUE TO RAIL AND BUILDING OFFSETS. CONSTRUCTION STAGING WOULD RESULT IN EXTENDED DURATION OF CONSTRUCTION AND INCREASED COSTS. CONSTRUCTION STAGING IN VERTICAL SECTIONS RATHER IN HORIZONTAL SECTIONS WILL EXTEND CONSTRUCTION DURATION DUE TO CONSTRUCTION REMOBILIZATION ISSUES.	NO MAJOR CONSTRUCTABILITY ISSUED IDENTIFIED
FREIGHT RAIL ISSUES	DISPLACES A PORTION OF THE WESTERN SECTION OF THE BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP LEAST OVERALL IMPACTS (OF SOUTH OPTIONS) TO RAIL OPERATIONS	DISPLACES A PORTION OF THE WESTERN SECTION OF THE BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP MINOR TRACK AND SIGNAL MODIFICATIONS REQUIRED DISPLACES MAJOR RAIL CUSTOMERS WEST OF UP RR	DISPLACES A PORTION OF THE WESTERN SECTION OF THE BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP THE UP RR REQUIRES UNINTERRUPTED SERVICE OF THE MAINLINE TRACK, A SHOEFLY DURING CONSTRUCTION WOULD BE UNACCEPTABLE. NO IMPACT ON THE NUMBER OF TRAINS PER DAY (50) OR SPEED WOULD BE TOLERATED. THEREFORE, CONSTRUCTION WOULD BE LIMITED TO LESS THAN 4 HOURS PER DAY FOR AERIAL WORK NEAR OR OVER THE RR. THUS, CONSTRUCTION WOULD BE LENGTHY AND COSTS WOULD BE SIGNIFICANTLY INCREASED. REQUIRES EXTENSIVE SPUR TRACK MODIFICATIONS TO PROVIDE CONTINUED SERVICE TO RR CUSTOMERS	DISPLACES A PORTION OF THE WESTERN SECTION OF THE BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP IMPAIRS ACCESS TO SPUR TRACKS EAST OF UPRR DISPLACES RAIL CUSTOMERS EAST OF UP RR
FINANCIAL PERFORMANCE				
INITIAL CONSTRUCTION COSTS[A]	$540M	$545M	$585M	$530M
INITIAL ROW COSTS[B]	$95.1M	$259.4M	$164.4M	$161.7M
INITIAL TOTAL COSTS	$635.1M	$804.4M	$749.4M	$691.7M

TABLE 21
Impact Analysis South Connection Options

	A	B	C	D
ENVIRONMENTAL IMPACTS				
ACRES OF WETLANDS IMPACTED	0.1	0.2	0.2	0.3
ACRES OF WATERS IMPACTED	0.2	0.2	0.2	0.2
ACRES OF 100 YR FLOODPLAINS IMPACTED[C]	1.5	1.5	2.6	2.6
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTEDD	1.2	0.3	0.3	0.3
NUMBER OF PARKS IMPACTED BY IMPROVEMENT[E]	0	0	0	0
POTENTIAL NUMBER OF ENDANGERED SPECIES SITES IMPACT	0	0	0	0
NUMBER OF HISTORICAL SITES IMPACTED	0	0	0	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED[F]	1	1	1	1
SOCIOECONOMIC IMPACTS				
NUMBER OF COMMERCIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY DISPLACED BY IMPROVEMENT	0 (0)	6 (3)	5 (4)	8 (6)
NUMBER OF INDUSTRIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY DISPLACED BY IMPROVEMENT	21 (34)	17 (13)	16 (14)	15 (13)
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	7	0	0	0
TOTAL STRUCTURES POTENTIALLY DISPLACED	28	23	21	23
NUMBER OF POTENTIAL NOISE SENSITIVE AREASG	4	1	1	1
LOST TAX REVENUE (2007)[H]	$1.7M	$4.0M	$2.7M	$2.0M
NUMBER OF EMPLOYEES DISPLACED[I]	615	1,285	705	710
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT	0	0	0	0
TOTAL NUMBER OF COMMUNITY FACILTIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	0	0	0	0

[A]Construction Costs reflect initial planning level estimate of representative layouts for South Connection Corridor Options, including engineering and 30% contingency (2009 $).

[B]ROW Costs reflect initial planning level estimate based on estimated footprint for South Connection Corridor Option layouts, including 50% contingency (2009 $).

[C]Reservoirs are not included in the impact calculations because they will not be impacted.

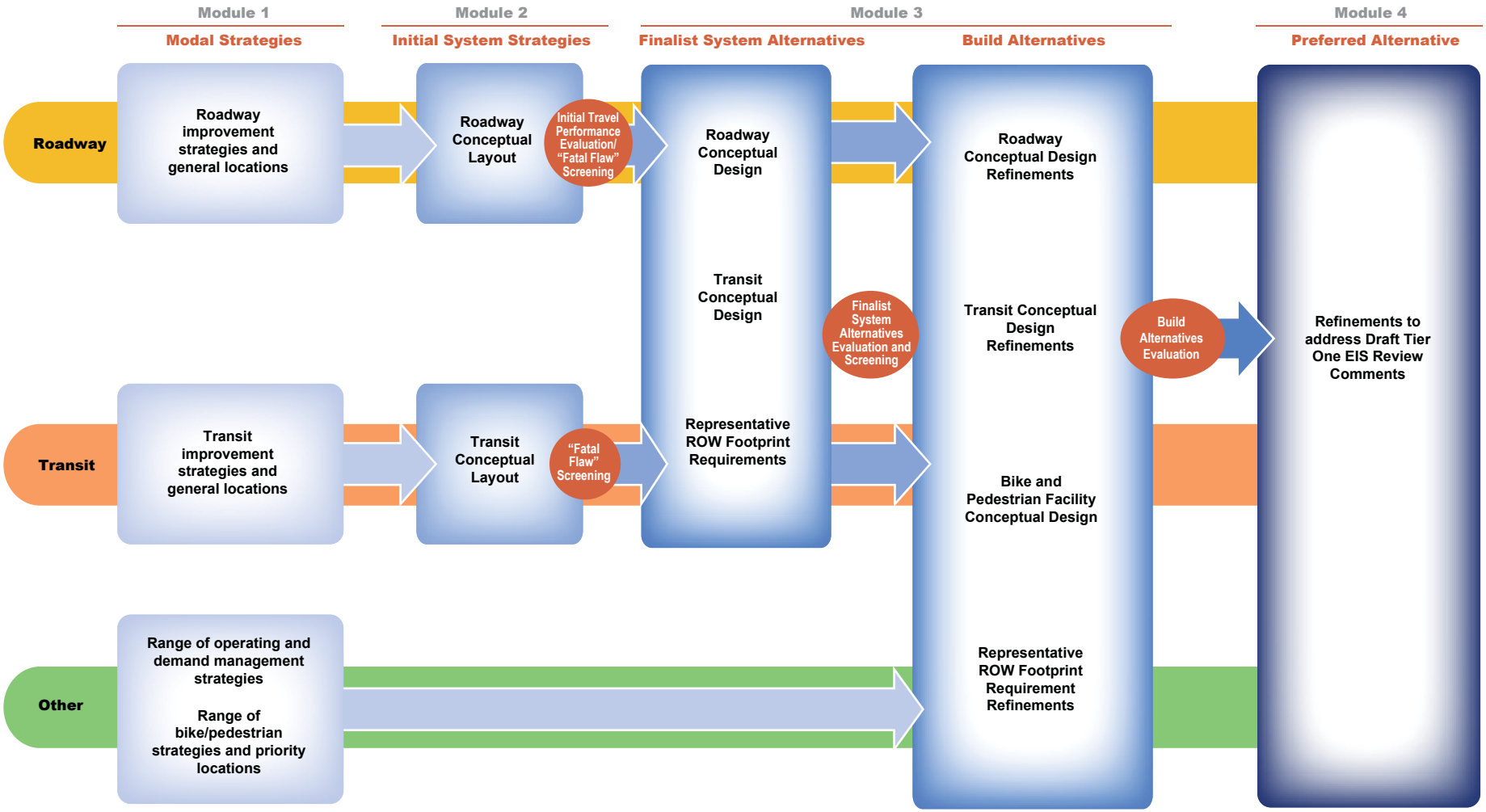
[D]Lands that are publicly owned (ie., forest preserves, nature preserves, etc.).

[E]Options A and B impact 1.22 and 0.26 acre of Legends of Bensenville Golf Course respectively; Options C and D impact 0.25 acre of Legends of Bensenville Golf Course.

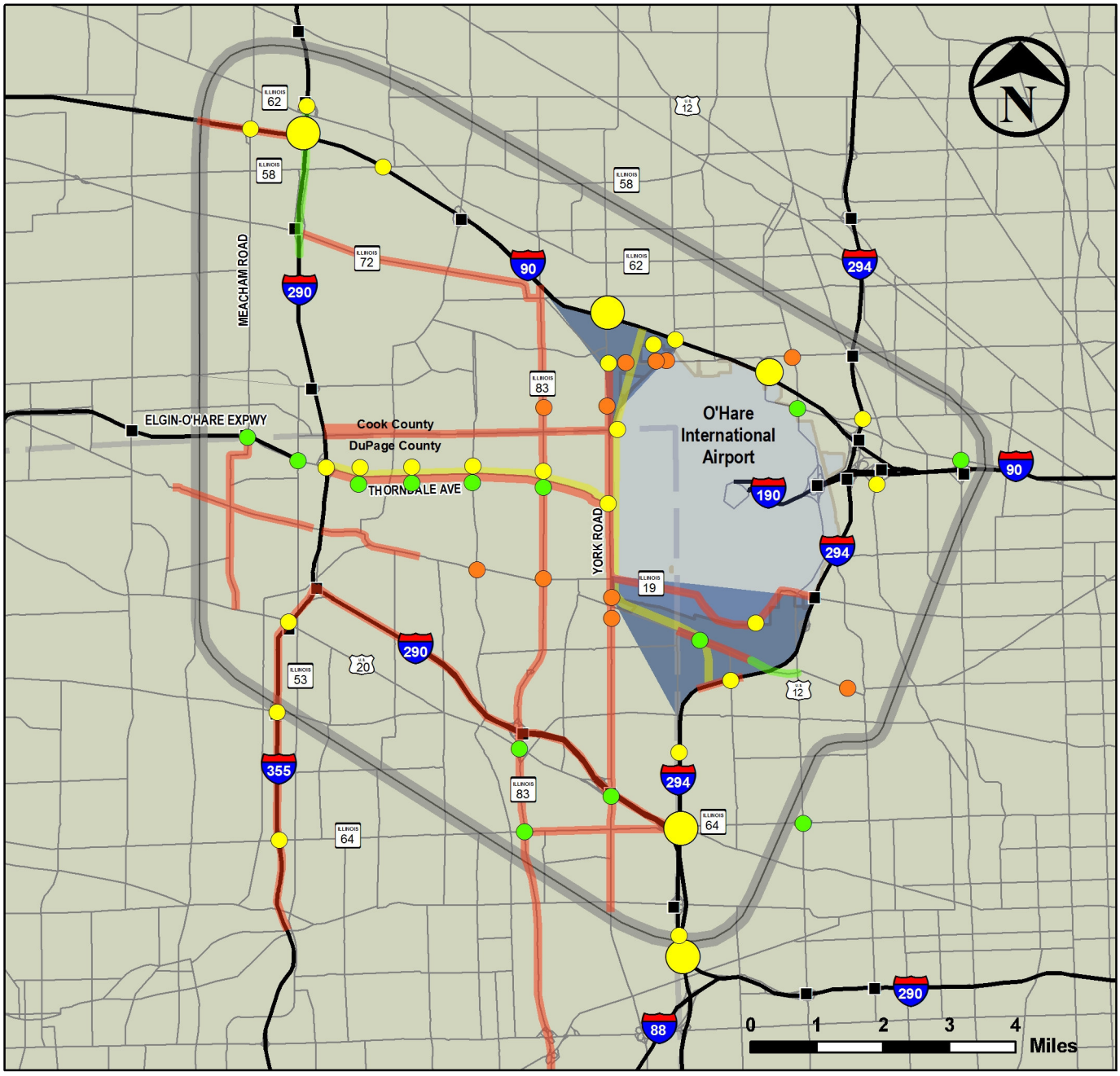
[F]Data provided by ITARP. Includes sites previously surveyed, sites with high archaeological potential, and archaeological sites.
[G]Noise sensitive areas exclude areas within the estimated footprint that will be displaced.

[H]Derived from Cook County and DuPage tax data.

[I]Number of employees assumed the median value of range provided by a data search.



Elgin O'Hare–West Bypass
Alternatives Development Modules
Exhibit 1



Legend

Roadway Improvements

- Widening/Arterial Improvement
- New Roadway Corridor
- Truck Access Improvement
- Grade Separation
- Interchange
- Intersection

- Existing Interchange
- Study Area
- County Boundary
- Interstate - Freeway/Tollway
- Arterial Routes

Elgin O'Hare - West Bypass
Stakeholder Workshop Results - Roadway Strategies

Exhibit 2

Initial Roadway Strategies

EXISTING | **EXPANSION** | **COMBINATIONS**

Group 1

Arterial Improvement

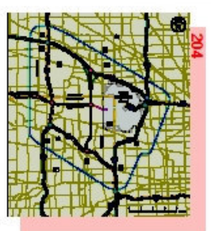


Group 2

Elgin-O'Hare with Bypass



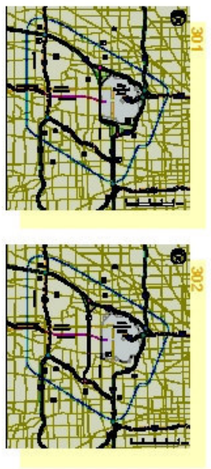






Group 3

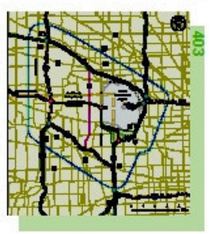
Bypass with Thorndale Ave. Improvements



Group 4

Elgin-O'Hare with Partial Bypass

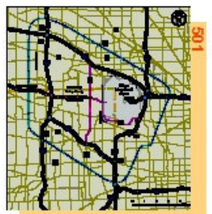






Group 5

Elgin-O'Hare with Arterial Improvements



Group 6

Existing Expressway Improvements with Arterial Improvements

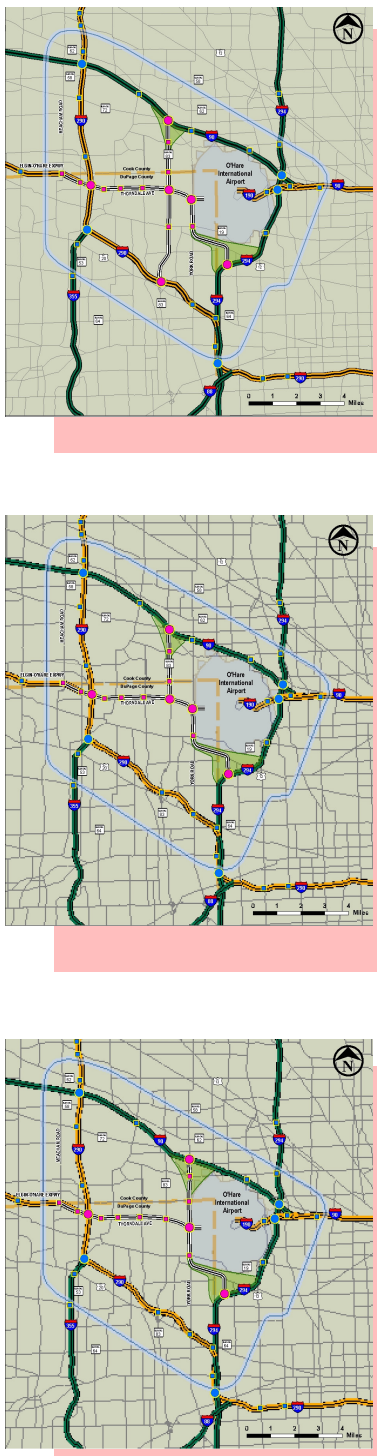


The Final 10 System Alternatives

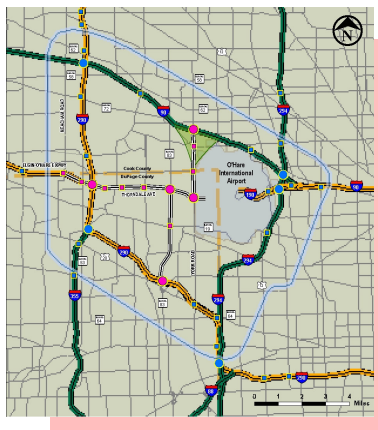
EXPANSION | **COMBINATIONS**

Group 2

Elgin-O'Hare with Bypass

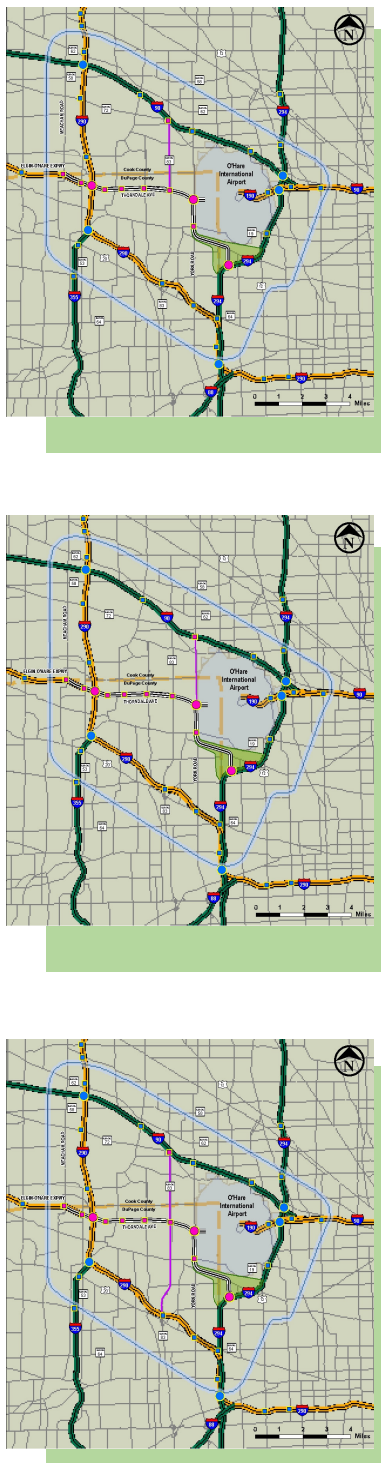


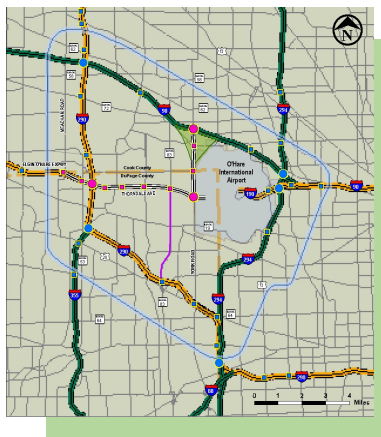




Group 4

Elgin-O'Hare with Partial Bypass



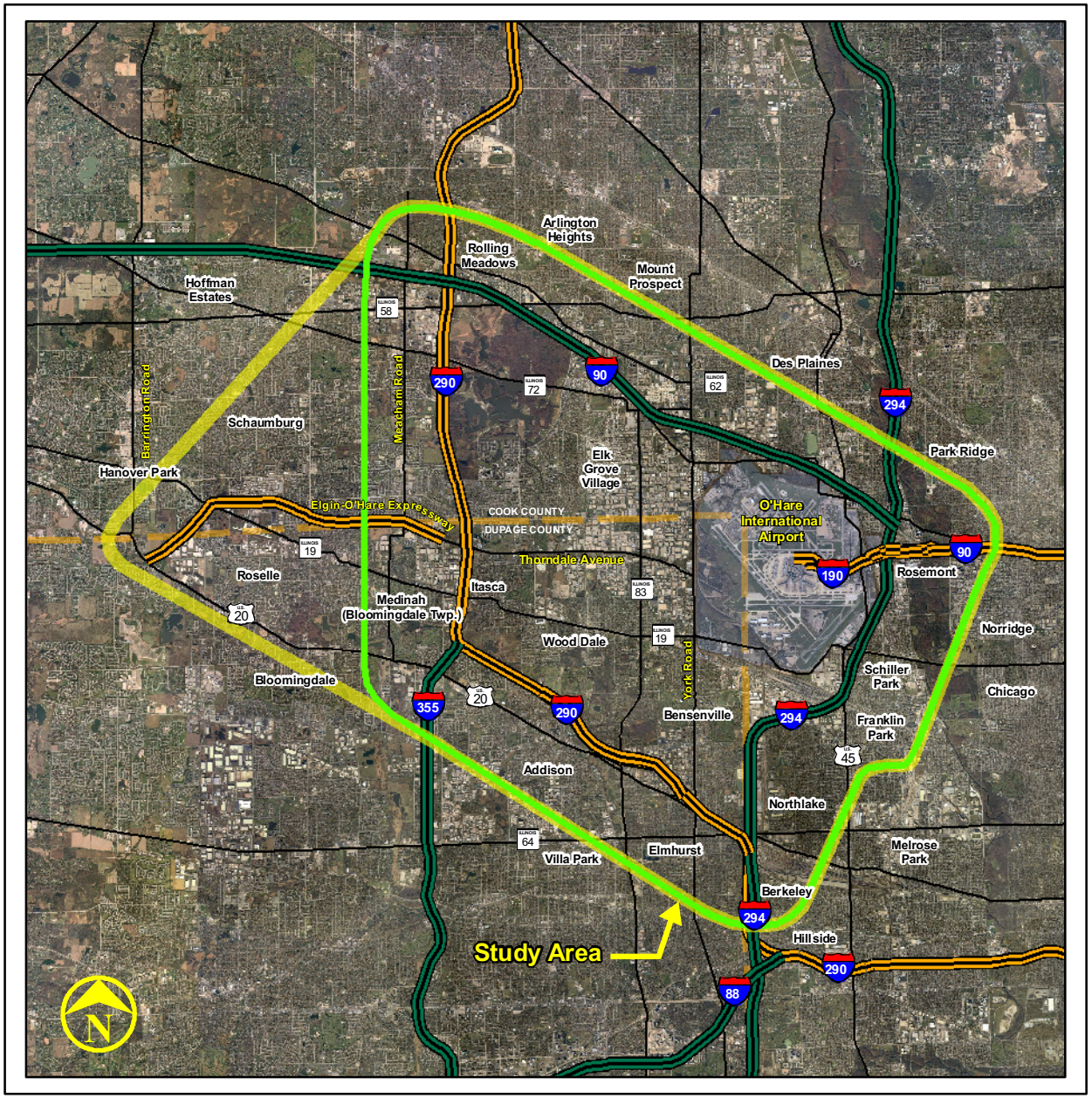


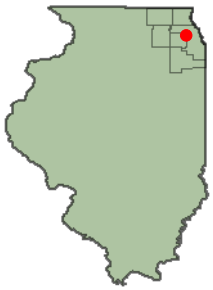
Group 5

Elgin-O'Hare with Arterial Improvements



Exhibit 4





0 1 2 3 Miles

Original Study Area

Revised Study Area

Elgin O'Hare - West Bypass
Original and Revised Study Area Map
Exhibit 5

ELGIN O'HARE WEST BYPASS
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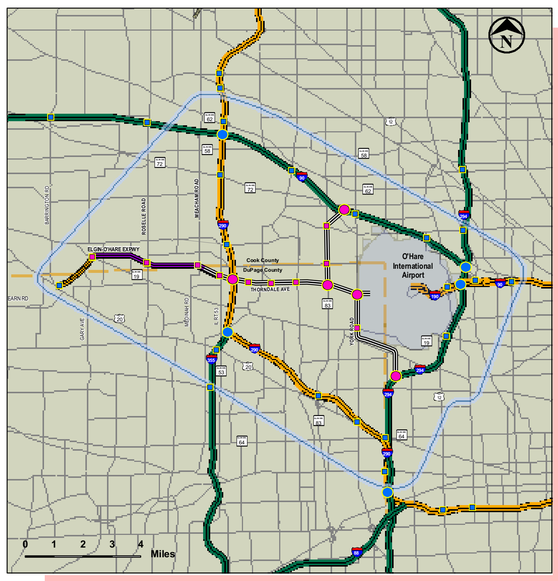
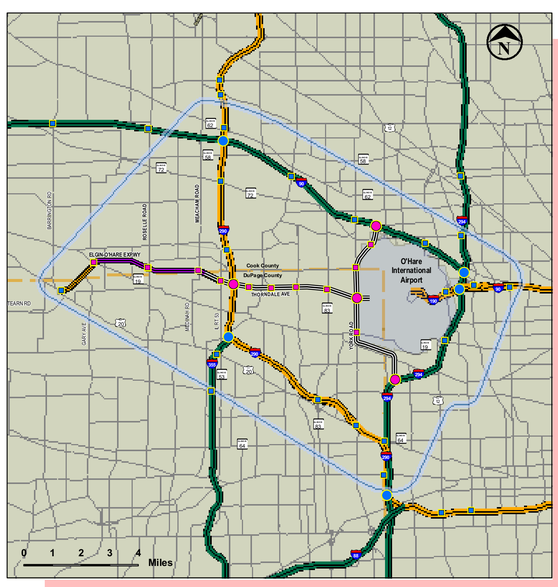
Finalist System Alternatives

EXPANSION | **COMBINATIONS**

Group 2

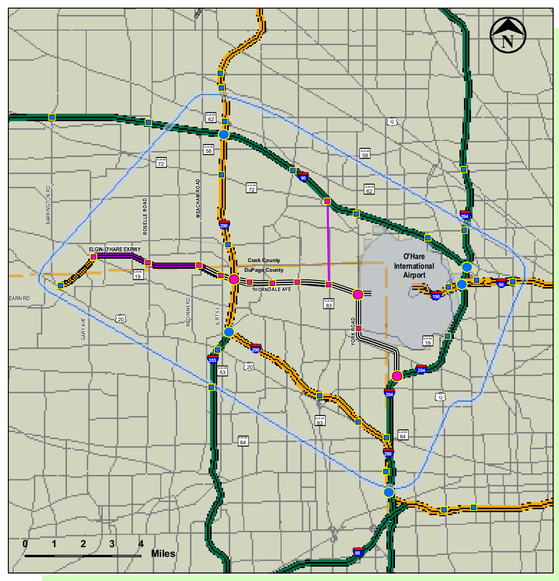
Elgin-O'Hare with Bypass

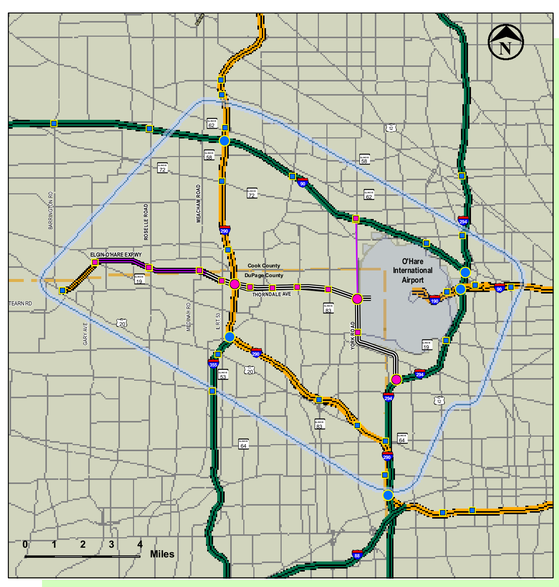


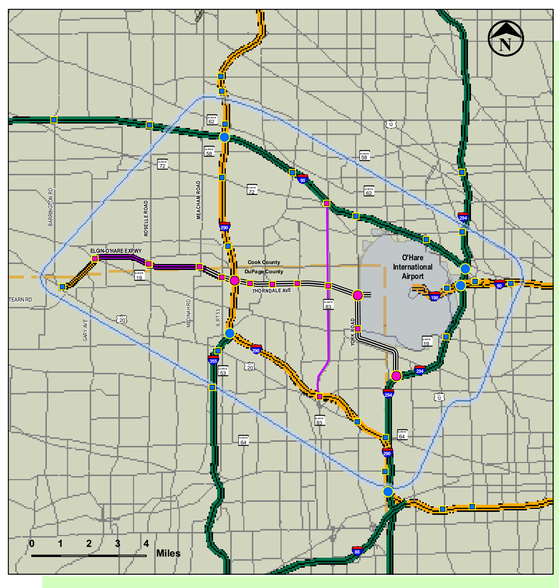


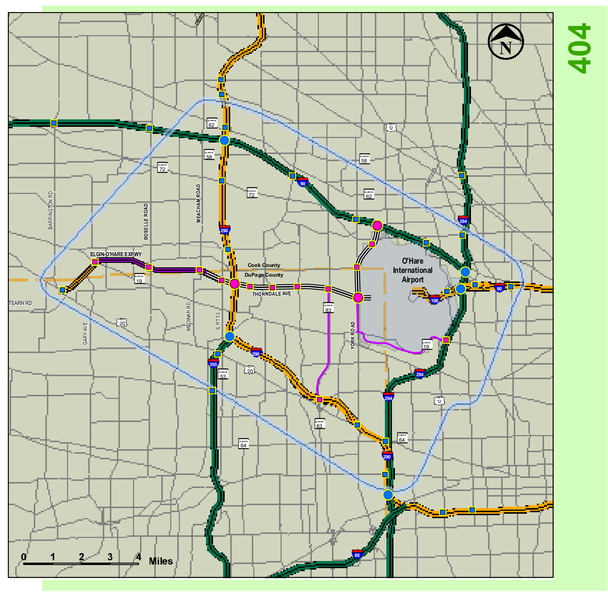
Group 4

Elgin-O'Hare with Partial Bypass









Group 5

Elgin-O'Hare with Arterial Improvements

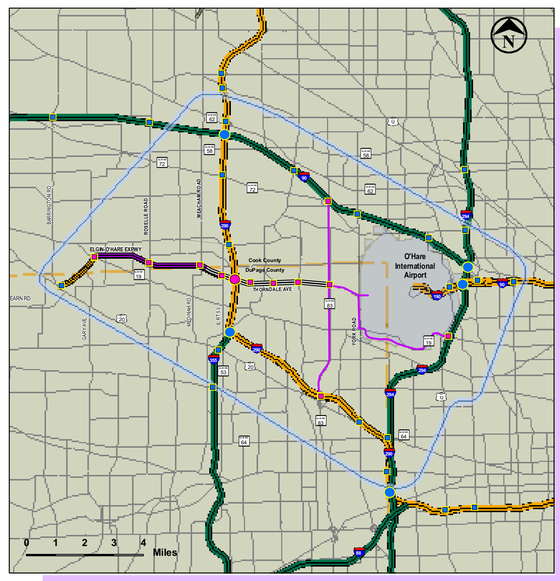
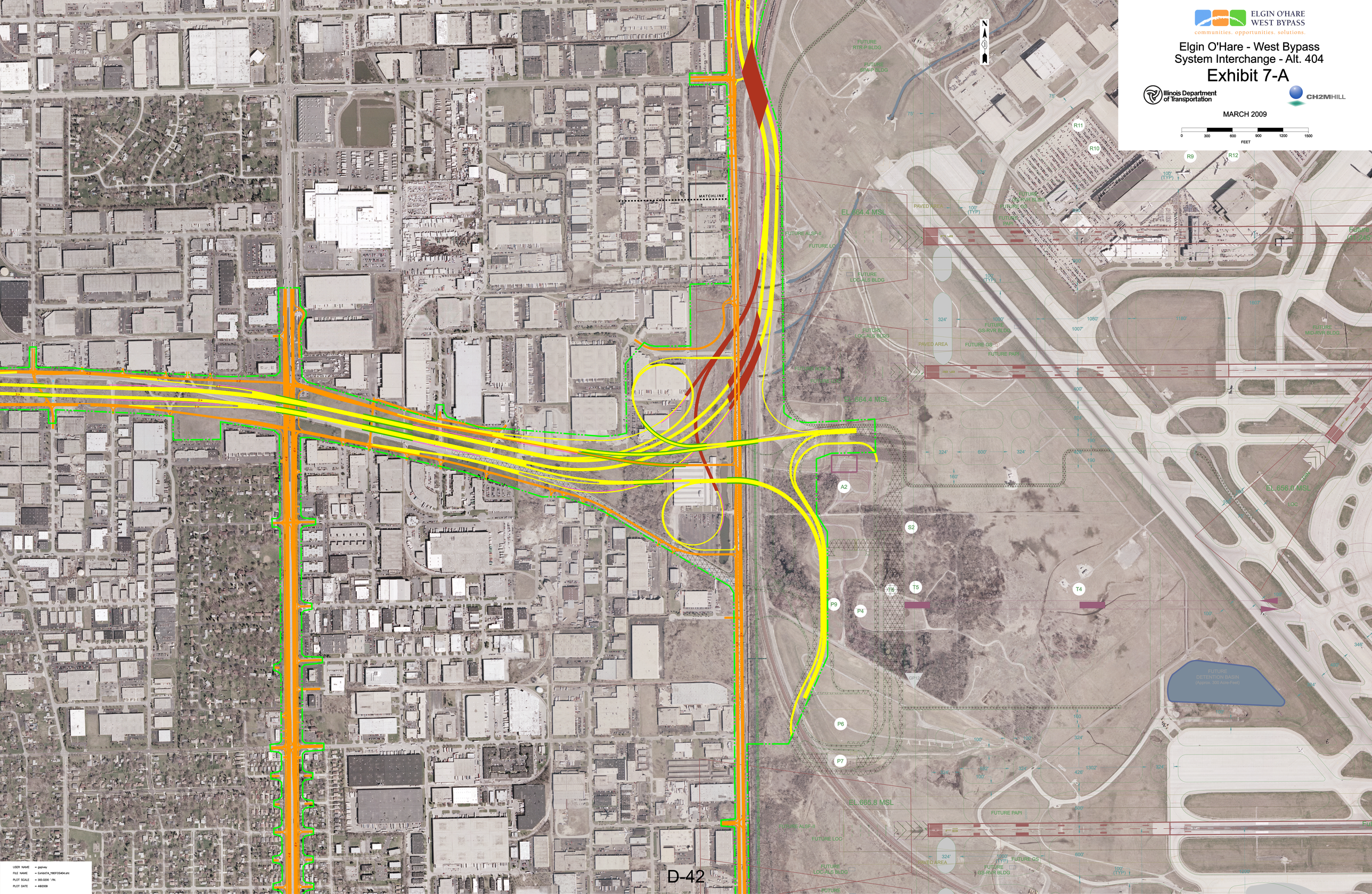


Exhibit 6


ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.
Elgin O'Hare - West Bypass
System Interchange - Alt. 404
Exhibit 7-A
Illinois Department of Transportation
CH2MHILL
MARCH 2009
0 300 600 900 1200 1500
FEET
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MATCHLINE
EL 664.4 MSL
EL 665.8 MSL
EL 656.0 MSL
FUTURE DETENTION BASIN
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A2
S2
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P9
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P7
R9
R10
R11
R12
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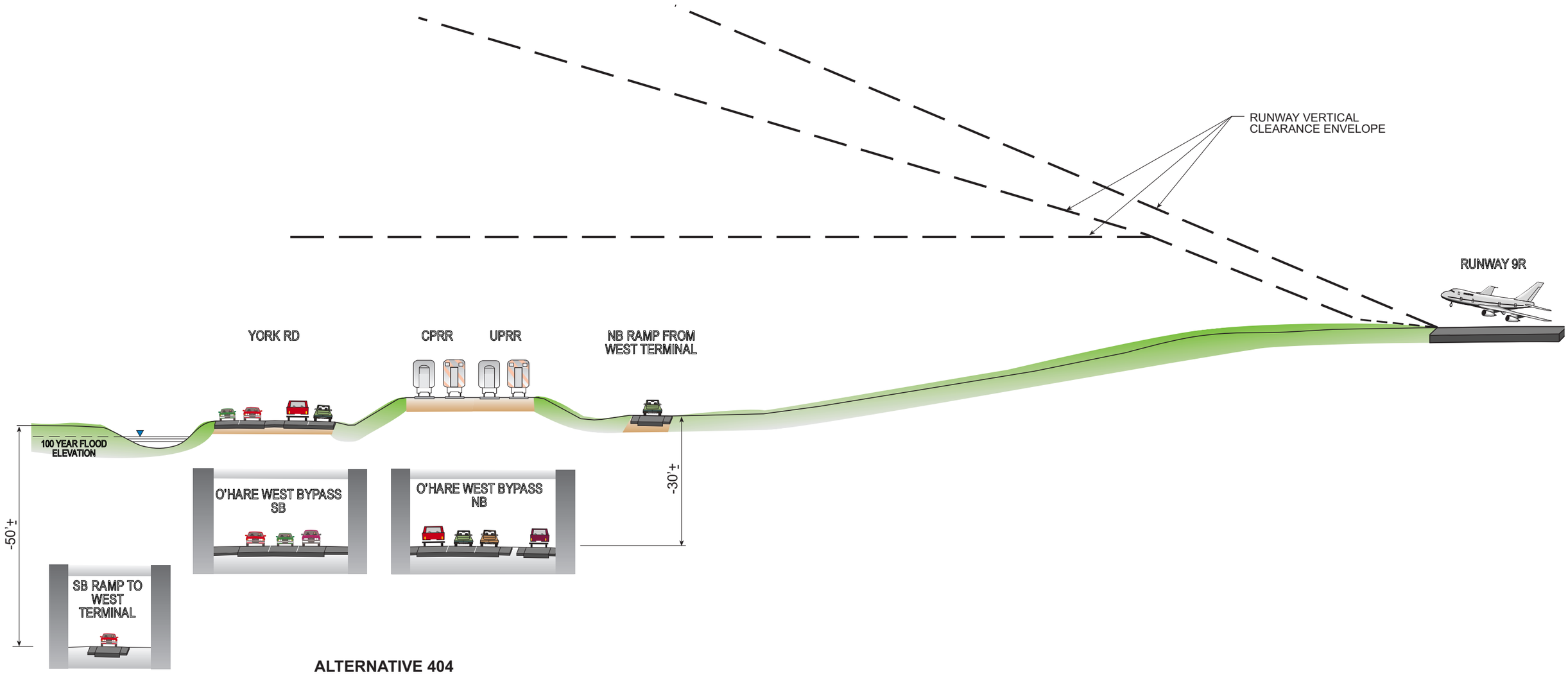

ALTERNATIVE 404

NOTE - Conceptual cross sections are representative in nature and not intended to show ultimate tunnel designs. Landscaping, noise barriers and other roadside features will be selected at a later date.

Exhibit 7-B
Conceptual Cross Section of Elgin O'Hare/West Bypass System Interchange Near Future Runway 9R

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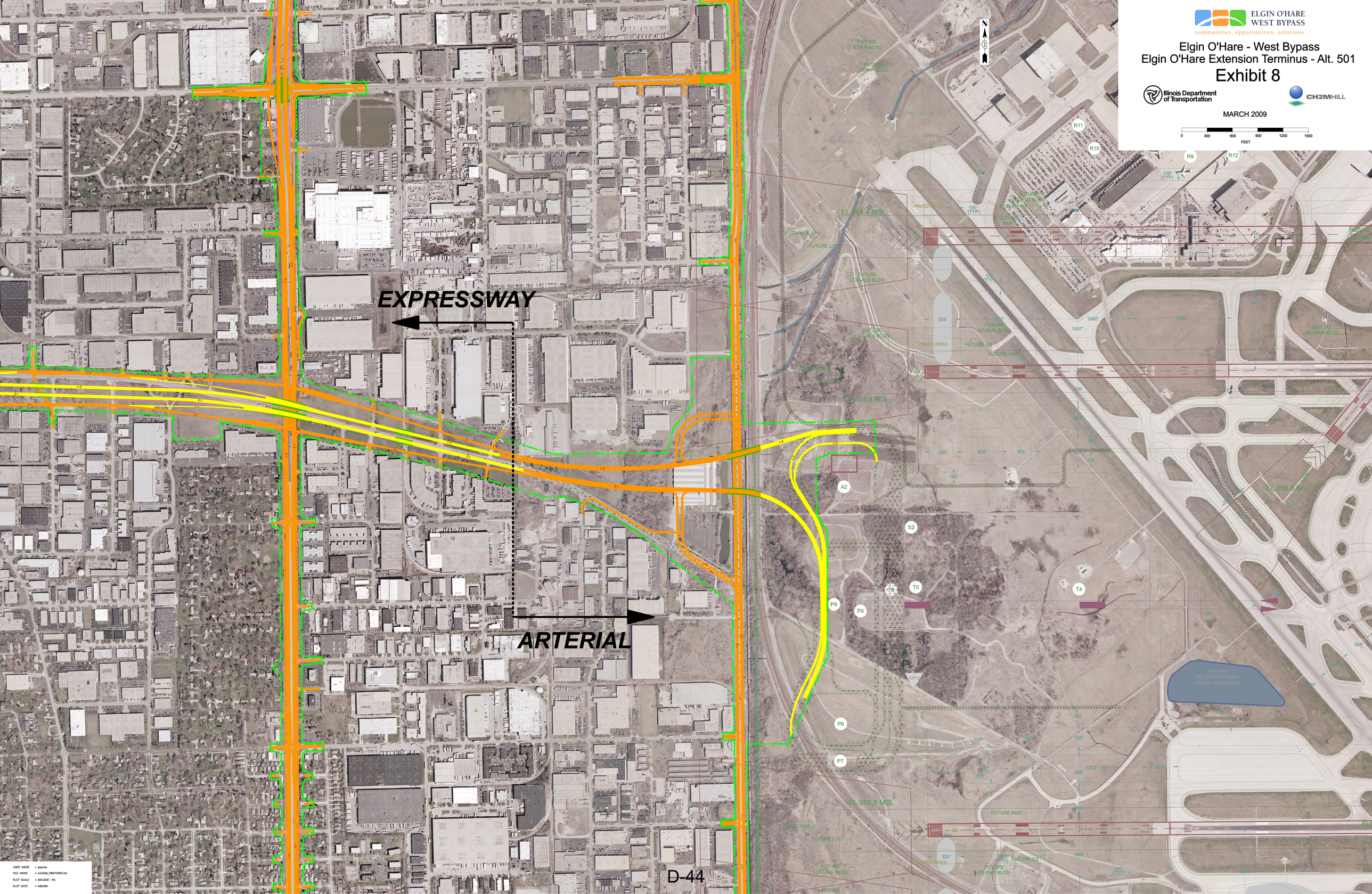
ELGIN O'HARE WEST BYPASS
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Elgin O'Hare - West Bypass
Elgin O'Hare Extension Terminus - Alt. 501
Exhibit 8
Illinois Department of Transportation
CH2MHILL
MARCH 2009
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EXPRESSWAY
ARTERIAL
EL 664.4 MSL
EL 665.8 MSL
EL 656.0 MSL
FUTURE DETENTION BASIN
FUTURE PAPI
FUTURE LOC
FUTURE LOC-ALS BLDG
FUTURE GS-RVR BLDG
PAVED AREA
A2
S2
T5
T4
P9
P4
P6
P7
R9
R10
R11
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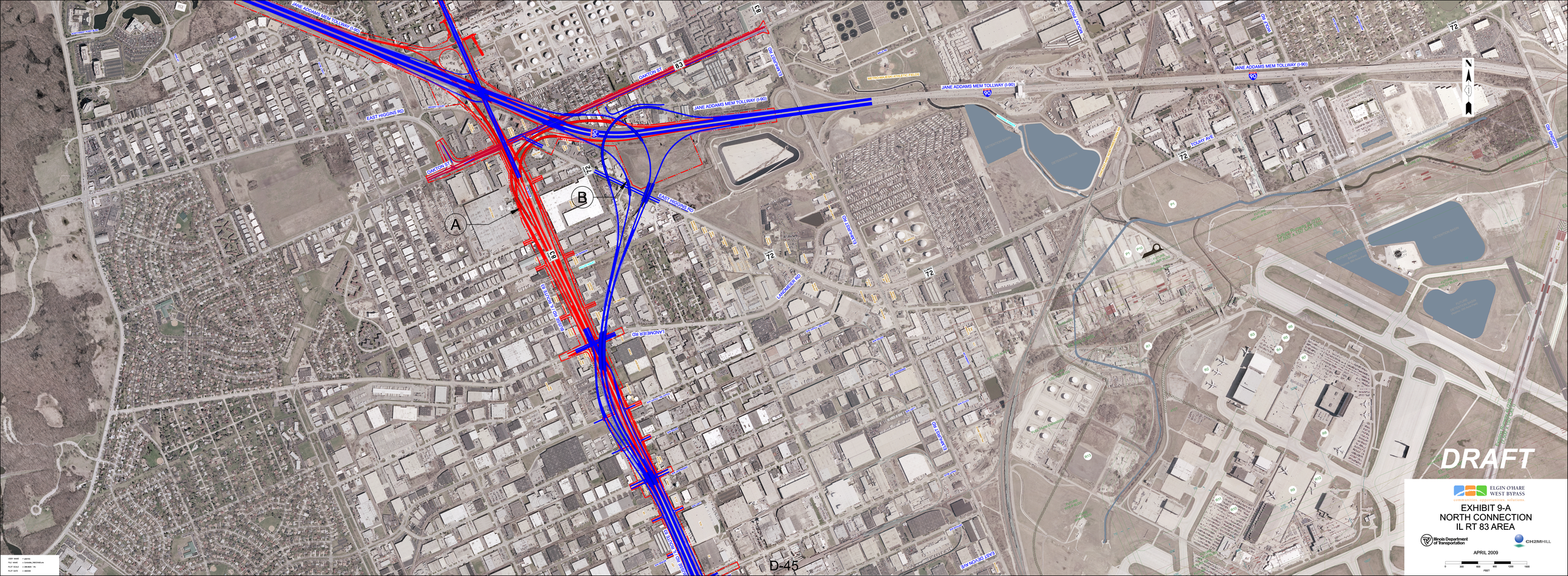


EXHIBIT 9-A
NORTH CONNECTION
IL RT 83 AREA

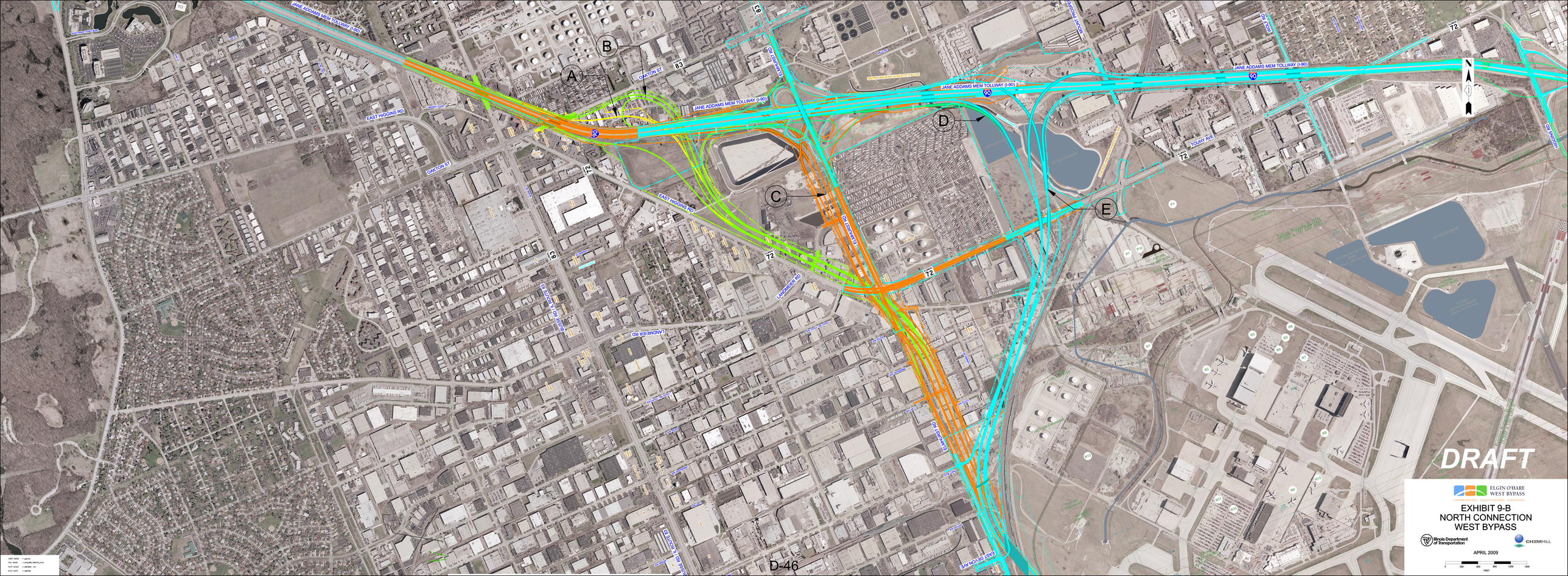
ELGIN O'HARE WEST BYPASS

Illinois Department of Transportation

CH2MHILL

APRIL 2009

0 300 600 900 1200 1500 FEET



ELGIN O'HARE WEST BYPASS

EXHIBIT 9-B
NORTH CONNECTION
WEST BYPASS

Illinois Department of Transportation

CH2MHILL

APRIL 2009

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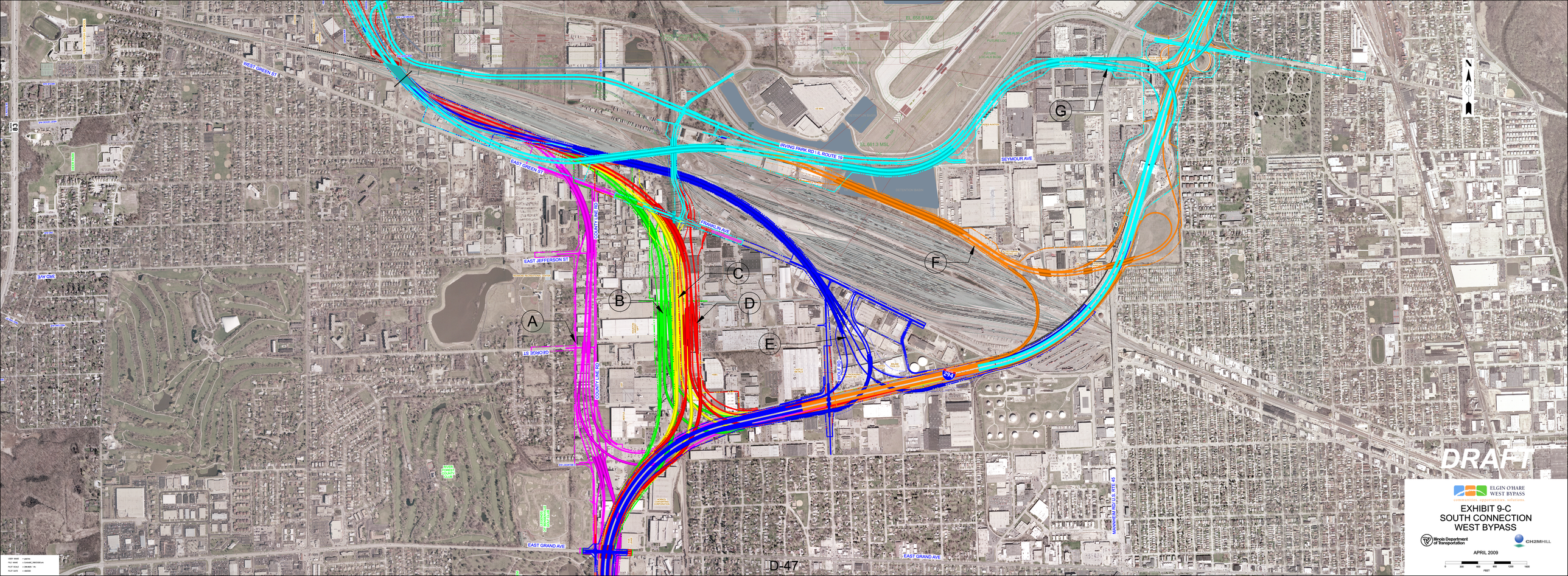
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EAST GREEN ST
IRVING PARK RD / IL ROUTE 19
SEYMOUR AVE
FRANKLIN AVE
EAST JEFFERSON ST
COUNTY LINE RD
DECATUR ST
WOLF RD
EAST GRAND AVE
MANNHEIM RD / U.S. RTE 45
3RD AVE
A
B
C
D
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DRAFT
ELGIN O'HARE WEST BYPASS
EXHIBIT 9-C
SOUTH CONNECTION
WEST BYPASS
Illinois Department of Transportation
CH2MHILL
APRIL 2009
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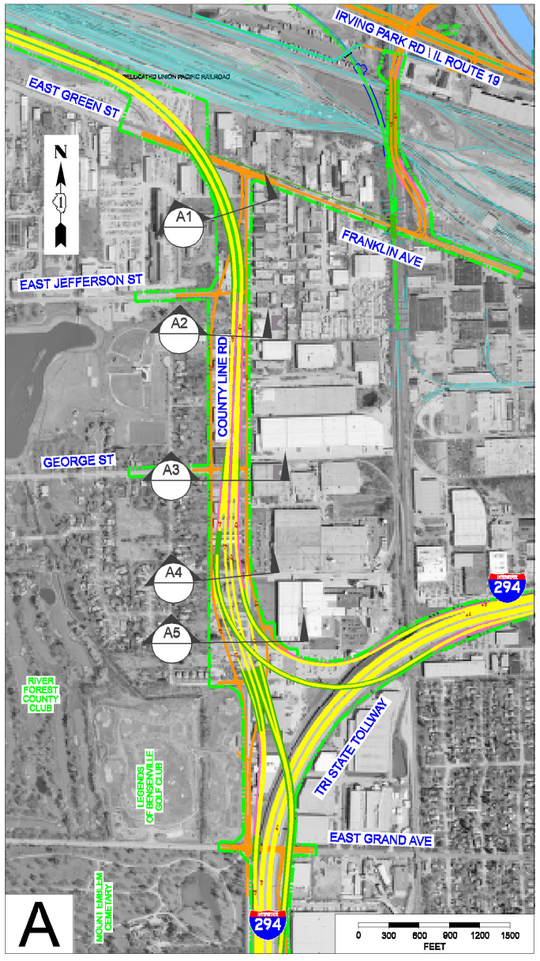

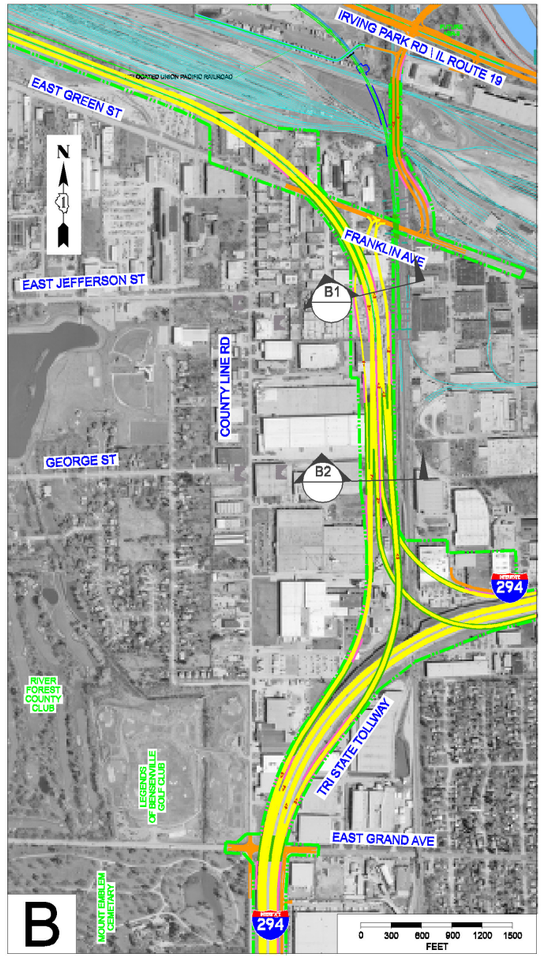

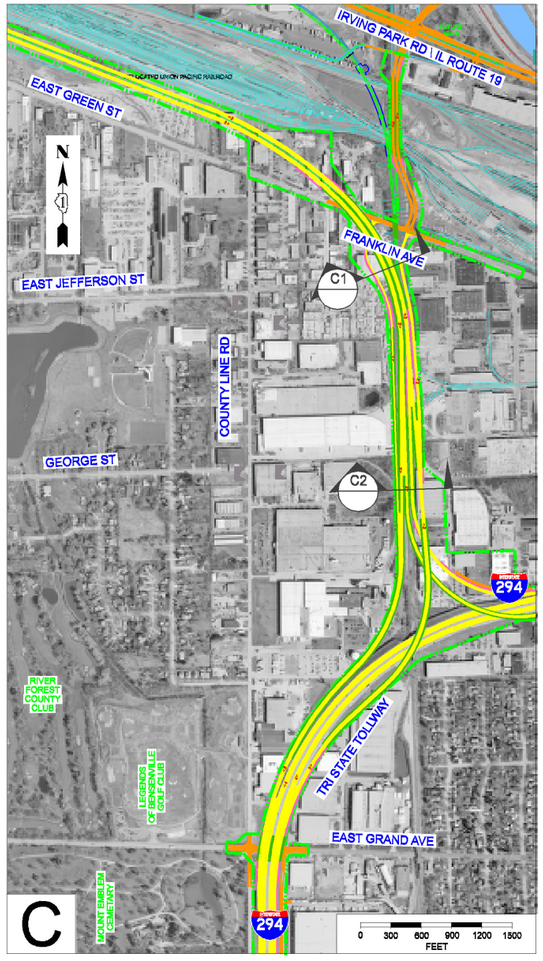

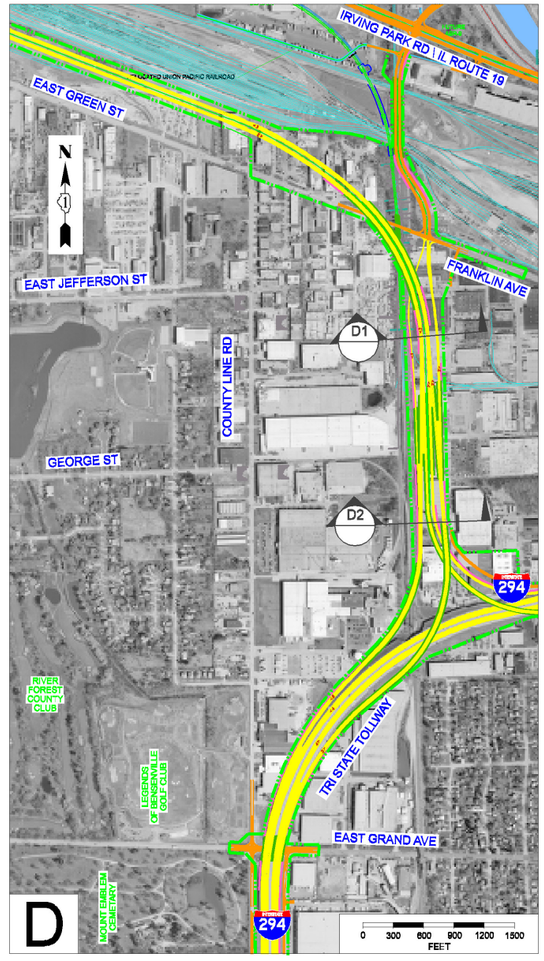

LEGEND

- INTERSTATE AND RAMPS
- ARTERIAL OR LOCAL STREETS
- RETAINING WALL
- BRIDGE

Exhibit 10
South Bypass Conceptual Options
O'Hare - West Bypass
Freeway Section
January 2009

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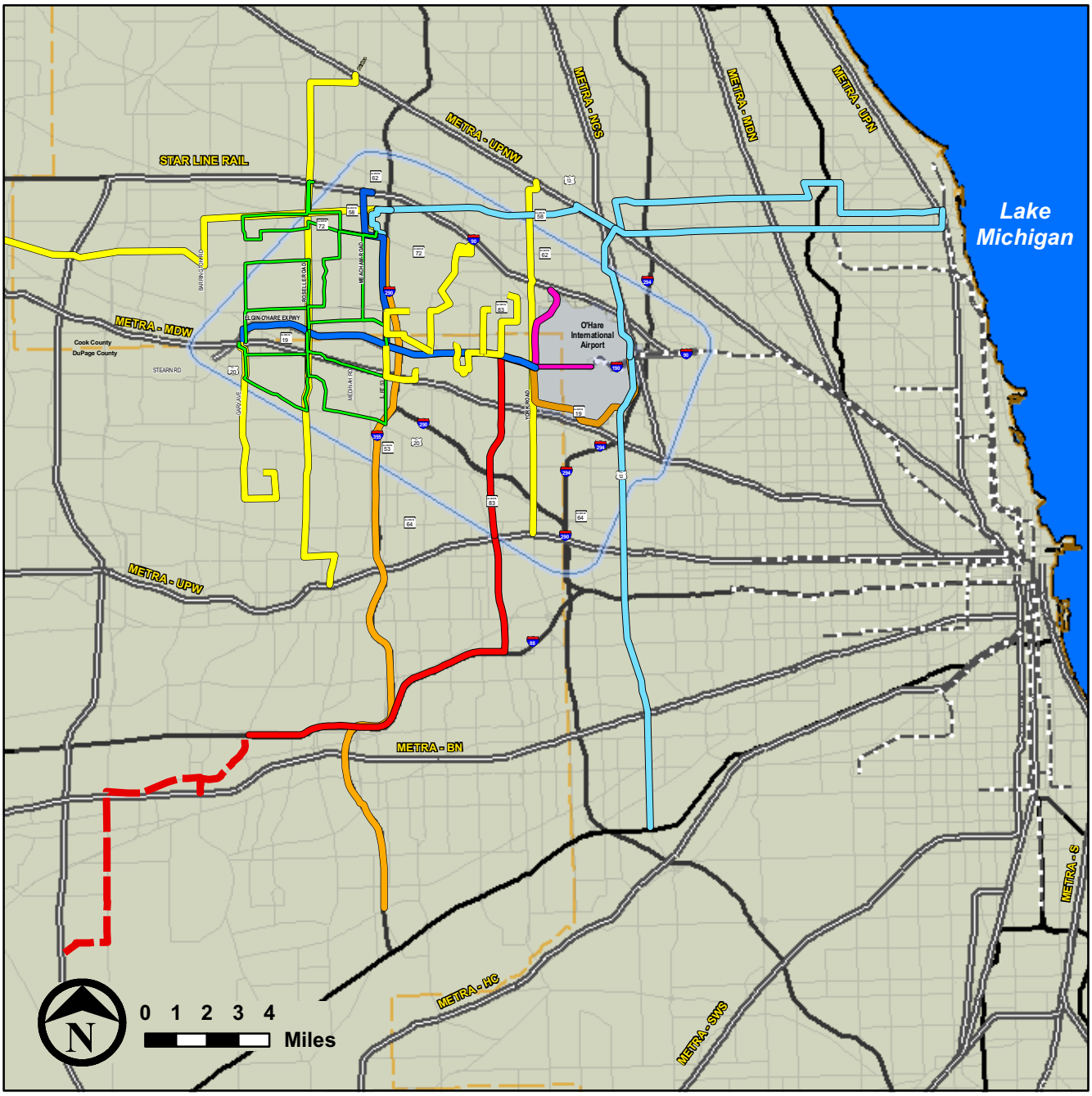

Legend

- Rail or Bus Rapid Transit
- Arterial Rapid Transit
- Local Circulator
- Existing Roadway System
- Heavy or Commuter Rail
- Express Bus
- Limited Stop Feeder
- Existing Commuter Rail System
- Bus Rapid Transit
- Local Bus
- Existing Rapid Transit System

Elgin O'Hare - West Bypass

Transit Network for DEIS Build Alternatives

Exhibit 11

Appendix A

Elk Grove Village

Mayor
CRAIG B. JOHNSON

Village Clerk
ANN I. WALSH

Village Manager
RAYMOND R. RUMMEL

Village Trustees
NANCY J. CZARNIK
PATTON L. FEICHTER
JEFFREY C. FRANKE
SAMUEL L. LISSNER
JAMES P. PETRI
CHRIS PROCHNO

March 19, 2009

BUREAU OF PROGRAMMING
RECEIVED
MAR 23 2009
DISTRICT #1

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways/Region One Engineer
Illinois Department of Transportation
Division of Highways/District 1
201 West Center Court
Schaumburg, Illinois 60193-1093
Attention: Mr. Peter E. Harmet, P.E.
Bureau Chief of Programming

Reference: Elgin O'Hare-West Bypass Roadway Alternatives

Dear Mr. Harmet:

We strongly commend IDOT for undertaking the extensive public outreach process associated with identifying a locally preferred alternative for the Elgin O'Hare-West Bypass Study. Thank you for doing so.

As you know, over 36,000 people from our region provided written comments to IDOT specifically indicating that Alternative 203 – North Connection Option D is the locally preferred alternative. This extensive amount of public comment is due to both the many benefits of Alternative 203 – North Connection Option D, as well as the hugely detrimental impacts that construction of a freeway or an expanded arterial along IL Route 83 would have on our community and the surrounding region. This is also a regional impact due to the tax base our industrial park provides the state and other units of government, including School District 214, which serves communities beyond our borders.

In addition to the outpouring of community and regional input regarding your study alternatives, we have performed additional technical analysis with respect to the IL Route 83 portion of Alternatives 202, 401, 403 and 501. We understand that the Department's Tiered EIS process means that planning and engineering is at a conceptual level of detail at this point, and subsequent evaluation steps would perhaps reveal the numerous detrimental impacts at the Draft EIS or later stages; however, we believe that in light of the detrimental effects to our community, these deleterious impacts must be considered in more detail and addressed immediately.

Converting Busse Road into a massive Super-highway, or even an eight lane arterial, would have many unacceptable consequences, especially compared to what the Village sees as other more beneficial alternatives.

Alternative 202 converts Busse Road (IL Route 83) in Elk Grove Village into a six lane, elevated, limited access expressway with two lanes of frontage roads. As you will see, this proposal has too many negative impacts upon the region, and these negative impacts cannot be overcome. Alternatives 401, 403, and 501, while smaller in scale also have unacceptable impacts to the Village.

After reviewing these negative impacts, and with the understanding that Alternate 203 – North Connection Option D has relatively greater benefits for the Village and the region, we believe that IDOT should remove Alternatives 202, 401, 403, and 501 from further consideration.

The Fog of Uncertainty Harms Businesses

There is currently a fog of uncertainty surrounding the possible modifications to Busse Road in Elk Grove Village.

We have heard from many business owners who will be negatively impacted by the potential modifications to Busse Road. I have enclosed letters from two businesses that convey their fears surrounding modifications to Busse Road. Those businesses are ProLogis (a real estate firm that owns 6 large buildings on Busse Road) and Tasty Catering (a business highly reliant upon other businesses in Elk Grove for revenue).

There is now a fog of uncertainty that shrouds the businesses along Busse Road in a state of fear. Business owners have contracts to sell buildings on Busse, but buyers are backing away from those deals due to the uncertainty. Leaseholders of businesses on Busse Road are not renewing leases because they do not know what the future holds.

We strongly urge IDOT to quickly lift this fog. Please bring clarity to the issue by removing Alternative 202 and 402 and/or any other plans for the widening of Busse Road, so that business may again prosper in this economy.

The Negative Regional Impacts of IL Route 83 Conversion through Elk Grove Village

(For purposes of this letter, the term Busse Road and IL Route 83 are interchangeable.)

IL Route 83 Expressway Impact Analysis

Must Take More Land than Anticipated for IL Route 83 Expressway

The Village believes that the actual footprint of the IL Route 83 expressway alternative will have to be much larger than indicated at the Public Meeting. This footprint taking will destroy more businesses and eliminate more jobs than the conceptual layout estimated originally. We understand your study approach as stated in your March 11, 2009 response to our March 2, 2009 letter, and the fact that traffic data will be refined prior to more detailed design work commencing. However, even when setting that issue aside, we believe that IDOT's concept layout should be modified, as we believe that IDOT's current layout understates the impacts to our community. Further, considering that an IL Route 83 expressway will have a footprint defined by massive retaining walls and large bridges, and therefore would not be easily expanded in the future provisions for basic elements such as adequate intersection footprints should be considered now.

The reduction in the number of local streets, which cross the IL Route 83 corridor in Alternative 202, as well as the locations of the proposed interchange ramps will focus traffic to fewer locations than available today, and as stated above, an adequate cross section would need to be provided. It is likely that dual left turn lanes will be required on all approaches to these frontage road intersections. As also noted previously, the frontage roads as well as some of the cross streets may require three travel lanes in each direction, whether considering future traffic or the current volumes of truck traffic that will use this roadway. Providing adequate left turn storage bays and turning radii in a compressed-diamond interchange design at these crossing locations will necessitate a footprint substantially wider than the 300-foot corridor width that was presented at the Public Information Meeting. At Devon Avenue and Landmeier Road, the footprint will have to be more than 600 feet wide to accommodate the likely turning traffic and to provide efficient intersection operation.

The Village has prepared a concept plan which depicts what we believe the revised preliminary footprint for Alternative 202 would look like once more detailed traffic analyses and geometric studies are prepared. Following are the cross section assumptions we used to develop the revised footprint:

- **Mainline IL Route 83 Expressway -** The expressway cross section provided three 12-foot lanes in each direction with a 30-foot median, 12-foot shoulders and 2-foot thick retaining walls. In order to provide room for exit and entrance ramps to and from the frontage roads, the inner edge of the frontage road pavement was separated from the outer edge of the mainline pavement by about 57 feet.

- **IL Route 83 Frontage Roads** - The frontage roads were assumed to have three 12-foot lanes in each direction with 10-foot shoulders. Twelve-foot shared use paths on each side of IL Route 83 were provided. Because of the considerable number of utilities in this corridor as well as the need to provide drainage swales, 14-foot parkways were provided between the edges of shoulder and the inside edges of the path.

- **Major Cross Streets** – The major cross streets that would pass under the expressway provided either two 12-foot lanes in each direction or, in the case of Devon Avenue, three lanes in each direction. Five-foot sidewalks, 5-foot parkways and B-6.24 curb & gutter were used to determine proposed right-of-way widths along these roadways. Existing right-of way where roadway widening is necessary is limited to sixty feet (60') away from the intersection.

- **Major Cross Street Intersections** – It was assumed that both the Devon Avenue and Landmeier Road intersections with the IL Route 83 frontage roads would be designed in a compressed-diamond interchange configuration. In order to provide a 3-phase traffic signal operation, the intersections would have side-by-side dual left turn storage lanes between the intersections. It was assumed that the Pratt Boulevard and Greenleaf Avenue intersections would have 4-phase traffic signal operations and thus would not store any left turning vehicles between the intersections; hence the narrower intersection widths.

- **Texas U-Turn at Landmeier Road** – The entrance ramp located just south of Landmeier Road is the only proposed southbound entrance along the entire portion of the IL Route 83 expressway. We expect that this entrance ramp will be heavily used as it provides access to the south side of O'Hare Airport, as well as I-294 and I-355.

  Similarly, the northbound exit ramp located just south of Landmeier Road is the only exit proposed for the IL Route 83 expressway. We expect that the frontage roads will collect and distribute large volumes of traffic destined to and from these ramps. Provision of a Texas U-turn roadway to handle the likely heavy traffic flow between the northbound frontage road and the southbound IL Route 83 entrance ramp, as well as between the northbound exit ramp and the southbound frontage road will allow a smaller signalized intersection design at Landmeier Road and the frontage roads.

Enclosed are two copies of the Revised Preliminary Footprint Plan. We have identified the abutting buildings that would be displaced as a result of the expressway footprint. We have also denoted buildings that would be "substantially impacted" by the proposed facilities. These are properties where the physical building would not be impacted by proposed right-of-way acquisition, but the function and viability of the property would be significantly impacted through loss of parking lots and/or loading docks. There is little vacant land on many of these properties where parking and loading facilities can be relocated. Moving loading docks will cause dramatic impacts to the interior design and function of these properties. The cost of relocation may approach the cost of total acquisition.

Alternate 202 Analysis
Business and Job Loss Table

	Lost Business	Lost Jobs
Original IDOT Public Meeting Estimate:	71	1,360
Actual Elk Grove Village Counts:	104	2,360
Vacant Buildings in Elk Grove (Historical)	3	703
Estimates of Bensenville Loss	63	350
Estimates of Elk Grove Township Loss	32	300
Total:	202	3,713

Moreover, there are three (3) large buildings that are currently vacant but are certainly anticipated to be occupied and operational by the time of any land taking. The impact of these three (3) vacancies is demonstrated in the chart above by utilizing historical file data on these facilities.

As you can see from the concept plan and table above, the number of structures and jobs that we believe will be impacted is substantially greater than the possible impact portrayed at the Public Information Meeting. We ask that you reevaluate the Preliminary Estimated Footprint of Alternative 202 in light of the data we are providing, and that you also reevaluate the order of magnitude cost of this alternative.

Widening IL Route 83 Negative Impact on Jobs and Businesses
(This analysis pertains to Alternatives 401, 403, 501, and any others that include widening Busse Road.)

Likewise, we have enclosed two copies of the revised Preliminary Footprint Plan regarding any widening of Busse Road. We have identified the abutting buildings that would be displaced as a result of the widening footprint.
We have also denoted buildings that would be "substantially impacted" by the proposed facilities. These are properties where the physical building would not be impacted by proposed right-of-way acquisition, but the function and viability of the property would be significantly impacted through loss of parking lots and/or loading docks.

There is little vacant land on many of these properties where parking and loading facilities can be relocated. Moving loading docks will cause dramatic impacts to the interior design and function of these properties. The cost of relocation may approach the cost of total acquisition.

Busse Road Widening Analysis
Business and Job Loss Table

	Lost Business	Lost Jobs
Original IDOT Public Meeting Estimate:	29	760
Actual Elk Grove Village Counts:	32	640
Vacant Buildings in Elk Grove Historical Loss	2	315
Estimates of Bensenville Loss	2	25
Estimates of Elk Grove Township Loss	10	104
Total:	46	1,084

Moreover, there are two (2) large buildings that are currently vacant but are certainly anticipated to be occupied and operational by the time of any land taking. The impact of these three (3) vacancies is demonstrated in the chart above by utilizing historical file data on these facilities.

As you can see from the concept plan and table above, the number of structures and jobs that we believe will be impacted is substantially greater than the possible impact portrayed at the Public Information Meeting. We ask that you reevaluate the Preliminary Estimated Footprint of Alternative 402 (or similarly proposed widening scenarios) in light of the data we are providing and that you also reevaluate the order of magnitude cost of this alternative.

Decimation of Bus Mass Transit

The employers along Busse Road are heavily dependent upon PACE (the suburban division of the Regional Transportation Authority) bus service. PACE buses are sources of transit for many employees who travel to and from work along Busse Road.

In fact, PACE has the highest concentration of ridership along Busse Road than most other bus routes in their mass transit system. Total weekday ridership amounts to 2,023 into the Busse Road employer-rich subdivision area.

Ridership data broken down for the routes serving employers along Busse Road are as follows:

Pace Route 223 (Elk Grove/Rosemont CTA)
1,767 weekday trips per day
408 Saturday trips per day
262 Sunday trips per day

Pace Route 757 (Northwest Connection)
256 weekday trips per day

We all agree that mass transit is important for the corridor due to the large proximity of employers. However, the proposed Busse Road expressway will negatively impact PACE bus mass transit ridership along that corridor. This ridership reduction is due to several factors:

1. As the IL Route 83 corridor is currently configured, riders on the PACE bus along Busse Road ingress/egress the bus near their workplace destination regardless of which side of IL Route 83 their destination is located. However, if IL Route 83 is converted into an elevated expressway or further widened, it becomes a barrier to transit riders needing to cross IL Route 83. Riders will no longer be able to cross Busse Road except at a few limited areas. This barrier effect will significantly increase travel times for PACE bus riders, resulting in those riders abandoning the bus for single occupant automobile trips.

2. Moreover, under Alternative 202, PACE buses will need to utilize the frontage roads to service riders. The frontage roads will have lower speed limits and higher traffic volume congestion than the existing IL Route 83 conditions. Again, this will result in significantly increased travel times, which reduces ridership. Any decrease in bus utilization will result in increased single occupant automobile traffic, reducing the capacity gain of the proposed Busse expressway.

Moreover, the widening of Busse Road creates its own negative impacts upon Pace bus ridership. Passengers needing to cross Busse Road to access their employer will be staring at an 8-lane plus dual left turn (2) lanes and 1 dedicated right hand turn lane. Asking riders to cross 11 lanes of traffic to access work is likely unrealistic, especially during inclement weather. Riders will therefore need to remain on the bus until its route reaches their destination side of Busse Road. The increased travel times will ultimately and significantly reduce ridership.

We respectfully request that IDOT consider the negative impact of nearly eliminating the bus mass transit in this corridor.

Public Safety Impacts – Significant Costs for Police and Fire Services

Converting Busse Road into an elevated, limited access expressway negatively impacts Police operations, Fire/Rescue operations, and Paramedic services. This is due to the barrier impact of the expressway design.

At a minimum, Alternative 202 will cause considerable delay to first responders serving the community east of Busse Road. To mitigate that delay, in order to meet the current level of service delivery for Police/Fire/Rescue and Paramedic response, the following will be necessary:

- Add a new Police beat plus corresponding police officers for 24 x 7 coverage at a total cost of $450,000 per year.
- At a minimum, add a fully staffed firefighter/paramedic ambulance (mobile intensive care unit) at a cost of $817,000 per year.
- Potentially add a new Fire Station at a cost of $4 million for construction.

Moreover, any proposed widening of Busse Road creates similar delay response impacts upon Police/Fire/Rescue/Paramedic services. We believe that the widening will necessitate the installation of barrier curb in the median of Busse Road to properly minimize disruptions of left turn movements from cross streets and to facilitate the orderly flow of traffic. However, this design will only allow emergency service responders to cross Busse Road at a few key intersections.

The net impact upon public safety follows below in order to maintain the current level of service:

- Add a new Police beat plus corresponding police officers for 24 x 7 coverage at a total cost of $450,000 per year.
- At a minimum, add a fully staffed firefighter/paramedic ambulance (mobile intensive care unit) at a cost of $817,000 per year.

These are real additional burdens on the taxpayers of Elk Grove Village. We respectfully request that these negative impacts be considered in the analysis.

Disruption of High Pressure Liquid Petroleum/Natural Gas Transmission Lines

Under Busse Road, there exist six national Natural Gas transmission lines that run parallel to Busse Road in the Busse Road right-of-way. These lines deliver liquid petroleum and natural gas from fields in the Gulf Coast to points throughout the entire Middle Western region of the United States.

The lines include the following:

Parallel Lines:

- West Shore 12" liquid petroleum, 1,000 psi, 350k gph (entire length)
- West Shore 16" liquid petroleum, 1,000 psi, 350k gph (entire length)
- West Shore 16" liquid petroleum, 1,000 psi, 350k gph (entire length)
- West Shore 16" liquid petroleum, 1,000 psi, 350k gph (entire length)
- Equilion 14" liquid petroleum (from Thorndale to south of Howard)
- BP 8" liquid petroleum (from Thorndale to Devon)

Perpendicular Lines:

4 Natural Gas pipelines of various ownership cross Busse between Howard Street and Louis Street in the natural gas pipeline right-of-way.

With the highest concentration of businesses in North America, Elk Grove became a natural hub for these interstate transmission lines. Busse Road through the center of the Elk Grove Business Park was naturally selected as the right-of-way for these lines.

We believe the protection and/or relocation of these lines will add significant cost to any improvements planned for Busse Road. These impacts need to be considered in terms of both cost and impact on the region by disrupting the flow of interstate Natural Gas service.

Elk Grove Village has included a map of this area for your review. As you will see, any widening of Busse Road will impact these high-pressure lines.

Disconnection of Short-Line Railroad for Freight Deliveries

Due to the high concentration of businesses, Elk Grove is home to a short-line railroad service. Many businesses in Elk Grove are dependent upon freight rail service to move raw materials and finished products. A railroad-switching terminal sits west of Elmhurst Road. The short-line railroad delivers the long-haul freight cars from this switching terminal to areas both east and west of Busse Road.

Any modification to Busse Road must take this rail line into consideration. Otherwise, the Busse Road modification will likely sever the rail lines and significantly reduce rail deliveries. Much like mass transit for human passengers, if the freight rail service is eliminated, then additional truck traffic will be required to deliver materials and products that were previously hauled by rail adding more truck volume to the highway.

Freight rail service is vital to this region. It is cost effective, timely, and essential for businesses in our area. We must ensure the integrity of the freight rail network.

Municipal Utilities – Disruption of Water/Sewer and Storm Sewer System

Elk Grove Village receives its water from Lake Michigan via the Northwest Municipal Joint Action Water Agency. We have considerable public utility apprehension regarding any right-of-way taking along Busse Road.

Those concerns include water/sewer pumping:

- Elimination of a two million gallon reservoir and Booster Pumps for water at 1231 Busse Road as well as loss of an emergency back-up well and loss of the SCADA computer system.
- Loss of the Dierking water receiving station (850 Dierking Terrace), which is the primary water receiving point for the Business Park.
- Loss of the Sanitary Lift Station at 2250 Busse Road.

In addition, our concerns include impact on water/sewer transmission lines, force mains, and collection lines including:

- The Busse Road right-of-way that includes high-pressure distribution and transmission lines for the delivery of potable water. These lines are critical to the water system. New transmission and distribution lines as well as over sizing of lines will be necessary on both sides of the Busse Road widening project to maintain our existing service delivery. This change may also require IDOT to obtain additional right-of-way to accommodate the new structures.
- An extensive redesign of the sanitary sewer system will be required to maintain the current gravity sewer lines. Existing sanitary force mains from the IL Route 83 and Pratt Lift Station will need to be relocated as well.

Without further hydraulic analysis and extensive engineering review, we cannot fully estimate the impact of the proposed changes to Busse Road. However, our preliminary review indicates that there is at least $13,800,000 in costs associated with the Busse Road modifications. This is an impact to our community that should be accounted for in your decision-making. We believe these impacts may occur with any widening project.

Resolution Supporting Alternative 203 – Option D

Elk Grove Village will deliver a Resolution adopted by the corporate authorities of the Village of Elk Grove Village that concurrently supports Alternative 203 Option D and also opposes any widening options along Busse Road. The Resolution specifically indicates that our local elected officials support Alternative 203 – North Connection Option D due to the many benefits of that alternative. Our support is also based upon having full access at Elmhurst/York Road and I-90. The Resolution also opposes Alternatives 202 and any changes to conditions along Busse Road due to the terrible impact. By matter of statement in this letter, Elk Grove Village further opposes North Alternative 402 and/or any other option to widen Busse Road.

Conclusion

Again, Elk Grove Village desires to thank the Illinois Department of Transportation for conducting this open stakeholder process. We appreciate IDOT listening to alternative suggestions, providing time to analyze the proposed modifications, and considering our point of view.

We must reiterate that Alternative 203 – North Connection Option D, including full access at Elmhurst/York at I-90, is clearly the preferred alternative on both a local and regional level. Over 36,000 residents of our region indicated their support of Alternative 203 – North Connection Option D, and we are not aware of any group that specifically opposes that option.

To eliminate the fog of uncertainty that surrounds the businesses along Busse Road, we again respectfully request that IDOT move quickly to eliminate any modifications to Busse Road from the Elgin O'Hare-West Bypass planning process.

Thank you again for the opportunity to provide our input.

Sincerely,

Craig B. Johnson
Mayor

c: Board of Trustees
Village Manager
All Department Heads

Enclosures

ProLogis.

RECEIVED

MAR 1 1 2009

VILLAGE MANAGER'S OFFICE

March 10, 2009

Mr. Raymond R. Rummel
Village Manager
Elk Grove Village
901 Wellington Avenue
Elk Grove Village, IL 60007

Dear Ray:

On behalf of ProLogis, I am writing to express support for maintaining the western O'Hare bypass along Elmhurst Road as stipulated in Alternate 203-Option D. As one of the largest property owners in Elk Grove Village, Prologis is strongly opposed to any alignment that uses IL Route 83 (Busse Road) for this bypass.

ProLogis owns twenty-eight (28) distribution facilities in Elk Grove Village, totaling approximately 3.2 million square feet and housing forty-two (42) different businesses. A bypass road along Busse Road would sever local transportation routes for these buildings including truck routes, automobile routes, public transportation routes and railroad spurs.

ProLogis owns six (6) distribution facilities which are adjacent (within 900') of Busse Road in Elk Grove Village. These six buildings total 1.45 million square feet and have a combined value of approximately $100,000,000. Additionally, these six building generate in excess of $1.5 million in annual real estate taxes. Needless to say, a western bypass located along Busse Road would have significant financial impact on these facilities and Elk Grove Village.

Ray, please forward this letter to the appropriate people at Illinois Department of Transportation. We ask that any roadway options including Busse Road are quickly removed from consideration. Should you have any questions, please do not hesitate to contact me.

Sincerely,
PROLOGIS

David D. Riefe
Senior Vice President

CC: Doug Kiersey
John Picchiotti

Tasty Catering
THE CATERER FOR BUSINESS

1900 Touhy Avenue, Elk Grove Village, IL 60007
P: (847) 593-2000 ◆ F: (847) 593-2114
tastycatering.com

March 6, 2009

Mr. Craig Johnson
Mayor, Village of Elk Grove Village
901 Wellington
Elk Grove Village, IL 60007

Dear Mayor Johnson:

RE: Proposed Western Bypass North Connection "Alternate 203 - Option D"

Thank you for informing our community about the issues involved with the proposed "ring" road. Option D is the only option that will benefit our village. The alternative use of IL Route 83 would decimate our community and cause undo financial and lifestyle harm to the people that live, work, attend school and participate in our park districts.

The major disruptors are evident, but some ancillary disruptors include:

- Dust and dirt that would cause our kitchen to lose it's AIB Excellent rating without a major capital investment in air scrubbers
- Increased delivery times caused by construction which would restrict our delivery range because cooked food has a limited sanitary shelf life prior to consumption.
- The above would cause a decrease in sales
- The above would cause a decrease in sales tax which benefits the State and Village
- Post construction increased delivery time due to limited east/west access roads
- Higher real estate taxes caused by the elimination of large percentage of business properties resulting in the tax base absorbed by the fewer remaining businesses.
- Homes would not be displaced or eliminated, so there will be no decrease in the student population which would cause the remaining businesses to cover the cost of education.
- Limited or more expensive emergency services caused by a dividing highway.
- Instead of having two n/s roads - IL 83 and the ring road on O'Hare property, we would have one - this is nonsensical. There would be more traffic congestion instead of less.
- Loss of property value - equity would be lessened severely - while the impact of the Busse road construction would be investigated. Our building could not be sold at a value considered fair today until the outcome is guaranteed.
- Inability to secure funding for capital growth, line of credit or adjoining property acquisition due to the impact of the preceding bullet point.
- A loss in excess of $125,000 annually from the following clients who would be displaced:

All Tile	American Eagle Wheel	Aquion	Bills Marathon
Clark Foods	Edwards Engineering	Dal Tile	Fidelity
Container	Hyundai Construction	Hynudai Construction #2	
Judge & Dolph	Kemco Trucking	Kuehne Nagel	
LA-CO Industries	Metal Processing Systems	Nipson America	
Pilipuf-Grist	Revell Inc.	Ropack Central	Schiele Graphics
Schreder Lighting	Steiner Electric	Sunrise Transfer	
Topy Precision			

- The sale of our building and the cost of re-investing in a building in Bensenville due to traffic congestion and unburden able real estate tax increases. This would remove 55 full time and 135 part time employees from Elk Grove Village.

Please let me know if you would like some more points. These are but a few disruptors.

Sincerely,

Thomas J. Walter

1495 Tasty Catering Corp.

Appendix B

CANADIAN PACIFIC RAILWAY

January 23rd 2009

Larry Martin
CH2M Hill
8501 W. Higgins Rd.
Chicago IL 60631

Mr. Martin,

Attached are revised minutes from the meeting of December 10th, 2008. While Canadian Pacific (CP) is in general agreement with the revised minutes, nothing contained herein shall be construed as explicit endorsement or acceptance of any of the proposed alignments or associated work.

As currently proposed, Alignments E, F, and G are unacceptable to CP. These alignments would result in severe disruption to railway operations and are therefore not acceptable to CP.

Proposed Options A, B, C, and D may be considered by CP provided construction results in zero impact to railway operations and all CP property impacted is replaced, relocated, or otherwise compensated for. Any consideration of these options must be reviewed by all departments within CP and may include additional requirements not otherwise noted.

On a preliminary basis, CP encourages IDOT to pursue Options A-D. When IDOT has selected a preferred alignment the following individuals should be contacted to develop formal agreements:

David S. Drach
Director, Real Estate Marketing, U.S.
Canadian Pacific
501 Marquette Ave. S., Suite 1525
Minneapolis, MN 55402
612-904-6139

James H. Krieger
Engineer, Public Works
Canadian Pacific
501 Marquette Ave. S., Ste 1510
Minneapolis, MN 55402
612-904-5994

If you have any questions or comments please contact me.

Sincerely,

Nate Schutte, P.E. (MN)
Project Engineer
Canadian Pacific
501 Marquette Ave. S., Suite 1510
Minneapolis, MN 55402
612-904-5945

ENC: CP Notes - 081210_MM_CPRRConfMtg_D.doc

FINAL MEETING SUMMARY CH2MHILL

MEETING SUBJECT:	Elgin O'Hare - West Bypass CP Railroad Conference Meeting	**RECORDER:**	CH2M HILL/Lisa Sagami
MEETING DATE & TIME:	December 10, 2008, 10:00 AM	**PREPARATION DATE:**	December 15, 2008
MEETING LOCATION:	Conference Meeting		
ISSUE STATUS:	☐ Draft for Review ☒ Final		

ATTENDEE NAME	ORGANIZATION	E-MAIL
Nate Schutte	CP	nate_schutte@cpr.ca
Pete Harmet	IDOT	pete.harmet@illinois.gov
Larry Wilson	IDOT	larry.wilson@illinois.gov
Ron Krall	SEC Group, Inc.	ronald.krall@illinois.gov
Pat Pechnick	SEC Group, Inc.	ppechnick@secgroupinc.com
Patrick Bryant	STV	patrick.bryant@stvinc.com
Jean-Alix Peralte	STV	peraltj@stvinc.com
Joanne Schroeder	VSA	jschroeder@vlecides-schroeder.com
Lidia Pilecky	CH2M HILL	lpilecky@ch2m.com
Larry Martin	CH2M HILL	lmartin@ch2m.com
Cheng Soong	CH2M HILL	csoong@ch2m.com
Lisa Sagami	CH2M HILL	lsagami@ch2m.com

A conference meeting was held between representatives of IDOT, the Elgin O'Hare – West Bypass project team, and the Canadian Pacific Railroad. The purpose of the meeting was to obtain input regarding impacts of the O'Hare Bypass South Alignment Options on freight rail operations, particularly on the Bensenville Yard. An exhibit depicting the alignment options was distributed to meeting participants. CH2M HILL provided a general description of alignment options A through G, including the potential refinement of options A through D west of the UP crossing of the Bensenville Yard.

The following is a list of the issues, concerns, and comments raised during the meeting.

- CP understood the rationale for realigning A-D in the vicinity of Green Street to provide a 300' frontage for commercial development. The displacement of the turntable and machine shop was not a major issue if they are relocated or replaced in kind.
- CP indicated that operations at the east end of the Bensenville Yard are most important and that any construction within the yard could cause major disruptions to their operations and to the region's freight movement. Much of the regions' freight passes through this area.
- CP agreed that Option F which crosses the freight yard three times should be considered a fatal flaw. The ability to maintain freight operations in this scenario is not a feasible or a reasonable assumption. Further the volume of rail traffic entering the east end of the yard and the management of rail traffic to construct the SB ramp to I-294 would be unworkable.
- CP agreed that Option E which crosses the freight yard twice should also be considered a fatal flaw for the same reasons as those stated above. Further Option E interrupts the nerve center of the operation (the hump yard operation) which would cause intermittent shut down of the hump

during construction. Cars would have to be flat switched and reduce the capacity of the yard by more than 50%. This is an unacceptable condition.

- CP noted that Option G crosses the yard in at least two locations which would cause a major reduction in the yards capacity because of temporary track and signal modification in numerous locations. Further, CP noted that elevated sections of this alignment would require extensive staging, further disrupting their operations.
- CP offered that any roadway which straddles the UP tracks (such as with Option C) would be very disruptive to freight operations along this heavily used corridor; however, they deferred to the UP RR for their input.
- All options will impact the west end of the yard which will require the relocation of the turntable. CP expressed that while the turntable is still used, relocation is a feasible option. Relocation or replacement of the affected shop building would be required as well.
- CP stated that construction of the tunnel construction at the west end of the yard appears to be feasible if constructed in stages.
- CP noted that any option that spans across the freight yard, especially long spans, will severely limit options for potential reconfiguration of the Bensenville Yard.

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Buckhout, Sarah/CHI

From: RICHARDELLISON@UP.COM [mailto:RICHARDELLISON@UP.COM]
Sent: Monday, April 06, 2009 3:15 PM
To: Paul E. Bobby
Subject: Re: FW: Summary of Today's Call

Richard Ellison
301 W. Lake St
Northlake, IL 60164
Industry & Public Projects
(708) 649-5210
FAX (708) 649-5418
richardellison@up.com

Union Pacific Railroad Company

April 6,2009

UP would not entertain a temporary realignment for the construction of Connection C. The UP will need to maintain the existing 40 mph time table speed. There are currently 12 trains per day in this section of mainline. The UP would consider the construction of an overhead highway structure provided that the minimum vertical clearance of 23'-4" is maintained and the proposed structure spanned the UP ROW (est. 100'). Limited work windows for erecting steel over the UP ROW can be accommodated if traffic will allow. However, they are not guaranteed and are not anticipated to be greater than 4hrs in a 24-hrs time period. Finish work on the deck can be done under traffic without a work window.

As for further review I will need a letter for authority to spend $10,000 dollars. This is for preliminary engineering. which includes review of plans and site visits.

Richard Ellison
301 West Lake Street
Northlake IL. 60164
Phone # (708) 649 5214
Cell (847)323 7197
E-mail richardellison@up.com

Elgin O'Hare - West Bypass

TO: IDOT

FROM: Larry Martin / CH2M HILL and Paul Bobby / STV, Inc.

DATE: February 9, 2009

SUBJECT: January 16, 2009 – Union Pacific Railroad Call with Rich Ellison

- Telephone discussions were held with Project Coordinator, Rich Ellison (Union Pacific) and Midwest Track Manager, Paul Bobby (STV). Rich Ellison's can be reached at 708-649-5214 or richardellison@up.com.

- Paul Bobby provided an update of the Elgin O'Hare – West Bypass project and identified the purpose of the call was to discuss the remaining four South Connections (A, B, C, D) in more detail. Connection A is located in a corridor along the County Line Road. Connection B is located along a corridor just west of the UP (Milwaukee Sub between Proviso and Bryn Mawr). Connection C is located along a corridor directly above the ROW of the UP (Milwaukee Sub between Proviso and Bryn Mawr). Connection D is located along a corridor just east of the UP (Milwaukee Sub between Proviso and Bryn Mawr).

- The focus of the call was to discuss operational requirements and construction impacts for Connection C located directly over the UP ROW. STV presented a conceptual staging plan, which used a temporary alignment off-set of 100 feet to the west of the existing main line. The maximum speed supported by this temporary alignment would be 20 mph.

- Rich Ellison expressed that the UP would not entertain a temporary realignment for the construction of Connection C. The UP will need to maintain the existing 40 mph time table speed. There are currently 30 to 40 trains per day on this section of mainline. The construction of an overhead highway structure would require a minimum vertical clearance of 23'-4" and a minimum structure span (cross-section) of 100 feet. Maintenance of railroad traffic imposed by the UP would significantly limit the hours of overhead construction. Construction would not be allowed during train movement, thus it was estimated that less than four hours in a 24-hour period would be available. An average work shift would be only one to two hours of actual construction time.

- The other 3 connections and their potential impacts to the UP were also discussed. The following connections are listed in order of most preferred to least preferred as the relate to the Union Pacific:

    - Connection A
    - Connection B
    - Connection D
    - Connection C

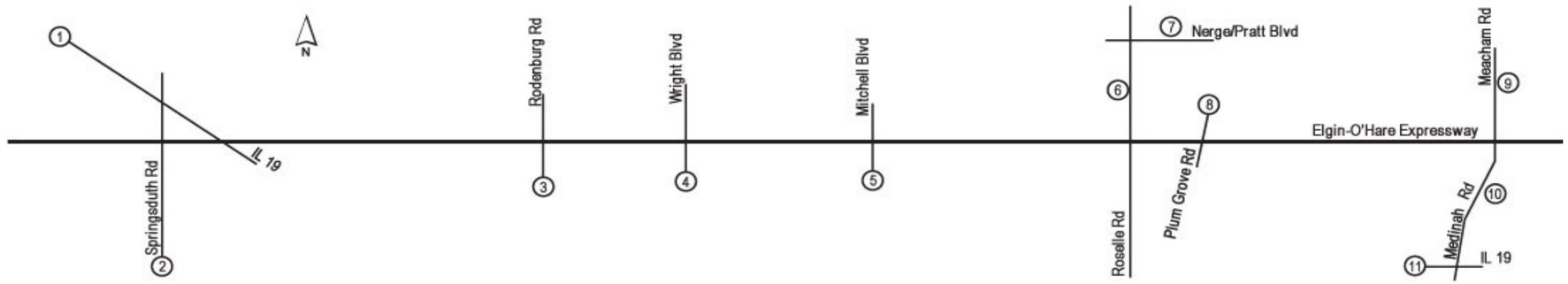
Appendix E

Supporting Improvements

Appendix E

Supporting Improvements

Elgin-O'Hare Expressway Extension - Alt 203 and Alt 402

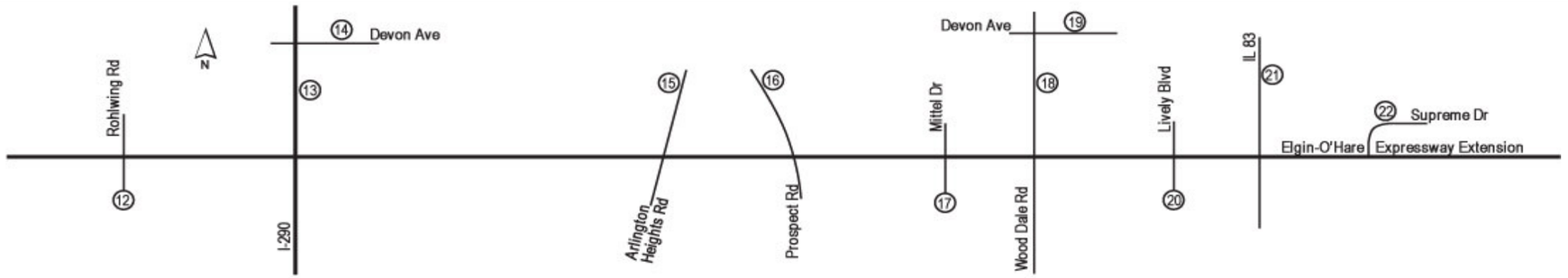


Off-System Improvement		Extent	Existing Lane Configuration (# of lanes each direction)	Proposed Improvement (# of lanes each direction)
1	IL 19	4300 ft NW of Springinsguth Rd	2	3 add lane
		1800 ft SE of Springinsguth Rd	2	3 add lane
2	Springsguth Rd	500 ft north of IL 19	2	2 reconstruct mainline bridge; adjust local road profile
		1800 ft south of IL 19	2	2 reconstruct mainline bridge; adjust local road profile
3	Rodenburg Rd	770 ft north of EO	2	2 reconstruct mainline bridge; adjust local road profile
		670 ft south of EO	2	2 reconstruct mainline bridge; adjust local road profile
4	Wright Blvd	975 ft north of EO	2	2 reconstruct mainline bridge; adjust local road profile
		620 ft south of EO	2	2 reconstruct mainline bridge; adjust local road profile
5	Mitchell Blvd	320 ft north of EO	1	1 reconstruct mainline bridge; adjust local road profile
		360 ft south of EO	1	1 reconstruct mainline bridge; adjust local road profile
6	Roselle Rd	2000 ft north of EO	3	3 extend turn lane taper
7	Nerge Rd/Pratt Blvd	650 ft east of Roselle Rd	2	2 add turn lane @ Roselle intersection
		150 ft west of Roselle Rd	2	2 add turn lane @ Roselle intersection
8	Plum Grove Rd	350 ft north of EO	2	2 reconstruct mainline bridge; adjust local road profile
		500 ft south EO	2	2 reconstruct mainline bridge; adjust local road profile
9	Meacham Rd	1270 ft north of EO	2	2 add turn lanes @ interchange
10	Medinah Rd	6200 ft south of EO	2	3 add lane
11	IL 19	320 ft west of Medinah Rd	2	2 upgrade intersection
		250 ft east of Medinah Rd	2	2 upgrade intersection

Appendix E

Supporting Improvements

Elgin-O'Hare Expressway Extension - Alt 203 and Alt 402

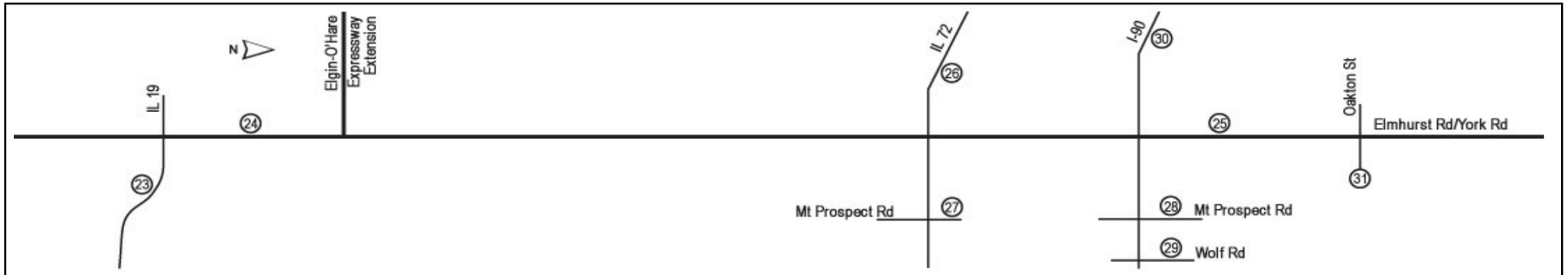


Off-System Improvement		Extent	Existing Lane Configuration (# of lanes each direction)	Proposed Improvement (# of lanes each direction)
12	Rohlwing Rd	1100 ft north of EO	2	2 construct interchange
		1600 ft south of EO	2	2 construct interchange
13	I-290	6150 ft north of EO	4-5	4-5 reconstruct interchange
		3850 ft south of EO	4-5	4-5 reconstruct interchange
14	Devon Ave	550 ft west of I-290	2	2 construct mainline bridge; adjust local road profile
		550 ft east of I-290	2	2 construct mainline bridge; adjust local road profile
15	Arlington Height Rd	990 ft north of EO	1	1 add turning lanes @ ramps
		770 ft south of EO	1	1 add turning lanes @ ramps
16	Prospect Rd	1140 ft north of EO	2	2 construct interchange
		830 ft south of EO	2	2 construct interchange
17	Mittel Dr	650 ft north of EO	1	2 add lane
		700 ft south of EO	1	2 add lane
18	Wood Dale Rd	4050 ft north of EO	2	3 add lane
19	Devon Ave	850 ft west of Wood Dale Rd	2	2 reconstruct intersection
		750 ft east of Wood Dale Rd	2	2 reconstruct intersection
20	Lively Blvd	560 ft north of EO	1	2 add lane
21	IL 83	1500 ft north of EO	3	3 construct interchange
		1150 ft south of EO	3	3 construct interchange
22	Supreme Dr	1000 ft north of EO	1	1 construct frontage road intersection

Appendix E

Supporting Improvements

York Road/Elmhurst Road - Alt 203

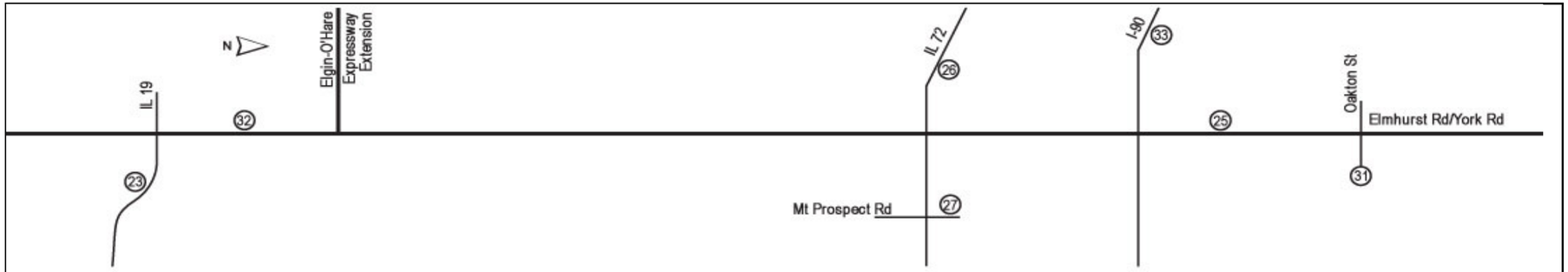


Off-System Improvement		Extent	Existing Lane Configuration (# of lanes each direction)	Proposed Improvement (# of lanes each direction)
23	IL 19	2400 ft east of York Rd	2	3 add lane
24	York Rd	7500 ft north of EO	2	2 construct turn lanes and interchange
		2400 ft south of EO	2	2 construct turn lanes and interchange
25	Elmhurst Rd	2600 ft north of I-90	2	3 add lane
		4200 ft south of I-90	2	3 add lane
26	IL 72	2500 ft east of O'Hare West Bypass	3	4 add lane
		4550 ft west of O'Hare West Bypass	3	4 add lane
27	Mt Prospect Rd	1150 ft north of IL 72	2	2 reconstruct intersection
		900 ft south of IL 72	2	2 recosntruct intersection
28	Mt Prospect Rd	520 ft north I-90	2	2 mainline bridge; profile adjustment
		450 ft south of I-90	2	2 mainline bridge; profile adjustment
29	Wolf Rd	425 ft north of I-90	2	2 mainline bridge; profile adjustment
		425 ft south of I-90	2	2 mainline bridge; profile adjustment
30	I-90	15200 ft west of Elmhurst Rd	3-4	4-5 add lane
		15600 ft east of Elmhurst Rd	3-4	4-5 add lane
31	Oakton St	850 ft east of Elmhurst Rd	2	2 intersection upgrade
		850 ft west of Elmhurst Rd	2	2 intersection upgrade

Appendix E

Supporting Improvements

York Road/Elmhurst Road - Alt 402

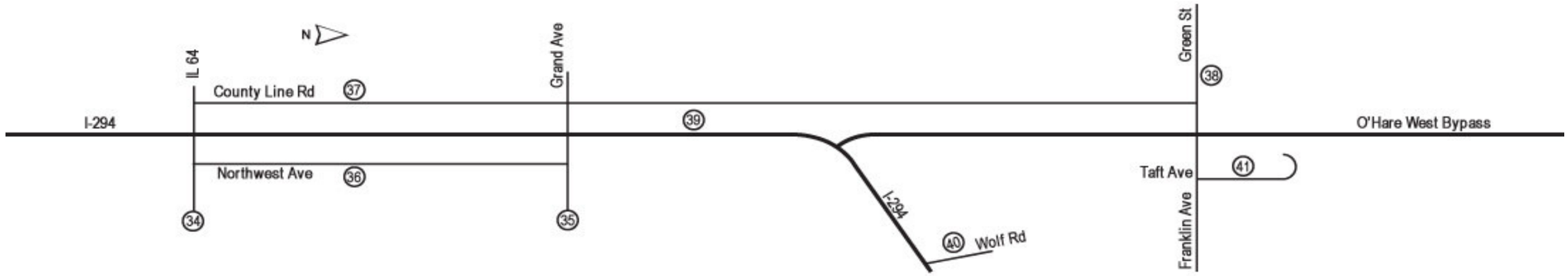


Off-System Improvement		Extent	Existing Lane Configuration (# of lanes each direction)	Proposed Improvement (# of lanes each direction)
23	IL 19	2400 ft east of York Rd	2	3 add lane
32	York Rd	9300 ft north of EO	2	3 add lane
25	Elmhurst Rd	2600 ft north of I-90	2	3 add lane
		4200 ft south of I-90	2	3 add lane
26	IL 72	2500 ft east of O'Hare West Bypass	3	4 add lane
		4550 ft west of O'Hare West Bypass	3	4 add lane
27	Mt Prospect Rd	1150 ft north of IL 72	2	2 reconstruct intersection
		900 ft south of IL 72	2	2 recosntruct intersection
33	I-90	5450 ft west of Elmhurst Rd	3	4 add lane
		3900 ft east of Elmhurst Rd	3	4 add lane
31	Oakton St	850 ft east of Elmhurst Rd	2	2 intersection upgrade
		850 ft west of Elmhurst Rd	2	2 intersection upgrade

Appendix E

Supporting Improvements

South Connection - Option A

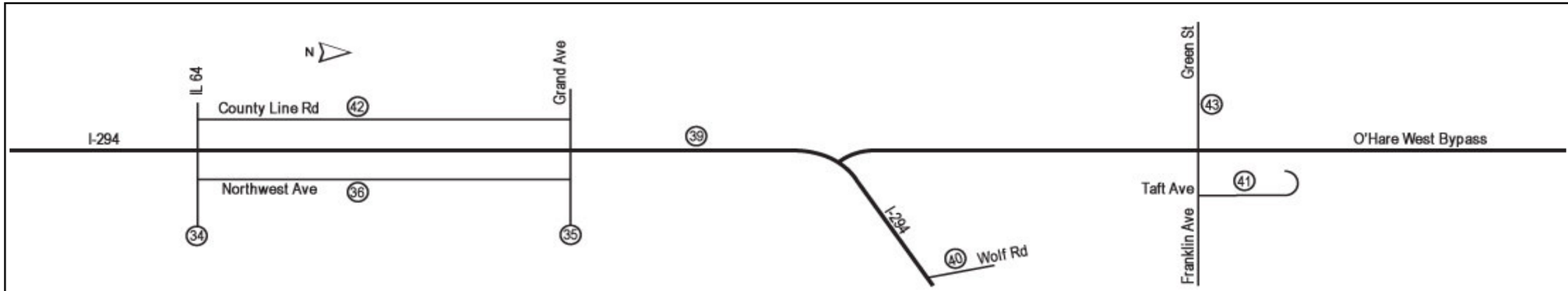


Off-System Improvement		Extent	Existing Lane Configuration (# of lanes each direction)	Proposed Improvement (# of lanes each direction)	
34	IL 64	800 ft west of I-294	2	2	intersection reconstruction
		1025 ft east of I-294	3	3	intersection reconstruction
35	Grand Ave	570 ft west of County Line Rd	2	2	mainline bridge; adjust profile
		600 ft east of County Line Rd	2	2	mainline bridge; adjust profile
36	Northwest Ave	9025 ft south of Grand Ave	1	2 lanes NB	add lane NB
37	County Line Rd	15600 ft south of Franklin Ave	1	2 lanes SB	add lane SB
38	Franklin Ave/Green St	3300 ft east of County Line Rd	1	2	add lane
39	I-294	7150 ft north O'Hare West Bypass	4	4-6	add lane
		12700 ft south O'Hare West Bypass	4	4-6	add lane
40	Wolf Rd	1050 ft north of I-294	1	1	mainline bridge; adjust profile
		1025 ft south of I-294	1	1	mainline bridge; adjust profile
41	Taft Ave	4320 ft north of Franklin Ave	0	2	construct new local connection

Appendix E

Supporting Improvements

South Connection - Option D



Off-System Improvement		Extent	Existing Lane Configuration (# of lanes each direction)	Proposed Improvement (# of lanes each direction)	
34	IL 64	800 ft west of I-294	2	2	intersection reconstruction
		1025 ft east of I-294	3	3	intersection reconstruction
35	Grand Ave	570 ft west of County Line Rd	2	2	mainline bridge; adjust profile
		600 ft east of County Line Rd	2	2	mainline bridge; adjust profile
36	Northwest Ave	9025 ft south of Grand Ave	1	2 lanes NB	add lane NB
42	County Line Rd	3200 ft north of North Ave	1	3 lanes SB	add lane SB
43	Franklin Ave/Green St	925 ft west of Taft Ave	1	2	add lane
		1150 ft east of Taft Ave	1	2	add lane
39	I-294	7150 ft north O'Hare West Bypass	4	4-6	add lane
		12700 ft south O'Hare West Bypass	4	4-6	add lane
40	Wolf Rd	1050 ft north of I-294	1	1	mainline bridge; adjust profile
		1025 ft south of I-294	1	1	mainline bridge; adjust profile
41	Taft Ave	4320 ft north of Franklin Ave	0	2	construct new local connection

Appendix F

FAA 7460 Review

U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

March 6, 2009

Mr. Peter Harmet,
Bureau Chief of Programming,
Illinois Department of Transportation – District 1
201 W. Center Court
Schaumburg, IL 60196

Tracy Victorine Lewis
Master Civil Engineer,
CH2MHill
10510 West Zemke Road
Chicago, IL 60666

Ms. Rosemarie Andolino,
Executive Director,
City of Chicago, Department of Aviation
10510 West Zemke Road
Chicago, Illinois 60666

Attn: Mr. Peter Harmet:

Chicago O'Hare International Airport
Feasibility Case No. 2008-AGL-1862-NRA
Elgin O'Hare West Bypass Feasibility Study

On September 30, 2005, the Federal Aviation Administration (FAA) approved the Chicago O'Hare International Airport Layout Plan (ORD ALP). The approved ALP contained FAR Part 77 penetrations associated with each runway, along with the proposed and FAA accepted resolutions (lower, remove, light, etc). A listing of the FAR Part 77 penetrations can be found on Pages 14 through 48 of the ALP. The goal of the FAA and the Illinois Department of Transportation (IDOT) should be to have all FAR Part 77 surfaces clear of obstructions and to have no impact on CAT II/III capability. However, in case-by-case situations, FAR Part 77 penetrations may exist, if no practical alternatives can be identified and is reviewed by the FAA.

As requested by IDOT, we have completed a feasibility study for this project. It is important to note that IDOT must submit a formal request for an airspace study before the actual proposed work may proceed.

Based on our review of the feasibility study, the FAA offers the following to consider as the design/planning process continues forward.

1) Ensure that there are no permanent impacts to CAT II/III minimums.
2) Any new information must be included in a Form 7460 submittal and have no objections from an airspace utilization standpoint.

3) Highway light poles must be obstruction lighted.

4) This feasibility study does not include the physical and electromagnetic radiation effect that temporary or permanent equipment may have on the operation of an air navigation facilities located on or off O'Hare. When conflicts arises with the air traffic electronic facilities during the planning phases of proposals, the FAA emphasizes the need for conserving the navigable airspace for aircraft; preserving the integrity of the National Airspace System, and protecting air navigation facilities from either electromagnetic or physical encroachments that would preclude normal operation. In the case of such a conflicting demand for airspace by the proposed construction or alteration, the first consideration is to change the proposal.

5) The Sponsor is responsible for the overall expenses for the relocation and/or replacement of modifications to FAA air traffic control and air navigation facilities or components when:

   a) Class I facilities must be relocated, replaced or modified because the proposed project impairs the technical and operational characteristics of FAA facilities.

   b) Class I facilities must be relocated, replaced or modified to permit the extension of runways or construction of new runways and taxiways or other improvements to the existing airport facilities; for example: expansion of roadways, parking areas, terminal buildings, and aircraft service areas.

   c) The FAA has a lease, permit, license, or other document covering Class II facilities that gives FAA a legal basis for requesting that the airport owner or sponsor assume the cost of relocation and other modifications required for safety of public airports and protection of navigable airspace.

IFR IMPACTS

Point 9R-PT5:
Runway 27R Proposed – Departure ICA penetrated. Requires note identifying height and location of obstruction. MTA: 720. Penetrates by 2 feet.

Point 9R-PT6:
Runway 27R Proposed – Departure ICA penetrated. Requires note identifying height and location of obstruction. MTA: 712. Penetrates by 7 feet.

Point 4R"G"-PT3:
Runway 22L – Departure ICA penetrated. Requires note identifying height and location of obstruction. MTA: 681. Penetrates by 11 feet.

Point 14R-PT3:
Runway 27R Proposed – Departure ICA penetrated. Requires note identifying height and location of obstruction. MTA: 693. Penetrates by 3 feet.

No IFR Effects for all other points identified in this feasibility study.

If the above points are reduced by the amount of the penetration, there should no longer be any IFR effects. This is subject to change based on the necessity to formally request an airspace study prior to the start of construction.

PART 77 PENETRATIONS

See attached **Tables 1 – 4** for the results of the FAR Part 77 Penetrations for the proposed Elgin O'Hare – West Bypass Feasibility Study.

If you have any questions or require further clarification, please contact Richard Kula at (847) 294-7507 or me at (847) 294-8409.

Sincerely,

Jose G. de Leon
O'Hare Modernization Program Manager
Chicago Airports District Office

cc: Mr. Michael Boland, City of Chicago
ORD ATCT/ATM
ORD ATCT/NPPM
AGL 600
AGL 200
AGL 500
AGL FPO
AGL 471

TABLE 1
Chicago O'Hare International Airport
Feasibility Study - Elgin O'Hare West Bypass
FAA Part 77 Analysis - 2008-AGL-1862-NRA
Critical Points for Height Restrictions

Penetrations are measured in Feet

NA represents Not Applicable

	Runway 9L/27R			Future Runway 9C/27C				Future Runway 9R/27L			
	Runway 9L		Runway 27R		Runway 9C		Runway 27C		Runway 9R		Runway 27L
Point	Primary	Approach	Primary	Primary	Approach	Transition	Primary	Primary	Approach	Transition	Primary
9L-PT0	1	NA	5	NA	NA	NA	NA	NA	NA	NA	NA
9L-PT1A	NA	7	NA	NA	NA	NA	NA	NA	NA	NA	NA
9L-PT1B	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9L-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9L-PT3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9C-PT0	NA	NA	NA	1	NA	NA	17	NA	NA	NA	NA
9C-PT1A	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9C-PT1B	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9C-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9C-PT3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT0	NA	NA	NA	NA	NA	NA	NA	1	NA	NA	19
9R-PT1A	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT1B	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT4	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT5	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT6	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT7	NA	NA	NA	NA	NA	NA	NA	NA	NA	2	NA

TABLE 2
Chicago O'Hare International Airport
Feasibility Study - Elgin O'Hare West Bypass
FAA Part 77 Analysis - 2008-AGL-1862-NRA
Critical Points for Height Restrictions

Penetrations are measured in Feet

NA represents Not Applicable

	Runway 10/28				Future Runway 10C/28C				Future Runway 10R/28L			
		Runway 10		Runway 28		Runway 10C		Runway 28C		Runway 10R		Runway 28L
Point	Primary	Approach	Transition	Primary	Primary	Approach	Transition	Primary	Primary	Approach	Transition	Primary
10L-PT0	1	NA	NA	22	NA	NA	NA	NA	NA	NA	NA	NA
10L-PT1	NA	13	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10L-PT2	NA	15	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10L-PT3	NA	15	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10L-PT4	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10C-PT0	NA	NA	NA	NA	1	NA	NA	20	NA	NA	NA	NA
10C-PT1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10C-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10C-PT3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10C-PT4	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10R-PT0	NA	NA	NA	NA	NA	NA	NA	NA	18	NA	NA	22
10R-PT1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10R-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10R-PT3	NA	NA	NA	NA	NA	NA	NA	NA	NA	2	NA	NA
10R-PT4	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	6	NA

TABLE 3
Chicago O'Hare International Airport
Feasibility Study - Elgin O'Hare West Bypass
FAA Part 77 Analysis - 2008-AGL-1862-NRA
Critical Points for Height Restrictions

Penetrations are measured in Feet
NA represents Not Applicable

	Runway 4R/22L		
	Runway 4R		Runway 22L
Point	Primary	Approach	Primary
4R"E"-PT0	1	NA	8
4R"E"-PT1	NA	3	NA
4R"E"-PT2	NA	8	NA
4R"E"-PT3	NA	NA	NA
4R"F"-PT0	1	NA	8
4R"F"-PT1	NA	6	NA
4R"F"-PT2	NA	5	NA
4R"F"-PT3	NA	8	NA
4R"G"-PT0	1	NA	8
4R"G"-PT1	NA	9	NA
4R"G"-PT2	NA	NA	NA
4R"G"-PT3	NA	22	NA

TABLE 4
Chicago O'Hare International Airport
Feasibility Study - Elgin O'Hare West Bypass
FAA Part 77 Analysis - 2008-AGL-1862-NRA
Critical Points for Height Restrictions

Penetrations are measured in Feet

NA represents Not Applicable

	Runway 14L/32R			Runway 14R/32L			Future Runway 28L
	Runway 14L		Runway 32R	Runway 14R		Runway 32L	Runway 28L
Point	Primary	Approach	Primary	Primary	Approach	Primary	Approach
28L-PT0	NA	NA	NA	NA	NA	NA	NA
28L-PT1	NA	NA	NA	NA	NA	NA	NA
28L-PT2	NA	NA	NA	NA	NA	NA	NA
14L-PT0	1	NA	5	NA	NA	NA	NA
14L-PT1	NA	NA	NA	NA	NA	NA	NA
14L-PT2	NA	NA	NA	NA	NA	NA	NA
14L-PT3	NA	NA	NA	NA	NA	NA	NA
14L-PT4	NA	NA	NA	NA	NA	NA	NA
14L-PT5	NA	NA	NA	NA	NA	NA	NA
14L-PT6	NA	NA	NA	NA	NA	NA	NA
14L-PT7	NA	NA	NA	NA	NA	NA	NA
14L-PT8	NA	NA	NA	NA	NA	NA	NA
14R-PT0	NA	NA	NA	1	NA	17	NA
14R-PT1A	NA	NA	NA	NA	NA	NA	NA
14R-PT1B	NA	NA	NA	NA	NA	NA	NA
14R-PT2	NA	NA	NA	NA	NA	NA	NA
14R-PT3	NA	NA	NA	NA	NA	NA	NA
14R-PT4	NA	NA	NA	NA	NA	NA	NA
14R-PT5	NA	NA	NA	NA	NA	NA	NA

Appendix G

Wetland Impact Table

APPENDIX G

Wetland Impact Table

TABLE G-1
Potential Wetland Impacts Associated with Alternatives 203 and 402

Wetland ID	Wetland Type[a]	Jurisdictional Status[b,c]	Watershed	Impact (ac)[d]		Size[d,e] (ac)	% Impact	
				Alt 203	Alt 402		Alt 203	Alt 402
WL1.2	vegetated drainage ditch/channel	USACE jurisdictional	Willow Creek	0	--	0.1	21.4	--
WL3.1	vegetated drainage ditch/channel	USACE jurisdictional	Willow Creek	0.1	0.1	5.4	1.8	1.8
WL3.3	emergent	Isolated	Willow Creek	0	0	0	100	100
WL3.4	emergent	Isolated	Willow Creek	0.5	0.5	0.6	90.9	90.9
WL3.5	wooded wetland	Isolated	Willow Creek	0.1	0.1	0.2	23.8	23.8
WL4.1	vegetated drainage ditch/channel	USACE jurisdictional	Willow Creek	1.1	0.1	1.4	78.3	5.6
WL10.3	emergent	USACE jurisdictional	Salt Creek	2.8	2.8	67.2	4.1	4.1
WL10.4	wet old field	Isolated	Salt Creek	0.1	0.1	0.1	100	100
WL10.5	scrub-shrub	Isolated	Salt Creek	0.5	0.5	0.5	100	100
WL10.6	emergent	Isolated	Salt Creek	0.5	0.5	0.6	87.2	87.2
WL10.8	scrub-shrub	Isolated	Salt Creek	1.3	1.3	1.3	100	100
WL10A	emergent	USACE jurisdictional	Willow Creek	1.1	--	4.5	25.2	--
WL11.2	emergent	Isolated	Salt Creek	0.4	0.4	0.4	100	100
WL12.8	emergent	isolated	Salt Creek	0.1	0.1	0.1	100	100
WL12.9	emergent	USACE jurisdictional	Salt Creek	0.4	0.4	0.4	100	100
WL12.10	emergent	USACE jurisdictional	Salt Creek	2.0	2.0	2.0	100	100
WL14.1	wet old field	isolated	Salt Creek	0	0	0	100	100

TABLE G-1
Potential Wetland Impacts Associated with Alternatives 203 and 402

Wetland ID	Wetland Type[a]	Jurisdictional Status[b,c]	Watershed	Impact (ac)[d]		Size[d,e] (ac)	% Impact	
				Alt 203	Alt 402		Alt 203	Alt 402
WL14.2	wet old field	isolated	Salt Creek	0.1	0.1	0.1	100	100
WL14.4	wet old field	USACE jurisdictional	Salt Creek	0.8	0.8	0.8	100	100
WL15.1	wet old field	USACE jurisdictional	Salt Creek	3.6	3.6	259.1	1.4	1.4
WL16.1	wooded wetland	isolated	Willow Creek	0.1	0.1	0.1	100	100
WL16.3	wet old field	isolated	Willow Creek	0.2	0.2	0.2	100	100
WL16.4	wet old field	isolated	Willow Creek	0.4	0.4	0.4	100	100
WL16.5	emergent	isolated	Willow Creek	0	0	0	100	100
WL16.6	scrub-shrub	isolated	Willow Creek	0.1	0.1	0.1	100	100
WL16.7	scrub-shrub	isolated	Willow Creek	0.3	0.3	0.3	100	100
WL16.8	emergent	isolated	Willow Creek	0.5	0.5	0.5	100	100
WL16A	wet old field	isolated	Willow Creek	0	--	1.5	0.1	--
WL17.1	vegetated drainage ditch/channel	USACE jurisdictional	Willow Creek	0.5	0.5	1.4	35.8	35.8
WL17.7	wet old field	isolated	Willow Creek	0	0	0	100	100
WL17.8	vegetated drainage ditch/channel	isolated	Willow Creek	0.1	0.1	0.1	100	100
WL18.1	OMP	isolated	Willow Creek	0.4	--	0.4	100	--
WL18.2	emergent	USACE jurisdictional	Willow Creek	0.5	0.5	0.5	98.0	98.0
WL18.3	wet old field	isolated	Willow Creek	0.2	0.2	0.2	100	100
WL18.4	emergent	USACE jurisdictional	Willow Creek	5.0	5.0	5.0	99.8	99.8
WL18.5	emergent	isolated	Willow Creek	0.7	0.7	0.7	100	100
WL18.6	vegetated drainage ditch/channel	USACE jurisdictional	Willow Creek	0.3	0.3	1.1	22.9	22.9
WL20.1	wooded wetland	isolated	Willow Creek	1.9	1.9	2.6	74.2	74.2
WL20.2	wooded wetland	isolated	Willow Creek	0	0	0	100	100

TABLE G-1
Potential Wetland Impacts Associated with Alternatives 203 and 402

Wetland ID	Wetland Type[a]	Jurisdictional Status[b,c]	Watershed	Impact (ac)[d]		Size[d,e] (ac)	% Impact	
				Alt 203	Alt 402		Alt 203	Alt 402
WL20.9	OMP	USACE jurisdictional	Des Plaines River	0	0	0.10	2.8	2.8
WL22.5	OMP	USACE jurisdictional	Des Plaines River	0	0	0.1	33.3	33.3
WL38A	wet old field	isolated	Salt Creek	0	0	0	1.2	1.2
WL40.1	vegetated drainage ditch/channel	USACE jurisdictional	Salt Creek	0.3	0.3	0.4	85.7	85.7
WL40.2	vegetated drainage ditch/channel	USACE jurisdictional	Salt Creek	0.1	0.1	0.1	100	100
WL42.1	scrub-shrub	isolated	Salt Creek	0.1	0.1	0.8	9.5	9.5
WL42.2	wooded wetland	USACE jurisdictional	Salt Creek	0	0	0.5	8.5	8.5
WL42.4	emergent	USACE jurisdictional	Salt Creek	0.3	0.3	1.2	27.6	27.6
WL42.6	emergent	isolated	Salt Creek	0	0	0	6.9	6.9
WL43.1	wooded wetland	isolated	Salt Creek	0.2	0.2	0.4	39.5	39.5
WL43.2	emergent	isolated	Salt Creek	0.2	0.2	3.7	4.6	4.6
WL45.2	emergent	USACE jurisdictional	Salt Creek	0	0	2.2	0	0
WL45.5	emergent	isolated	Salt Creek	0.1	0.1	2.3	4.7	4.7
WL45.6	emergent	isolated	Salt Creek	0.1	0.1	0.1	100	100
WL45.9	scrub-shrub	USACE jurisdictional	Salt Creek	0.1	0.1	0.5	10.9	10.9
WL45.10	wet old field	Isolated	Salt Creek	0.4	0.4	0.4	100	100
WL45.11	vegetated drainage ditch/channel	USACE jurisdictional	Salt Creek	0	0	0.4	5.6	5.6
WL46.2	scrub-shrub	isolated	West Branch DuPage River	0	0	0	50.0	50.0
WL46.5	emergent	isolated	Salt Creek	0.1	0.1	4.7	1.3	1.3

TABLE G-1
Potential Wetland Impacts Associated with Alternatives 203 and 402

Wetland ID	Wetland Type[a]	Jurisdictional Status[b,c]	Watershed	Impact (ac)[d]		Size[d,e] (ac)	% Impact	
				Alt 203	Alt 402		Alt 203	Alt 402
WL46.7	emergent	isolated	West Branch DuPage River	0	0	0	100	100
WL46.8	emergent	isolated	Salt Creek	0.2	0.2	0.2	100	100
WL50.1	emergent	isolated	West Branch DuPage River	0.5	0.5	8.9	5.2	5.2
EOM1	mitigation site	USACE jurisdictional	Salt Creek	0	0	5.8	0	0
EOM3	mitigation site	USACE jurisdictional	West Branch DuPage River	0.1	0.1	1.4	6.6	6.6
EOM4	mitigation site	USACE jurisdictional	West Branch DuPage River	0	0	3.2	0.9	0.9
M9	mitigation site	USACE jurisdictional	Salt Creek	0.2	0.2	18.2	0.8	0.8
WLB12.3	wetland basin	exempt	Salt Creek	2.4	2.4	2.4	100	100
WLB12.4	wetland basin	exempt	Salt Creek	1.5	1.5	1.5	100	100
WLB12.5	wetland basin	exempt	Salt Creek	0.3	0.3	0.3	100	100
WLB12.6	wetland basin	exempt	Salt Creek	1.7	1.7	4.7	35.0	35.0
WLB15.2	wetland basin	exempt	Salt Creek	1.6	1.6	1.9	87.1	87.1
WLB16.1	wetland basin	exempt	Willow Creek	0.1	0.1	0.1	100	100
WLB16.3	wetland basin	exempt	Willow Creek	0	0	0	100	100
WLB17.1	wetland basin	exempt	Willow Creek	0.1	0.1	0.1	100	100
WLB17.2	wetland basin	exempt	Willow Creek	0.2	0.2	0.2	100	100
WLB17.3	wetland basin	exempt	Willow Creek	0.4	0.4	0.4	100	100
WLB23A	wetland basin	exempt	Willow Creek	0.7	0.7	0.7	100	100
WLB33A	wetland basin	exempt	Salt Creek	0	0	1.4	2.8	2.8

TABLE G-1
Potential Wetland Impacts Associated with Alternatives 203 and 402

Wetland ID	Wetland Type[a]	Jurisdictional Status[b,c]	Watershed	Impact (ac)[d]		Size[d,e] (ac)	% Impact	
				Alt 203	Alt 402		Alt 203	Alt 402
WLB46.1	wetland basin	exempt	Salt Creek	0	0	0	100	100
WLB46.2	wetland basin	exempt	Salt Creek	0.1	0.1	0.1	100	100
Total				**38.7**	**36.1**			

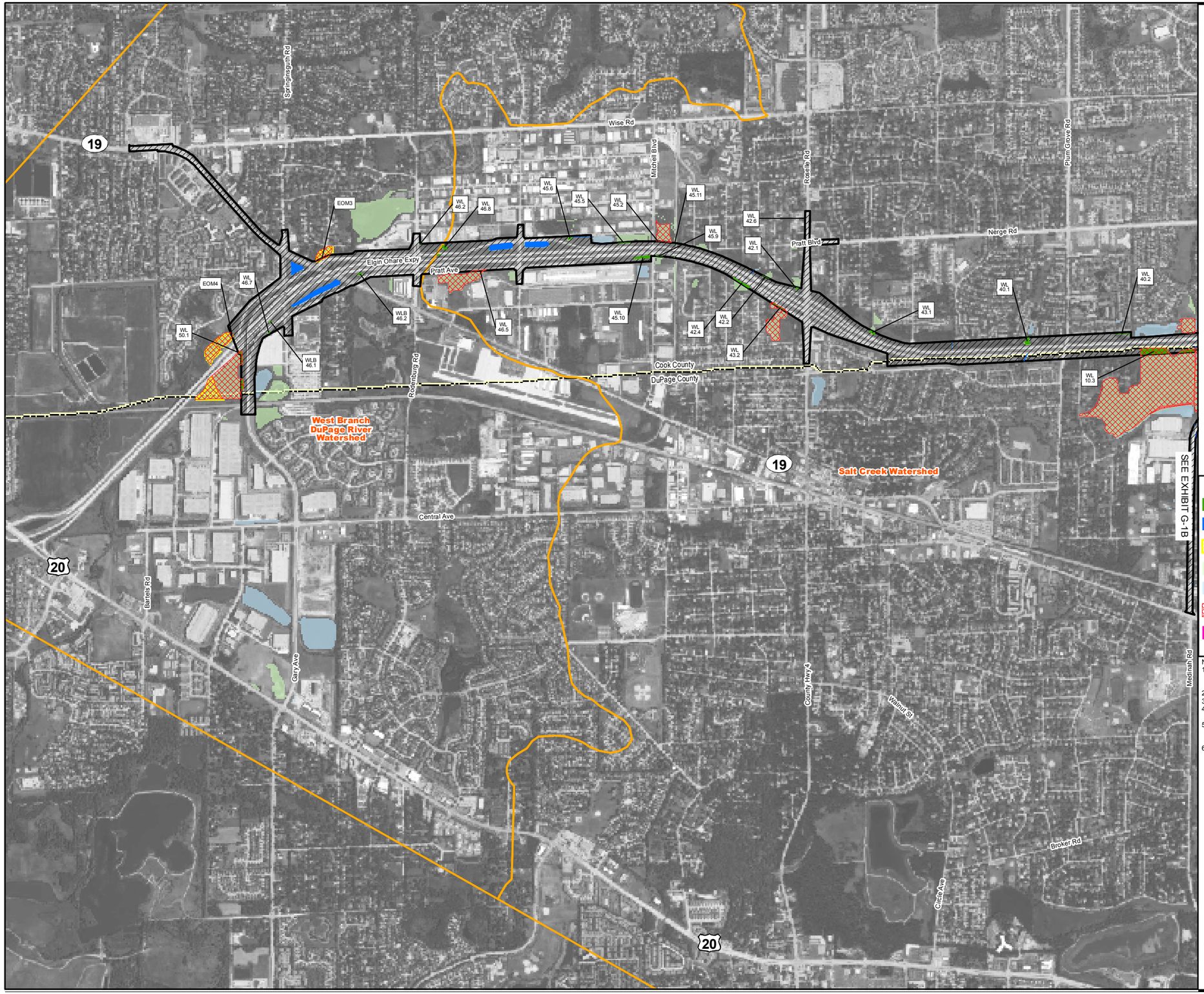
[a] Some wetlands include more than one community type or contain areas of open water. The dominant community type is listed.

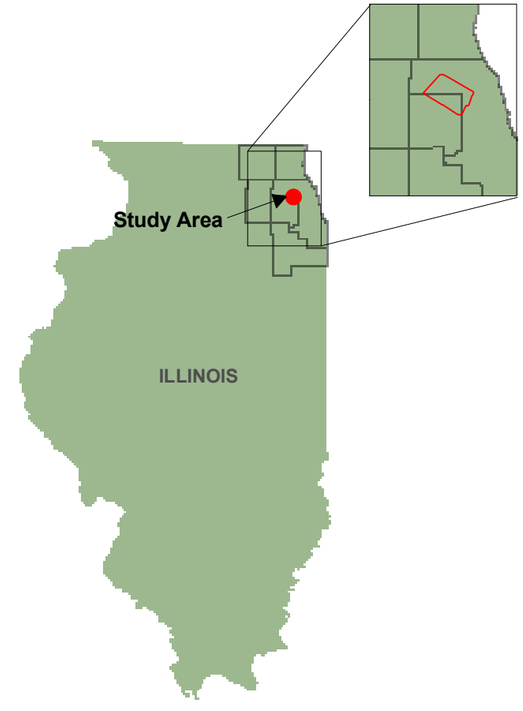
[b] Jurisdictional status is based on preliminary assessment and is subject to change pending more detailed studies to be completed as part of the Tier Two environmental studies and following a USACE jurisdictional determination. Mitigation sites were assumed to be USACE jurisdictional.

[c] Exempt areas include man-made wetland bottom stormwater management facilities (i.e., wetland basins) where wetland impacts may not be regulated by the USACE and/or IDNR. Subject to regulatory concurrence.

[d] Approximate wetland acreage, impacts, and percentages are rounded; "0" represents a value of less than 0.05. Percentages and impact totals for each alternative were calculated prior to rounding. "--" represents no impact.

[e] Wetland acreages are approximate. Acreage is based on preliminary field reconnaissance and available wetland resources as discussed in Section 2, *Affected Environment*. Wetland boundaries may vary from those that are mapped.





Legend

- Impacted Wetlands
- Impacted Waters
- Mitigation Sites[1, 2]
- Wetlands[1, 3]
- Waters[1, 3]
- Higher Quality Wetlands[5]
- OMP Wetlands
- County Boundary
- Alternative 203
- Alternative 402
- Option A
- Option D
- OMP Acquisition Area[6]

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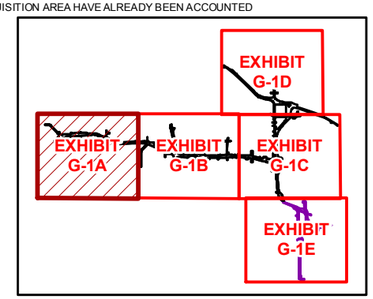

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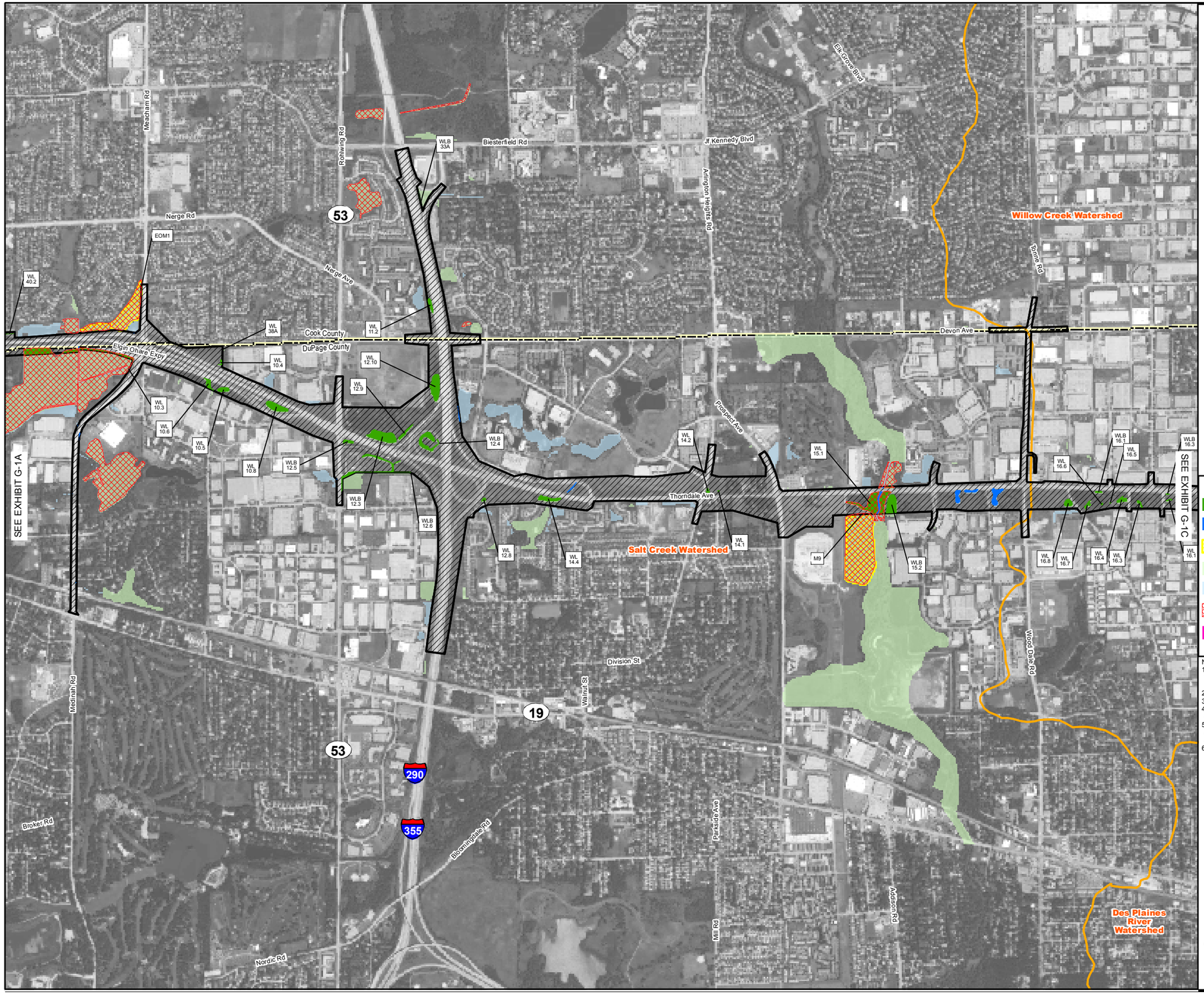
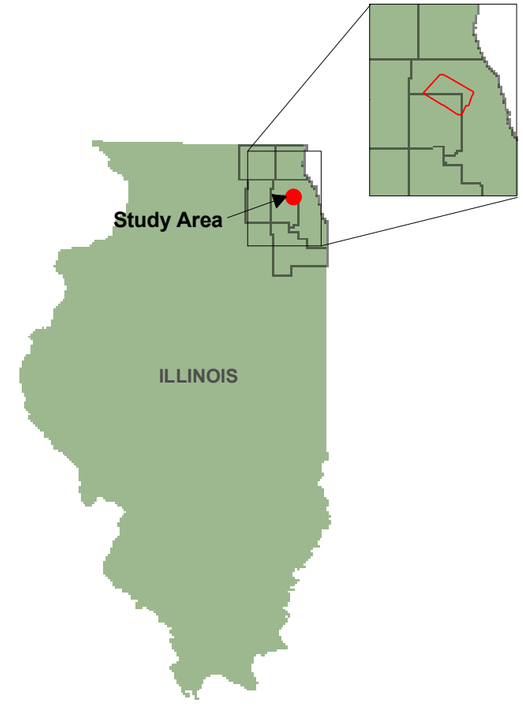
Exhibit G-1A

Potentially Impacted Wetlands - Detailed View





Legend

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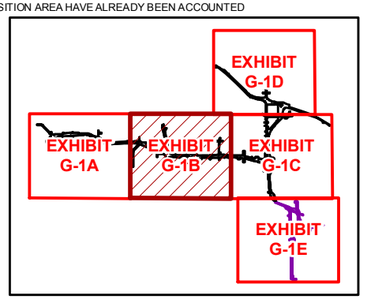

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Exhibit G-1B

Potentially Impacted Wetlands - Detailed View

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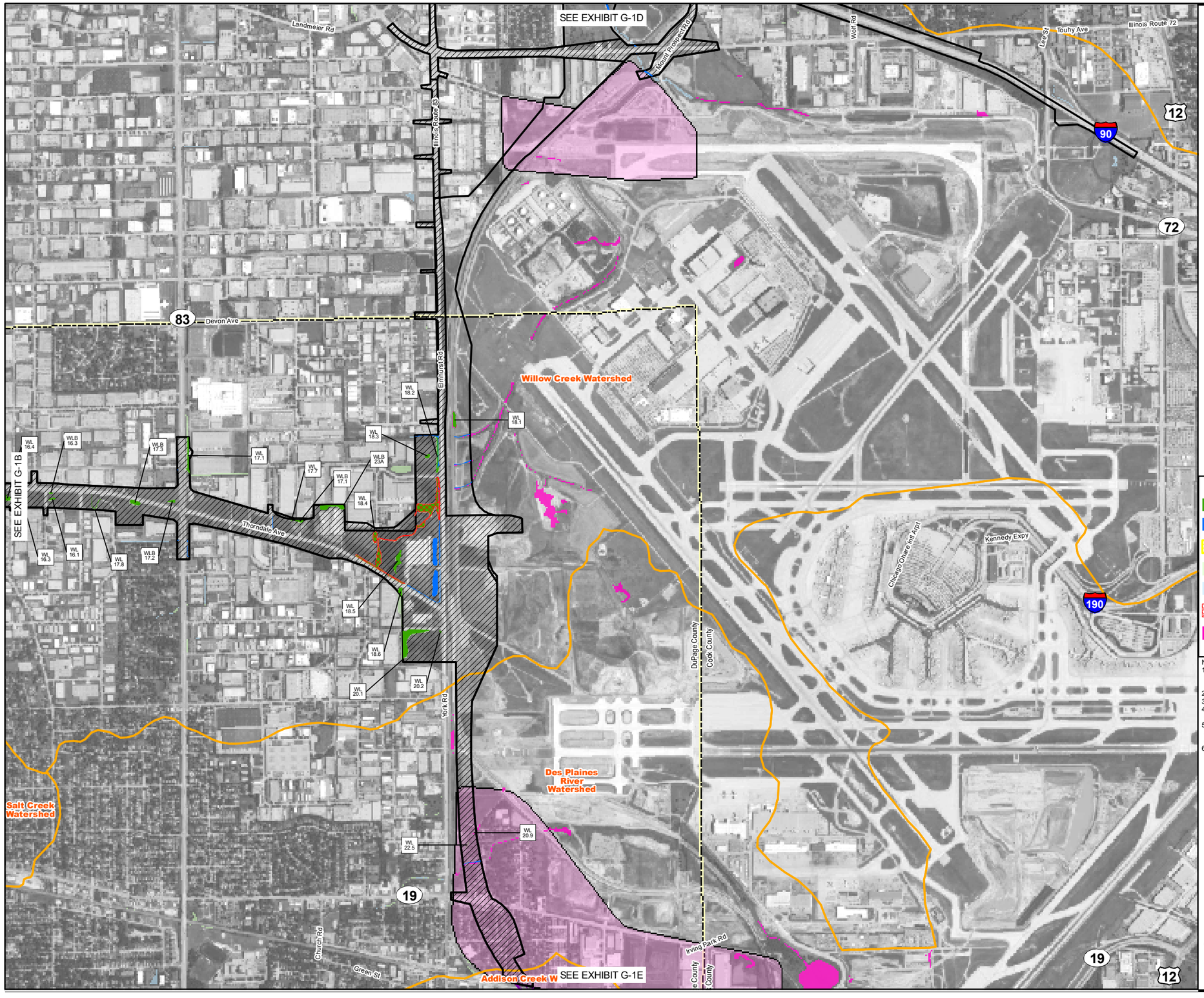

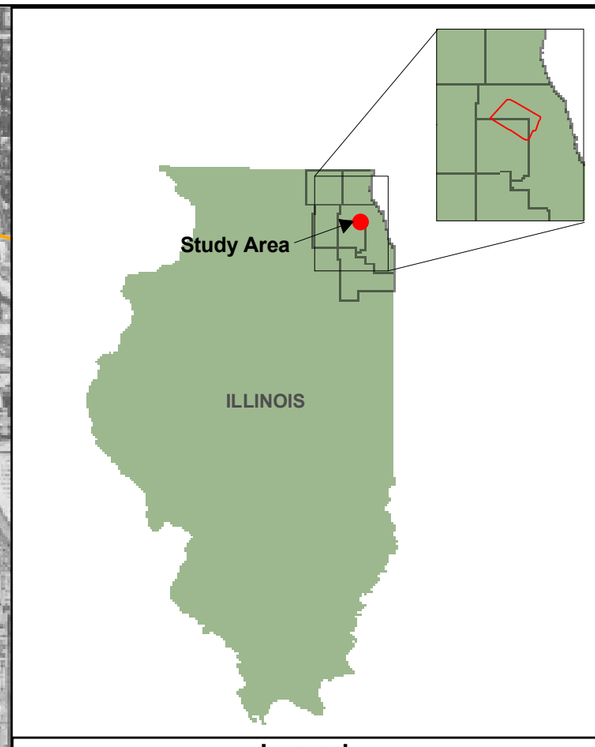

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- Impacted Waters
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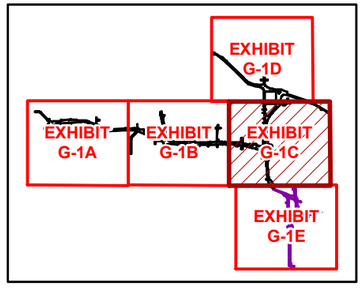

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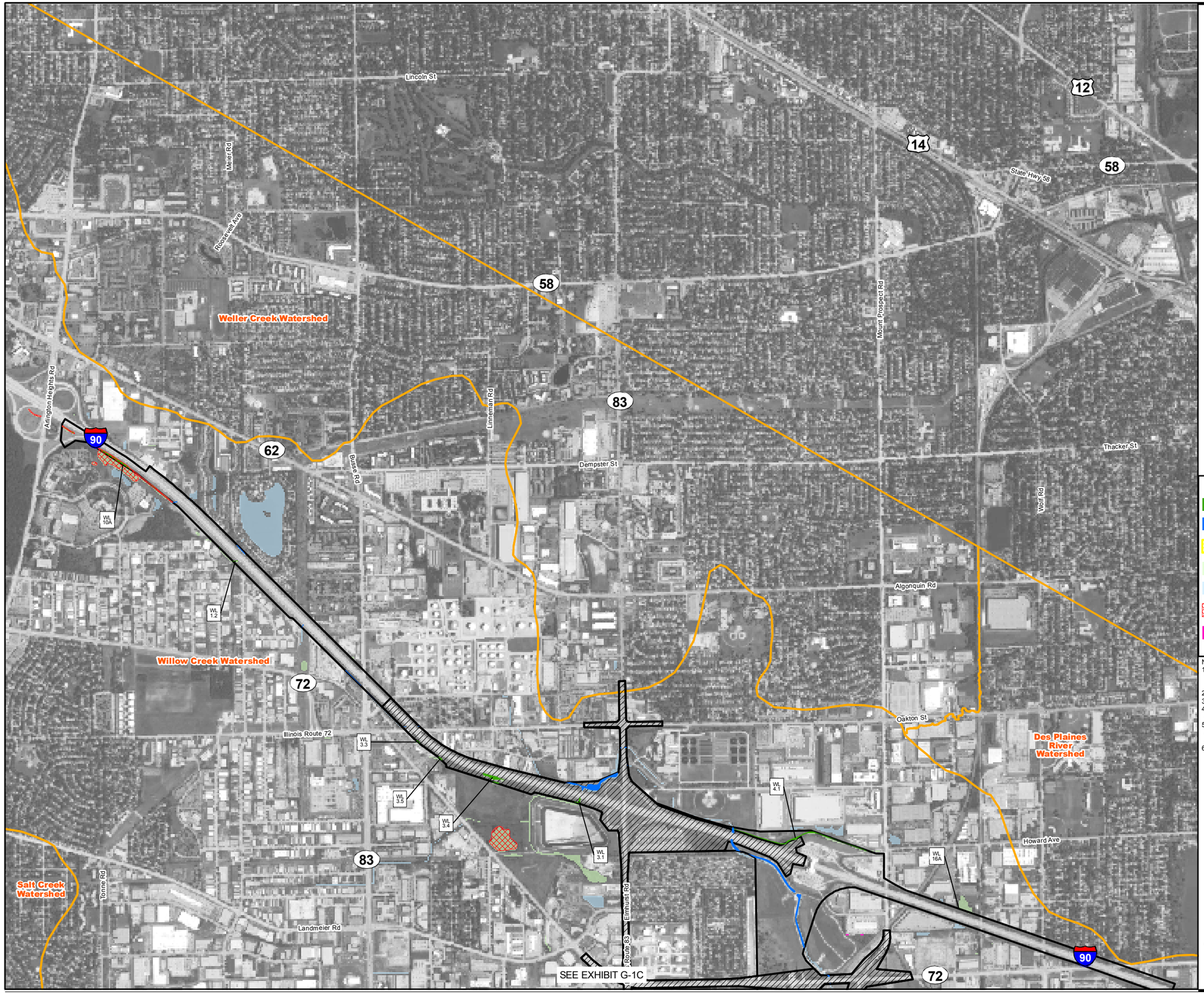
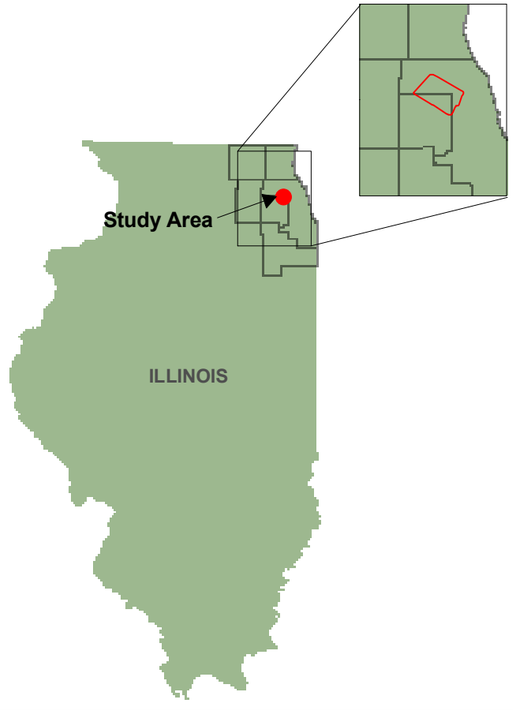
Exhibit G-1C

Potentially Impacted Wetlands - Detailed View





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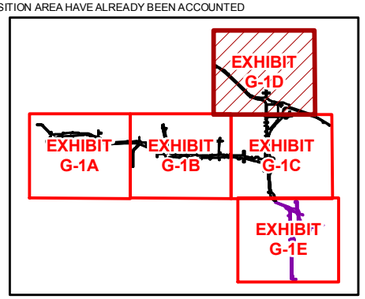

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Exhibit G-1D

Potentially Impacted Wetlands - Detailed View

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SEE EXHIBIT G-1C

Willow Creek Watershed

Des Plaines River Watershed

Addison Creek Watershed

Salt Creek Watershed

DuPage County
Cook County

WL 28.1
WL 24.3
WL 29.2
WLB 29.2
WL 29.5
WLB 34.1

Green St
Oak Meadows Dr
Oak Meadow Dr - 3rd Ave
Jefferson St
Hickory Ave
York Rd
Church Rd
County Line Rd
Franklin Ave
Grand Ave
Wolf Rd
Fullerton Ave
York St
Frontage Rd
West Ave

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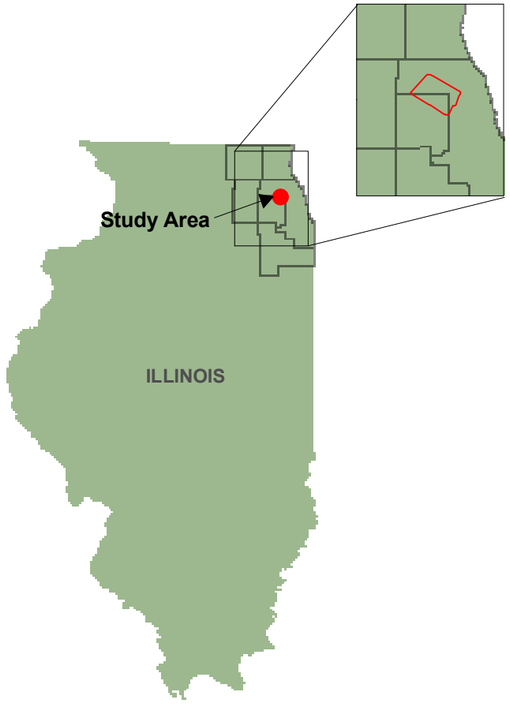

Legend

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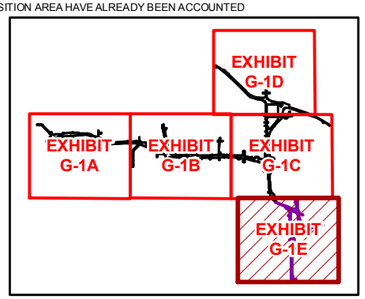

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Exhibit G-1E

Potentially Impacted Wetlands - Detailed View

Appendix H

Scoping Summary

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Scoping Summary

Prepared for
Illinois Department of Transportation

August 2008

Contents

A. Introduction and Background H-3

B. Description of the National Environmental Policy Act & Scoping H-4

C. Description of Context Sensitive Solution Policies H-5

D. Stakeholder Involvement Plan H-6

E. Public Information Process H-7
Public Outreach Meetings H-7
Project Study Group and Project Management Team H-7
Corridor Planning Group H-8
Task Forces H-8
Other Mechanisms for Public Involvement H-9

F. Notice of Intent to Prepare the Tier One EIS and Conduct Scoping H-10

G. Scoping Events H-10
CPG Meeting #1 ..... H-10
Public Information Meeting #1 ..... H-10
Agency Scoping Meetings H-11
Task Force Meeting #1 and Stakeholder Workshop #1 ..... H-12
CPG Meeting #2 ..... H-12

H. Conclusion/Core Transportation Problems Raised by Stakeholders H-12

References H-14

Elgin O'Hare – West Bypass Study
Scoping Summary

A. Introduction and Background

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), will prepare a Tier One Environmental Impact Statement (EIS) for the Elgin O'Hare – West Bypass study in Cook and DuPage Counties, Illinois. The study area is generally bordered by Interstate 90 (I-90) on the north, IL 53/I-290 on the west and south, and I-294 on the east, and covers an area of 104.8 square miles. The study area is densely developed with a mix of residential, commercial, and industrial land uses. The location of the study area, relative to existing employment centers and major transportation facilities, provides both unique benefits and challenges to each community. The area is home to thousands of local, national, and international businesses that employ hundreds of thousands of people.

The Elgin O'Hare – West Bypass study area has been the subject of needed transportation improvements for years. Past major transportation initiatives in the study area, include the following:

- The Elgin O'Hare Expressway was originally proposed in the early 1960s, and corridor approval was granted in 1970. Early design work commenced shortly thereafter, but was discontinued by 1972.

- Preliminary design and an EIS for the Elgin O'Hare Expressway project were completed in 1990. Construction of a section of the expressway between US 20 (Hanover Park) and I-290 was completed in the mid-1990s.

- The O'Hare West Bypass concept originated from a recommendation in the Illinois State Toll Highway Authority (ISTHA) 1987 Annual Toll Revenue Report to address growing congestion and capacity concerns.

- In 1989, the O'Hare West Bypass was identified in the 2010 Transportation System Development Plan for the region.

- In 1995, the Illinois Legislature authorized ISTHA to design and construct the O'Hare West Bypass.

- In 2005, the Federal Aviation Administration (FAA) approved the EIS for the O'Hare Modernization Program (OMP) and associated Airport Layout Plan (ALP). The OMP EIS identifies a potential 300-foot corridor on the west side of the airfield for a future O'Hare West Bypass.

- In 2006, DuPage County completed the DuPage County West O'Hare Corridor Economic Development Study, assessing opportunities for development in this region and creating an overall vision for the area.

The current project constitutes a fresh look at transportation issues and community concerns through an open and comprehensive planning process. Although this project begins with a clean slate, stakeholder issues and objectives identified through earlier planning efforts will be acknowledged and appropriately considered as part of the current project effort.

Planning for this proposed project will meet state and federal requirements meant to integrate environmental values and public interaction into transportation improvements. The requirements include the National Environmental Policy Act (NEPA), The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU),[1] and Context Sensitive Solutions (CSS).

To meet these requirements, an early and open "scoping" process, involving coordination with the public and environmental resource and regulatory agencies, was used to determine the scope of issues to be addressed and to identify significant issues for the Elgin O'Hare – West Bypass study. In addition, effort was made to identify key community issues and interests through early outreach with project stakeholders, community officials, and various community groups and municipalities in the area.

This document provides a summary of the public information process and scoping activities that were completed, and lists the core transportation problems raised by stakeholders through the scoping process.

B. Description of the National Environmental Policy Act & Scoping

As a proposed federal action, the Elgin O'Hare – West Bypass project must comply with the National Environmental Policy Act (NEPA) of 1969, as amended. NEPA requires that federal policies, regulations, and laws be interpreted and administered in accordance with environmental protection goals, to the fullest extent possible. NEPA also requires that potential consequences to the social and natural environment as a result of a proposed action be considered, that analyses be documented, and that this information be made available to the public for comment prior to implementation.

FHWA and IDOT, acting as joint lead agencies will complete a Tiered EIS for the Elgin O'Hare – West Bypass project. The EIS will be advanced in two phases, or tiers, that build upon one another. A Tiered EIS is applicable to projects where a single transportation solution for the study area has not been identified with respect to mode (e.g., roadway or transit) and/or location. The Tier One EIS includes an examination of the overall transportation system improvement needs, a study of alternatives to satisfy them, and broad consideration of potential environmental and social impacts of the possible alternatives. The Tier One evaluation is completed at a sufficient level of engineering and environmental detail to assist decision makers in

[1] Pub. L. 109-59, 119 Stat. 1144, Section 6002; codified as 23 USC §139

selecting a preferred transportation system alternative(s). Tier One includes preparing a draft and final EIS that will disclose potential environmental and social effects (evaluated at a planning level) of the proposed improvements. The final EIS will conclude with a Record of Decision (ROD) by FHWA that states the preferred transportation system alternatives to be carried forward into Tier Two.

The Tier One EIS will produce the following outcomes:

- Approval of the preferred transportation system alternative(s) for the study area; and,

- Identify components of the overall transportation system alternative that can be advanced independently by various agencies through Tier Two studies.

Following completion of the Tier One process, Tier Two environmental studies will focus on specific project corridors and modes. For each Tier Two project, detailed engineering and environmental studies will be performed to define the general layout, preliminary design and footprint of the project, as well as associated right-of-way requirements. Additionally, Tier Two will include detailed studies of possible methods to avoid, minimize, and mitigate impacts on environmental resources within the project footprint. The Tier Two environmental documents will serve as the basis for a decision on whether to proceed with the design and possible construction of each project.

The NEPA process requires federal agencies to integrate environmental values into their decision-making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to these actions. The project development process is an approach to balanced transportation decision-making that considers both potential environmental impacts and the need for safe and efficient transportation.

NEPA requires "scoping" and encourages early and frequent coordination with the public and resource agencies throughout the project development process. Scoping facilitates public and agency participation and provides the opportunity for their input during preparation of the EIS. The scoping process for this project is following the scoping guidelines within the Council on Environmental Quality (CEQ) Regulations, 40 CFR § 1501.7, which provide that "there shall be an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed action."

C. Description of Context Sensitive Solution Policies

This project is being developed using the principles of Context Sensitive Solution (CSS) per the IDOT CSS Policy and Procedural Memorandum 48-06. CSS is an interdisciplinary approach that seeks effective, multi-modal transportation solutions by working with stakeholders[2] to develop, build, and maintain cost-effective

[2] Per IDOT's CSS procedures, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. This includes property owners, business owners, state and local officials, special interest groups, and motorists who utilize the facility.

transportation facilities that fit into and reflect the project's surroundings – its "context." Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

The CSS approach will provide stakeholders with the tools and information they require to effectively participate in the study process including providing an understanding of the NEPA process, transportation planning guidelines, design guidelines, and the relationship between transportation issues (needs) and project alternatives. In other words, using the CSS process should provide all project stakeholders a mechanism to share comments or concerns about transportation objectives and project alternatives, as well as improve the ability of the project team to understand and address concerns raised. This integrated approach to problem solving and decision-making will help build community consensus and promote involvement through the study process.

As identified in IDOT's CSS policies, stakeholder involvement is critical to project success. The CSS process strives to achieve the following:

- Understand stakeholder's key issues and concerns;
- Involve stakeholders in the decision-making process early and frequently;
- Establish an understanding of the stakeholder's project role;
- Address all modes of transportation; and,
- Apply flexibility in design to address stakeholder's concerns whenever possible.

Additional information regarding Stakeholder Involvement Methods is summarized below and is provided in greater detail in the Stakeholder Involvement Plan (SIP).

D. Stakeholder Involvement Plan

FHWA and IDOT developed a SIP to meet the requirements of CSS and to address the Coordination Plan requirements of 23 USC 139(g) within the context of the NEPA process. A copy of the SIP can also be viewed at http://www.elginohare-westbypass.org.

IDOT has invited stakeholders to participate in project working groups for the study, consisting of a Project Study Group (PSG), Corridor Planning Group (CPG), and Task Forces. Project working groups are described in detail in the SIP.

The purpose of the SIP is to provide a guide for implementing stakeholder involvement for the Elgin O'Hare – West Bypass project. The SIP will be used as a blueprint for defining methods and tools to educate and engage all stakeholders in the decision-making process for this project. The SIP has been designed to ensure that stakeholders are provided a number of opportunities to be informed and engaged as the project progresses.

The goal of the SIP is to actively seek the participation of communities, agencies, individual interest groups, and the general public throughout the project development process. The SIP provides the framework for achieving consensus and communicating the decision-making process between the general public, public agencies, and governmental officials to identify transportation solutions for the project.

E. Public Involvement Process

Public Outreach Meetings

Stakeholder involvement for the Elgin O'Hare - West Bypass project will be an ongoing process from project initiation through completion. In addition to the Corridor Planning Group and Task Force meetings described below, various other meetings will be held throughout the project development process to provide outreach opportunities to all stakeholders. Additional meeting opportunities are listed below.

Project Study Group and Project Management Team

Per IDOT's CSS procedures, IDOT has formed a Project Study Group (PSG), an interdisciplinary team, for developing the Elgin O'Hare – West Bypass project. The PSG will make the ultimate project recommendations to the leadership of IDOT and FHWA (project decision-makers). This group consists of a multidisciplinary team of representatives from IDOT, FHWA, Chicago Metropolitan Agency for Planning (CMAP), ISTHA, and the project consultants. The membership of the PSG will evolve as the understanding of the project's context is clarified.

The PSG has primary responsibility for the project development process. This group will meet throughout the study process to provide technical oversight and expertise in key areas including study process, agency procedures and standards, and technical approaches. The PSG also has primary responsibility for ensuring compliance with the SIP.

Other responsibilities of the PSG include the following:

- Expediting the project development process;
- Identifying and resolving project development issues;
- Promoting partnership with stakeholders to address identified project needs;
- Working to develop consensus among stakeholders; and,
- Providing project recommendations to the joint lead agencies.

IDOT has also formed a Project Management Team (PMT) comprised of representatives from IDOT, FHWA, and the project consultants. The PMT has primary responsibility for managing the project and setting the project schedule. This group will meet throughout the study process to track the project schedule, organize and set workshop agenda, define and assign deliverables, and oversee the preparation and review of technical documents. Based on stakeholder input and recommendations by the PSG and other working groups, the PMT will also be responsible for defining the project purpose and need, developing alternatives, and

considering the potential environmental and social impacts of the possible alternatives.

Corridor Planning Group

The Corridor Planning Group (CPG) is a group consisting of community leaders (one from each of the 25 communities in the study area) and representatives from DuPage County and Cook County. The CPG will represent the views of all of the communities and counties within and adjacent to the project study area. The responsibilities of this group include providing input to the study process and consensus at key project milestones (e.g., project purpose and need, range of system alternatives to be advanced for detailed study, and the recommended system alternative[s]). This group will consist of the Mayor or Manager from each community, who may also identify an alternate representative to attend the CPG meetings in the event of schedule conflicts. DuPage and Cook County, as well as the City of Chicago, have been asked to designate an appropriate department head for the CPG.

The CPG will meet both independently of, as well as jointly with, project Task Force groups during the course of the project. The meeting program will be designed to encourage timely and meaningful opportunities for CPG input, and to encourage information sharing and collaboration between the CPG, Task Forces, and the PSG. Details regarding the meeting program are provided in Section 5 of the SIP.

Any community outside the study area that shows interest in the project, that is not a part of the CPG, will be added to the stakeholder list upon request, ensuring they will receive newsletters, meeting invitations, and project updates. These communities also have the option to be on a Task Force as an at-large member. The project team will also be available to meet with any community on a one-on-one basis throughout the project. In addition, communities will be informed about the project website where they can access information and submit comments.

Task Forces

The project Task Forces provide a means for obtaining structured advisory input from a diverse set of stakeholders. Three Task Forces have been designated for the Elgin O'Hare – West Bypass study (i.e., Environmental, Land Use, and Transportation). The three Task Forces will focus on technical aspects of the project development process and will provide external subject-matter information and input with respect to environmental, land use, and transportation issues.

A description of the three different Task Forces is provided below:

- Environmental Task Force: The Environmental Task Force will assist in identifying, evaluating, and making recommendations with respect to various environmental issues and concerns within the study area. This includes providing advisory input to the development of environmental impact evaluation criteria and the evaluation of environmental impacts.

- Land Use Task Force: The Land Use Task Force will assist in identifying, evaluating, and making recommendations with respect to various land use and economic issues within the study area. This includes advisory input regarding existing land use patterns, the effects of various alternatives on existing land use and economic centers, and the compatibility of alternatives with the overall land use and economic development goals and objectives in the study area.

- Transportation Task Force: The Transportation Task Force will provide advisory input to help identify, evaluate, and make recommendations with respect to various transportation issues within the study area. This includes advisory input for the existing transportation system performance evaluation, transportation system performance measures to be used to evaluate alternatives considered, and evaluation of the performance of system alternatives.

The Task Forces will be comprised of stakeholders with expertise or a particular interest in these areas. The Task Force members may represent one of the communities or counties in the study area, an interest group, a resource agency, a transportation agency, or consist of an individual with a particular expertise or interest. Task Force members will be identified by the PSG, with input from the CPG. Other Task Forces may be formed for this project if determined necessary by the PSG.

Task Forces will meet throughout the project development process. Task Force input will be considered and will be shared with the CPG. Task Force members may be asked to address the CPG to help communicate technical subject-matter issues. The meeting program will be designed to provide timely and meaningful Task Force input into the project development process. Details regarding the meeting program are provided in Section 5 of the SIP.

Other Mechanisms for Public Involvement

In addition to the meeting opportunities described in the preceding sections, there will be several other methods for the public to obtain information about the project, such as:

- Media Briefings;
- Mailing List;
- Public Web site: http://www.elginohare-westbypass.org; and,
- Newsletters and Brochures.

These other methods will provide information and opportunity for feedback regarding upcoming public meeting events, project schedule, and general project status updates within the study area. Additional information on these other methods can be found in the SIP.

F. Notice of Intent to Prepare the Tier One EIS and Conduct Scoping

In accordance with NEPA, FHWA published a Notice of Intent (NOI) in the Federal Register for the Elgin O'Hare – West Bypass study. The NOI was issued on October 29, 2007. The NOI contained a brief description of the proposed project, provided an approximate date for the scoping meeting along with contacts for further information, and introduced the CSS policy.

G. Scoping Events

CPG Meeting #1

The first meeting of the CPG for the Elgin O'Hare – West Bypass study was held on October 3, 2007, at the Doubletree Hotel, 1200 Mittel Boulevard, Wood Dale, Illinois, from 7:00 p.m. to 9:00 p.m. The purpose of the meeting was to provide CPG members with an overview of the project and an opportunity for members to provide input regarding transportation issues and concerns in the study area. Members of the CPG were also asked to complete Part 1 of the Community Context Audit.

The Community Context Audit is a means to identify unique community characteristics. For the Elgin O'Hare – West Bypass project, this information helped to define the purpose and need of the proposed transportation improvements based on community goals and local plans for future development. The Community Context Audit was conducted in two parts. Part 1 addressed existing transportation features and transportation issues within the Elgin O'Hare – West Bypass study. Part 2 addressed existing and proposed community characteristics. Member communities and counties on the CPG were asked to complete Part 1 of the Community Context Audit at the CPG meeting on October 3, 2007, and were asked to complete Part 2 at the CPG meeting February 13, 2008.

Public Information Meeting #1

Public scoping was accomplished through Public Information Meetings. The first Public Information Meeting for the Elgin O'Hare – West Bypass study was held on November 14, 2007, at the Oak Meadows Golf Club, 900 N. Wood Dale Road, Addison, Illinois, from 4:00 p.m. to 7:00 p.m. A total of 394 people attended based on the meeting sign-in sheets. Based on the sign-in sheets, a majority of the attendees (±91%) recorded their address as within a community that is either partially or entirely located in the Elgin O'Hare – West Bypass study area.

The meeting was publicized through advertisements in newspapers, on various municipality websites, and in a newsletter. Over 200 newsletters were mailed to individual public officials, organizations, and citizens. An additional 450 newsletters were sent to local communities and were made available to residents. An ad appeared in the Daily Herald on October 23 and again on November 6, 2007. There were also articles or calendar items in the following papers: Daily Herald, Chicago Tribune, Chicago Sun-Times, Journal-Topics, and The Business Ledger.

The purpose of the Public Information Meeting was to provide an introduction and overview of the project and elicit information from the people who live and work in the area. Information regarding the study objectives, process and schedule was presented. Additionally, the public was invited to review aerial exhibits of the study area and to identify transportation issues, sensitive community features, and

sensitive environmental features on the exhibits (Public Information Meeting #1 Summary).

The meeting was an open-house format, preceded by an informational video that provided a brief project summary. Personnel from IDOT and their consultants were present to answer questions and receive comments about the project. An interpreter was available to accommodate Spanish speaking individuals, as necessary. A court reporter was also present and available to record verbal comments for the project record. In addition to the summary presentation, attendees received a handout and comment form and also had an opportunity to study and discuss the project exhibits with project staff. Meeting materials consisting of the handout, comment form, exhibits, and the presentation are included in Section 3 of the Public Information Meeting #1 Summary.

Comments were accepted through December 5, 2007. A total of 31 written comments were received, and those comments as well as the IDOT responses are included in Section 5B (Public Comments Received) of the Public Information Meeting #1 Summary. Several verbal comments were compiled by the court reporter (see Section 5A, Public Meeting Transcript). Additionally, a summary of transportation issues, sensitive community features, and sensitive environmental features recorded on the aerial exhibits was prepared and is included in Section 5C (Responses to Public Comments). A summary of public comments received is included in Section 5C of the Public Information Meeting #1 Summary.

Several articles were written after the public meeting took place. Articles appeared in the following newspapers: Chicago Tribune, Bensenville Press, Pioneer Press, and Journal-Topics. Copies of those articles are included in Section 4 (Media Coverage) of the Public Information Meeting #1 Summary.

Agency Scoping Meetings

An agency scoping meeting was conducted on December 12, 2007, at the IDOT – District One Office, 201 West Center Court, Schaumburg, Illinois, at 1:00 p.m. to approximately 3:00 p.m. A supplemental agency scoping meeting was conducted on January 11, 2008, at the U.S. Army Corps of Engineers – Chicago District Office, 111 N. Canal Street, Suite 600, Chicago, Illinois, from 11:00 a.m. to 1:00 p.m. The purpose of the meetings was to identify important environmental issues and concerns to be considered in the EIS for the Elgin O'Hare – West Bypass study. The agency scoping meetings each began with an overview of the project including a discussion of the project organization, purpose, study area, Tiered EIS process and results, CSS, schedule, and the SIP. Following the study overview, a presentation regarding the Geographic Information System (GIS) database developed for the project, its structure, and potential uses was shown.

At both agency meetings, individuals were provided the opportunity to comment on behalf of their agency/organization.

Additional comment regarding Special Flood Hazard Areas and the proposed Elgin O'Hare – West Bypass project was provided by the U.S. Department of Homeland

Security, Region V, FEMA, Chief Hazard Identification and Risk Assessment Branch in a letter dated February 7, 2008.

In a letter dated April 10, 2008, the U.S. Fish & Wildlife Service (USFWS) stated that the Indiana bat (*Myotis sodalis*) is not likely present in northeastern Illinois and that specific transportation projects are not likely to adversely affect the species. USFWS will concur with individual (project) conclusions. This procedure is valid through the summer of 2012.

Task Force Meeting #1 and Stakeholder Workshop #1

The Elgin O'Hare – West Bypass Task Force Kick-off Meeting and Stakeholder Workshop #1 was held on December 13, 2007, at the Oak Meadows Golf Club, 900 N. Wood Dale Road, Addison, Illinois, from 1:00 p.m. to 5:00 p.m. The initial Task Force Kickoff Meeting was a Joint Task Force meeting with all three Task Forces. The purpose of the meeting was to provide Task Force members with an overview of the project, to allow Task Force members the opportunity to provide input regarding transportation issues (problems), and to identify potential project goals based on the identified transportation issues.

Following the Task Force meeting, stakeholder workshop exercises were conducted in small groups. The stakeholder workshop was conducted as a means to obtain stakeholder input regarding various project issues and potential system solutions. Workshop group participants are listed on the sign-in sheet. Two exercises were completed. The first exercise (Exercise #1) would be an effort to expand, validate, and prioritize transportation issues in the study area. The second exercise (Exercise #2) was completed to identify potential project goals based on the results of Exercise #1.

Meeting attendees are listed on the sign-in sheet.

CPG Meeting #2

A second CPG meeting was held on February 13, 2008, at the Oak Meadows Golf Club, 900 N. Wood Dale Road, Addison, Illinois, from 6:00 p.m. to 8:00 p.m. The purpose of the meeting was to provide CPG members with a project update, initial Transportation System Performance information, an overview of the Planning Framework and Alternatives Development Process, and to obtain their input on various alternatives development tools. Members of the CPG were also asked to complete Part 2 of the Community Context Audit, which focused on important environmental and social features within their communities.

H. Conclusion/Core Transportation Problems Raised by Stakeholders

IDOT has reached out to stakeholders in the study area including community leaders, the public, other regional transportation providers, and regulatory agencies in an effort to gain their insight and perspective on transportation issues and concerns in the study area. Through initial outreach efforts, stakeholders identified forty-seven (47) key issues in the study area. By summarizing the top ranked issues, the project team developed the following nine (9) core transportation problems. These core transportation problems were presented for concurrence at

the CPG Meeting #2 and the Joint Task Force Meeting #2. The core transportation problems include:

- Public transit is not currently a realistic mode choice: enhanced service options and improved infrastructure is required (#1 most important issue identified by stakeholders);
- Need for a transportation solution that protects the quality and integrity of communities while maximizing the economic viability of the area;
- Poor access and connectivity in the study area;
- Lack of access to O'Hare Airport;
- Travel delays caused by at-grade railroad crossings;
- Congestion on major routes;
- Reduced truck/freight mobility;
- Improved pedestrian & bicycle access to transit stations; and,
- Increase emphasis on travel management strategies.

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CH2M HILL. Community Context Audit Summary, Parts 1 and 2. October 2007 and February 2008.

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U.S. Fish & Wildlife Service. Letter to IDOT. April 10, 2008.

Appendix I

Index

APPENDIX I

Index

Agriculture, 2-6, 2-12, 2-25, 2-28, 2-31, 2-32, 4-2, 4-41, 4-43, 4-51, 4-76

Air Quality, 2-11, 2-35, 2-36, 2-37, 3-9, 3-15, 4-2, 4-8, 4-9, 4-60, 4-63, 4-65, 4-74, 4-83, 4-86, 5-7, 5-17, 5-19

Airspace, 3-9, 4-8, 4-9, 4-83, 5-15, 5-17

Alternatives, ES-1, ES-3, ES-4, ES-5, ES-6, ES-7, ES-8, ES-9, ES-10, ES-11, ES-12, 1-1, 1-3, 1-4, 1-5, 2-1, 3-1, 3-2, 3-3, 3-5, 3-6, 3-7, 3-8, 3-9, 3-10, 3-11, 3-12, 3-13, 3-14, 3-15, 3-17, 3-18, 3-19, 3-20, 3-21, 3-22, 3-23, 3-24, 3-28, 3-30, 3-31, 3-32, 3-33, 3-34, 3-35, 3-37, 4-1, 4-2, 4-4, 4-5, 4-6, 4-7, 4-8, 4-9, 4-10, 4-11, 4-12, 4-13, 4-14, 4-15, 4-16, 4-17, 4-18, 4-19, 4-20, 4-21, 4-22, 4-23, 4-24, 4-25, 4-26, 4-27, 4-28, 4-29, 4-30, 4-31, 4-32, 4-33, 4-34, 4-35, 4-36, 4-37, 4-38, 4-39, 4-40, 4-41, 4-42, 4-43, 4-44, 4-45, 4-46, 4-47, 4-48, 4-49, 4-51, 4-52, 4-53, 4-54, 4-55, 4-56, 4-57, 4-58, 4-60, 4-66, 4-67, 4-69, 4-70, 4-71, 4-72, 4-73, 4-74, 4-77, 4-80, 4-81, 4-84, 4-85, 4-87, 4-88, 4-89, 4-90, 4-91, 5-2, 5-3, 5-4, 5-5, 5-6, 5-7, 5-8, 5-9, 5-10, 5-11, 5-12, 5-13, 5-14, 5-15, 5-16, 5-17, 5-18, 5-19, 5-20, 5-21, 5-22

Aquatic Resources, 2-19, 2-20, 2-22, 2-27, 4-28, 4-37, 4-82, 4-83

Archaeological Sites, ES-13, 2-39, 4-55, 4-56, 4-92, 5-14

Bensenville, ES-7, ES-8, 2-1, 2-2, 2-3, 2-4, 2-6, 2-7, 2-8, 2-11, 2-13, 2-24, 2-31, 2-32, 2-39, 2-40, 3-13, 3-14, 3-19, 3-22, 3-23, 3-26, 3-28, 3-29, 3-30, 3-31, 4-4, 4-5, 4-6, 4-7, 4-9, 4-10, 4-11, 4-15, 4-17, 4-19, 4-22, 4-39, 4-47, 4-48, 4-50, 4-52, 4-53, 4-73, 4-74, 5-3, 5-6, 5-7, 5-11, 5-12, 5-17, 5-18, 5-21, 5-22

Bensenville Ditch, 2-13, 2-24, 4-22, 4-39, 5-7

Best Management Practices, 4-22, 4-25, 4-26, 4-27, 4-28, 4-29, 4-34, 4-36, 4-37, 4-60, 4-65, 4-69, 4-75, 4-76, 4-80, 4-88, 4-89, 5-5

Bicycle and Pedestrian, ES-10

Birds, 2-27, 2-30, 4-44, 4-45, 4-46, 4-83

Build Alternative, ES-1, ES-3, ES-5, ES-6, ES-7, ES-8, ES-10, ES-11, ES-12, 3-1, 3-2, 3-3, 3-5, 3-6, 3-7, 3-8, 3-9, 3-10, 3-11, 3-12, 3-13, 3-14, 3-19, 3-21, 3-22, 3-23, 3-24, 3-28, 3-29, 3-30, 3-32, 3-33, 3-34, 3-36, 4-1, 4-2, 4-4, 4-5, 4-6, 4-7, 4-8, 4-9, 4-10, 4-11, 4-12, 4-13, 4-14, 4-15, 4-16, 4-17, 4-18, 4-19, 4-20, 4-21, 4-22, 4-23, 4-24, 4-25, 4-26, 4-27, 4-28, 4-29, 4-30, 4-31, 4-32, 4-33, 4-35, 4-36, 4-37, 4-38, 4-39, 4-41, 4-42, 4-44, 4-45, 4-46, 4-47, 4-48, 4-49, 4-50, 4-51, 4-52, 4-53, 4-54, 4-55, 4-56, 4-57, 4-58, 4-59, 4-63, 4-66, 4-67, 4-69, 4-70, 4-71, 4-72, 4-73, 4-74, 4-75, 4-76, 4-77, 4-78, 4-80, 4-81, 4-86, 4-87, 4-88, 4-89, 4-90, 4-91, 5-9, 5-10, 5-12, 5-15, 5-16, 5-18, 5-21

Bus Rapid Transit, ES-8, ES-9, 3-16, 3-17, 3-18, 3-25, 3-27, 5-18

Businesses, ES-1, ES-4, ES-10, 1-4, 1-5, 2-2, 2-4, 2-10, 3-4, 3-8, 3-11, 3-37, 4-4, 4-5, 4-6, 4-7, 4-13, 4-14, 4-15, 4-16, 4-17, 4-18, 4-47, 4-59, 4-65, 4-66, 4-67, 4-72, 4-73, 4-74, 4-79, 4-80, 4-82, 4-89, 5-1, 5-9, 5-11, 5-19, 5-20, 5-22

Bypass Connection Option, ES-5, ES-6, ES-7, ES-11, ES-12, 3-6, 3-13, 3-14, 3-19, 3-22, 3-34, 4-1, 4-2, 4-4, 4-5, 4-6, 4-9, 4-10, 4-11, 4-12, 4-13, 4-14, 4-15, 4-16, 4-17, 4-18, 4-19, 4-20, 4-21, 4-22, 4-23, 4-25, 4-26, 4-34, 4-38, 4-43, 4-46, 4-48, 4-49, 4-

50, 4-53, 4-55, 4-56, 4-57, 4-58, 4-74, 4-87, 4-91, 5-11, 5-12, 5-21
Canadian Pacific Railroad, 2-4, 5-17, 5-18
Cemeteries, 2-9, 2-26, 2-39, 4-41, 4-43, 4-56
Certifications, 4-32, 4-87
Chicago, ES-1, ES-2, ES-5, ES- 8, ES-9, 1-3, 1-5, 1-6, 1-8, 2-1, 2-2, 2-4, 2-5, 2-9, 2-10, 2-11, 2-15, 2-19, 2-35, 2-36, 3-17, 3-18, 3-19, 3-23, 4-16, 4-18, 4-19, 4-63, 4-66, 4-75, 4-78, 4-88, 5-16, 5-17
Chicago Metropolitan Agency for Planning, ES-5, 1-3, 1-8, 2-1, 2-2, 2-4, 2-6, 2-15, 3-3, 3-19, 3-29, 3-32, 4-2, 4-4, 4-17, 4-27, 4-66, 5-16, 5-17, 5-18, 5-22
Chicago Transit Authority, ES-9, 2-10, 2-11, 3-17, 3-18, 3-20, 3-26, 3-27, 3-28, 4-63, 5-3, 5-16, 5-17, 5-18, 5-22
Clean Air Act, 2-36, 2-37
Clean Water Act, 2-23, 2-24, 4-26, 4-31, 4-32, 4-61, 4-65, 4-69, 4-75, 4-77, 4-80, 4-81, 4-88
Commitments, 3-24, 3-37, 4-32, 4-79, 4-90, 4-91
Community Facilities, 4-79
Community Involvement, ES- 3, ES-10, 1-2, 2-1, 2-2, 2-5, 2-7, 2-9, 2-11, 2-12, 2-16, 2-19, 2-23, 2-34, 2-35, 2-39, 2-40, 3-1, 3-4, 3-5, 3-11, 3-12, 3-14, 3-28, 3-29, 4-4, 4-5, 4-6, 4-7, 4-8, 4-9, 4-10, 4-15, 4-19, 4-20, 4-21, 4-32, 4-33, 4-34, 4-36, 4-52, 4-55, 4-64, 4-72, 4-73, 4-74, 4-79, 4-80, 5-1, 5-10, 5-11, 5-12, 5-13, 5-15, 5-19, 5-20, 5-21, 5-22
Comprehensive Environmental Response, Compensation, and Liability Act, 4-57
Comprehensive Environmental Response, Compensation, and Liability Information System, 2-40, 2-41, 4-57, 5-6
Construction Impacts, 4-59
Context Sensitive Solutions, ES-2, 1-1, 3-2, 5-1
Cook County, 2-2, 2-5, 2-7, 2-8, 2-14, 2-19, 2-20, 2-21, 2-22, 2-24, 2-25, 2-26, 2-27, 2-29, 2-32, 2-34, 3-19, 4-11, 4-12, 4-13, 4-14, 4-22, 4-32, 4-38, 4-40, 4-46, 4-75, 4-78, 4-88, 5-3, 5-5, 5-6, 5-7
Cooperating Agency, 5-1
Coordination, ES-6, 3-2, 3-3, 3-15, 3-19, 3-24, 4-4, 4-8, 4-11, 4-23, 4-30, 4-33, 4-55, 4-79, 4-87, 4-88, 5-1, 5-2, 5-3, 5-4, 5-6, 5-9, 5-11, 5-12, 5-13, 5-16, 5-22
Corridor Planning Group, 5-10, 5-12, 5-13, 5-14, 5-15, 5-16, 5-17, 5-21
Cost, ES-2, ES-13, 1-3, 3-2, 3-7, 3-8, 3-11, 3-13, 3-14, 3-16, 3-17, 3-21, 3-34, 4-7, 4-16, 4-29, 4-54, 4-89, 4-92, 5-13, 5-18, 5-20
Cover Types, 2-21, 2-25, 2-26, 4-40, 4-41, 4-43, 4-44, 4-45, 4-77
Crustaceans, 2-19, 2-20, 2-27, 2-28, 2-29
Cultural Resources, ES-13, 2-39, 4-55, 4-86, 4-92
Cumulative Impact, 2-24, 4-2, 4-62, 4-63, 4-64, 4-70, 4-71, 4-72, 4-74, 4-76, 4-77, 4-79, 4-90
Des Plaines River, 2-5, 2-12, 2-13, 2-14, 2-15, 2-16, 2-17, 2-20, 2-22, 2-23, 2-24, 2-26, 2-31, 2-32, 2-34, 2-39, 3-20, 3-28, 4-22, 4-23, 4-26, 4-28, 4-31, 4-34, 4-37, 4-46, 4-67, 4-75, 4-78, 5-7
Drinking Water, 4-20, 4-65
DuPage County, 2-2, 2-5, 2-7, 2-8, 2-14, 2-19, 2-20, 2-21, 2-22, 2-24, 2-25, 2-26, 2-32, 2-33, 2-34, 3-19, 3-29, 4-5, 4-7, 4-11, 4-12, 4-13, 4-14, 4-22, 4-24, 4-32, 4-35, 4-37, 4-38, 4-46, 4-69, 4-75, 4-77, 4-78, 4-82, 4-88, 5-6, 5-7, 5-16, 5-17, 5-18, 5-22
Economy, ES-1, ES-10, ES-11, 1-2, 1-4, 1-6, 1-7, 2-1, 2-2, 2-5, 2-28, 2-32, 3-5, 3-11, 3-12, 3-35, 4-1, 4-7, 4-14, 4-15, 4-16, 4-17, 4-18, 4-66, 4-67, 4-70, 4-71, 4-72, 4-73, 4-78, 4-89, 4-90, 4-91, 5-7, 5-10, 5-12, 5-13, 5-18, 5-19
Elgin O'Hare Expressway, 3-20, 3-25, 3-27
Elk Grove Village, 2-1, 2-2, 2-3, 2-4, 2-5, 2-6, 2-7, 2-8, 3-8, 3-10, 3-11, 3-12, 3-29, 4-4, 4-5, 4-6, 4-7, 4-9, 4-17, 4-19, 4-49, 4-52, 4-53, 4-74, 5-6, 5-11, 5-12, 5-21, 5-22
Employment, ES-1, ES-9, ES-10, ES-11, ES-12, 1-2, 1-7, 2-2, 2-4, 2-10, 2-11, 2-12, 3-4, 3-8, 3-11, 3-15, 3-16, 3-18, 3-24, 3-26, 3-27, 3-28, 3-29, 3-32, 4-2, 4-4, 4-6, 4-13, 4-14, 4-15, 4-16, 4-17, 4-18, 4-19, 4-49, 4-61, 4-64, 4-65, 4-66, 4-67, 4-74, 4-78, 4-

89, 4-90, 4-91, 5-12, 5-14, 5-15, 5-16, 5-19, 5-22
Environmental, ES-1, ES-2, ES-3, ES-4, ES-6, ES-11, ES-12, 1-1, 2-1, 2-5, 2-16, 2-20, 2-21, 2-22, 2-28, 2-33, 2-34, 2-37, 2-40, 3-1, 3-2, 3-3, 3-5, 3-6, 3-7, 3-8, 3-9, 3-10, 3-11, 3-12, 3-13, 3-14, 3-16, 3-19, 3-21, 3-35, 3-36, 3-37, 4-1, 4-2, 4-11, 4-14, 4-20, 4-21, 4-23, 4-24, 4-26, 4-27, 4-28, 4-29, 4-30, 4-31, 4-32, 4-33, 4-34, 4-35, 4-36, 4-37, 4-38, 4-53, 4-54, 4-57, 4-62, 4-63, 4-64, 4-65, 4-66, 4-68, 4-75, 4-76, 4-79, 4-80, 4-81, 4-83, 4-84, 4-85, 4-86, 4-87, 4-90, 4-91, 5-1, 5-2, 5-3, 5-4, 5-5, 5-7, 5-8, 5-9, 5-10, 5-11, 5-12, 5-13, 5-14, 5-15, 5-17, 5-20, 5-21
Environmental Justice, 2-5, 2-7, 2-8, 4-11, 4-12, 4-13, 4-14, 4-64, 4-66
Express Bus, ES-8, ES-9, 3-16, 3-17, 3-18, 3-24, 3-25, 3-26, 3-27, 3-28
Federal Aviation Administration - 7460 Review, 4-8, 5-17
Federal Highway Administration (FHWA), ES-1, ES- 2, ES-3, ES- 5, ES-12, 1-1, 1-2, 2-1, 2-37, 2-38, 3-1, 3-3, 3-22, 3-36, 4-2, 4-15, 4-28, 4-47, 4-48, 4-53, 4-54, 4-85, 4-86, 4-87, 5-1, 5-2, 5-4, 5-5, 5-8, 5-9
Final Environmental Impact Statement, ES-2, ES-12, 1-1, 3-2, 4-63
Fish, 2-13, 2-18, 2-19, 2-27, 2-28, 2-29, 4-25, 4-29, 4-59, 4-68, 4-76
Floodplain, ES-11, ES-13, 2-24, 2-25, 2-32, 3-7, 3-9, 3-10, 3-13, 3-14, 4-37, 4-38, 4-39, 4-40, 4-41, 4-75, 4-76, 4-80, 4-84, 4-89, 4-91, 5-6, 5-8, 5-18
Floodway, 2-24, 4-37, 4-38, 4-39, 4-40, 4-89
Forest Preserve, ES-13, 2-4, 2-5, 2-12, 2-15, 2-19, 2-22, 2-26, 2-27, 2-29, 2-31, 2-32, 2-33, 2-34, 3-29, 4-33, 4-35, 4-36, 4-40, 4-44, 4-45, 4-46, 4-47, 4-48, 4-49, 4-50, 4-52, 4-54, 4-64, 4-69, 4-73, 4-74, 4-75, 4-76, 4-77, 4-78, 4-79, 4-83, 4-85, 4-92, 5-6, 5-7
Freight, ES-1, ES-2, 1-2, 2-4, 2-9, 2-10, 2-11, 2-34, 2-38, 3-1, 3-14, 3-16, 3-17, 3-24, 3-30, 3-31, 5-13, 5-16, 5-18
Funding, ES-2, ES-6, ES-13, 1-1, 2-29, 2-40, 3-19, 3-35, 3-36, 3-37, 4-47, 4-49, 4-77, 4-85, 4-90, 4-92, 5-7, 5-20
Geographical Information Systems, 2-1, 2-14, 2-20, 2-31, 3-3, 3-5, 4-1, 4-30, 4-32, 4-38, 5-4, 5-6, 5-7, 5-9, 5-13, 5-14
Groundwater, 2-15, 2-16, 2-20, 4-20, 4-21, 4-66, 4-69, 4-76
Habitat, 2-14, 2-17, 2-21, 2-22, 2-26, 2-27, 2-28, 2-29, 2-32, 2-33, 2-34, 4-25, 4-26, 4-30, 4-31, 4-33, 4-35, 4-36, 4-37, 4-40, 4-42, 4-43, 4-44, 4-45, 4-46, 4-48, 4-49, 4-59, 4-64, 4-65, 4-66, 4-69, 4-70, 4-76, 4-77, 4-78, 4-79, 4-82, 4-84
Hazardous Material, 4-81
Historic Structures, ES-13, 2-39, 4-92
Households, ES-12, 2-1, 2-2, 2-7, 3-15, 3-16, 4-2, 4-4, 4-66, 4-67, 4-91
I-190, ES-1, 1-6, 2-4, 2-9, 2-10, 3-20
I-290, ES-1, ES-6, 1-1, 1-3, 1-5, 1-6, 2-2, 2-4, 2-9, 2-10, 2-18, 2-26, 2-34, 2-36, 3-4, 3-16, 3-19, 3-20, 3-21, 3-22, 3-24, 3-27, 3-29, 3-32, 3-33, 4-9, 4-46, 4-73, 4-78, 5-13, 5-22
I-294, ES-1, ES-5, ES-7, ES-8, 1-1, 1-5, 1-6, 2-2, 2-4, 2-9, 2-10, 2-12, 2-36, 3-4, 3-5, 3-6, 3-13, 3-14, 3-15, 3-17, 3-18, 3-19, 3-20, 3-22, 3-23, 3-33, 4-6, 4-8, 4-9, 4-11, 4-19, 4-40, 4-53, 4-55, 4-63, 4-73, 5-9, 5-13, 5-14, 5-15, 5-20, 5-21
I-90, ES-1, ES-5, ES-7, ES- 8, ES-9, 1-1, 1-3, 1-5, 1-6, 2-2, 2-4, 2-9, 2-10, 2-36, 2-38, 3-4, 3-5, 3-6, 3-12, 3-13, 3-14, 3-15, 3-19, 3-20, 3-21, 3-22, 3-23, 3-29, 3-30, 3-32, 3-33, 4-5, 4-8, 4-9, 4-12, 4-15, 4-22, 4-26, 4-33, 4-37, 4-39, 4-49, 4-51, 4-53, 4-55, 4-56, 4-63, 4-64, 4-73, 5-14, 5-15, 5-20, 5-21
Illinois Department of Natural Resources, 2-14, 2-15, 2-18, 2-19, 2-20, 2-22, 2-25, 2-28, 2-29, 2-30, 2-31, 2-32, 2-33, 4-32, 4-37, 4-41, 4-43, 4-46, 4-47, 4-65, 4-81, 4-82, 4-84, 4-85, 4-88, 4-89, 5-2, 5-4, 5-5, 5-6, 5-7, 5-22
Illinois Department of Transportation, ES-1, ES-2, ES-3, ES-5, 12, 1-1, 1-2, 1-8, 2-32, 2-37, 3-1, 3-2, 3-3, 3-6, 3-11, 3-19, 3-34, 4-2, 4-6, 4-8, 4-24, 4-26, 4-28, 4-29, 4-32, 4-37, 4-39, 4-47, 4-53, 4-59, 4-60, 4-61, 4-

65, 4-80, 4-84, 4-85, 4-86, 5-1, 5-2, 5-4, 5-5, 5-8, 5-9, 5-16, 5-19, 5-21
Illinois Environmental Protection Agency, 2-12, 2-14, 2-15, 2-18, 2-19, 2-36, 2-41, 4-20, 4-21, 4-24, 4-26, 4-27, 4-28, 4-59, 4-65, 4-67, 4-69, 4-75, 4-76, 4-81, 4-88, 5-3, 5-6
Illinois State Toll Highway Authority, 3-19, 4-33, 4-63, 4-65, 5-3, 5-16, 5-17, 5-18, 5-22
Impacts, ES-1, ES- 4, ES-6, ES-11, ES-12, ES-13, 1-1, 2-1, 2-3, 2-12, 2-17, 2-18, 2-21, 2-23, 2-29, 2-36, 2-37, 2-38, 3-1, 3-2, 3-3, 3-4, 3-5, 3-6, 3-7, 3-8, 3-9, 3-10, 3-11, 3-12, 3-13, 3-14, 3-19, 3-21, 3-24, 3-32, 3-37, 4-1, 4-2, 4-4, 4-5, 4-6, 4-8, 4-9, 4-10, 4-11, 4-13, 4-14, 4-15, 4-16, 4-17, 4-18, 4-20, 4-21, 4-23, 4-24, 4-25, 4-26, 4-27, 4-28, 4-29, 4-30, 4-31, 4-32, 4-33, 4-34, 4-35, 4-36, 4-38, 4-39, 4-40, 4-41, 4-42, 4-43, 4-44, 4-45, 4-46, 4-47, 4-48, 4-49, 4-51, 4-52, 4-53, 4-54, 4-55, 4-56, 4-57, 4-58, 4-59, 4-60, 4-61, 4-62, 4-63, 4-64, 4-65, 4-66, 4-68, 4-69, 4-70, 4-71, 4-73, 4-74, 4-76, 4-77, 4-78, 4-79, 4-80, 4-81, 4-82, 4-84, 4-85, 4-86, 4-87, 4-88, 4-89, 4-90, 4-92, 5-1, 5-2, 5-3, 5-4, 5-5, 5-6, 5-7, 5-8, 5-9, 5-10, 5-11, 5-12, 5-13, 5-15, 5-17, 5-18, 5-20, 5-21, 5-22
Implementation, 2-36, 3-15, 3-16, 3-35, 3-36, 3-37, 4-22, 4-25, 4-27, 4-28, 4-29, 4-34, 4-54, 4-61, 4-64, 4-65, 4-69, 4-75, 4-79, 4-88, 5-4, 5-19
Income, ES-10, 2-7, 4-11, 4-12, 4-13, 4-14, 4-15, 4-64, 4-66
Indirect Impacts, 4-30, 4-44, 4-63, 4-65, 4-67, 4-69
Industrial, ES-2, ES- 4, ES-11, ES-12, 1-3, 1-5, 2-1, 2-4, 2-5, 2-6, 2-15, 2-19, 2-24, 2-34, 2-35, 2-40, 3-5, 3-8, 3-12, 3-14, 3-26, 3-29, 3-30, 3-31, 4-1, 4-2, 4-4, 4-5, 4-6, 4-7, 4-9, 4-10, 4-11, 4-14, 4-15, 4-16, 4-18, 4-33, 4-43, 4-45, 4-51, 4-54, 4-55, 4-65, 4-66, 4-67, 4-73, 4-74, 4-78, 4-91, 5-9, 5-12
Interchange, ES-7, ES- 8, ES-10, ES-13, 1-2, 1-4, 1-6, 2-10, 3-1, 3-4, 3-6, 3-8, 3-12, 3-13, 3-16, 3-20, 3-21, 3-22, 3-23, 3-30, 3-34, 4-5, 4-6, 4-9, 4-13, 4-15, 4-24, 4-33, 4-35, 4-49, 4-50, 4-51, 4-55, 4-56, 4-63, 4-86, 4-92, 5-18, 5-22
Invasive Species, 2-21, 2-28, 4-36, 4-40, 4-83
Itasca, 2-1, 2-2, 2-3, 2-4, 2-5, 2-6, 2-7, 2-8, 2-40, 4-4, 4-5, 4-6, 4-7, 4-17, 4-19, 4-33, 4-52, 4-53, 5-11, 5-12, 5-22
Land Acquisition, 2-29, 4-6, 4-80
Land Use, ES-2, 1-5, 2-1, 2-4, 2-5, 2-6, 2-12, 2-15, 2-34, 2-37, 3-3, 3-5, 3-8, 3-12, 4-2, 4-6, 4-7, 4-8, 4-9, 4-10, 4-11, 4-25, 4-27, 4-33, 4-54, 4-55, 4-61, 4-64, 4-65, 4-66, 4-67, 4-72, 4-73, 4-74, 4-75, 4-78, 4-79, 4-85, 4-86, 4-90, 5-10, 5-11, 5-12, 5-13, 5-14
Level of Service, 1-4, 4-51
Mammals, 2-27, 2-28, 2-29, 4-43, 4-44, 4-45, 4-46, 4-85
Metra, ES-1, ES-8, 1-8, 2-4, 2-10, 2-11, 3-16, 3-17, 3-18, 3-20, 3-24, 3-25, 3-26, 3-27, 3-28, 3-30, 4-63, 4-64, 5-16, 5-17, 5-18, 5-22
Minorities, 2-7, 2-8, 4-11, 4-12, 4-13, 4-14, 4-64, 4-66
Mitigation, 2-21, 2-22, 2-23, 2-24, 3-37, 4-2, 4-20, 4-31, 4-32, 4-33, 4-35, 4-36, 4-37, 4-38, 4-39, 4-47, 4-53, 4-55, 4-61, 4-65, 4-69, 4-73, 4-76, 4-77, 4-79, 4-80, 4-81, 4-82, 4-83, 4-84, 4-85, 4-86, 4-91, 5-12, 5-17
Mobile Source Air Toxics, 2-37
Modal Connections and Opportunities, ES- 5, ES-8, ES-9, 1-7, 1-8, 2-10, 2-11, 3-4, 3-16, 3-17, 3-18, 3-25, 3-26, 3-27, 3-31, 4-64, 5-13, 5-18
Mussels, 2-18, 2-19, 2-20, 2-27, 2-28, 2-29, 4-25, 4-59
National Ambient Air Quality Standards, 2-35, 2-36, 2-37
National Environmental Policy Act, ES-1, ES-2, ES-6, 1-1, 2-28, 2-37, 3-19, 3-37, 5-1, 5-3, 5-4, 5-5, 5-8, 5-9, 5-22
National Register of Historic Places, 2-39
Natural Areas, 2-27, 2-29, 2-31, 2-33, 4-24, 4-36, 4-46, 4-70, 4-77, 5-7
Nature Preserves, 2-29, 2-31, 2-33, 4-36, 4-40, 4-44, 4-64
NEPA/404 Merger, ES-6, 5-4, 5-5, 5-8, 5-9
Newsletters, ES-5, 5-20, 5-21, 5-22

Noise, ES-13, 2-37, 2-38, 3-8, 3-9, 3-10, 3-14, 4-52, 4-53, 4-54, 4-59, 4-61, 4-65, 4-74, 4-85, 4-86, 4-91, 5-19, 5-20
Noise Abatement, 2-37, 2-38, 3-11, 3-29, 4-7, 4-9, 4-44, 4-45, 4-46, 4-53, 4-54, 4-60, 4-72, 4-73, 4-74, 4-84, 4-85, 4-86
Northeastern Illinois Planning Commission, 4-78
O'Hare Modernization Program, 1-6, 2-11, 2-21, 2-23, 3-19, 4-8, 4-23, 4-25, 4-30, 4-32, 4-33, 4-34, 4-36, 4-41, 4-42, 4-45, 4-48, 4-63, 5-16, 5-17, 5-18, 5-20, 5-22
Open Space Lands Acquisition and Development Program, ES-13, 2-29, 4-47, 4-49, 4-85, 4-92, 5-7
Pace, ES-1, 2-10, 2-11, 3-16, 3-17, 3-18, 3-25, 3-27, 3-28, 5-16, 5-17, 5-18, 5-22
Parks, ES- 8, ES-9, ES-10, ES-11, ES-13, 1-8, 2-4, 2-9, 2-11, 2-26, 2-29, 2-33, 2-34, 2-38, 3-24, 3-28, 3-31, 4-1, 4-10, 4-11, 4-15, 4-20, 4-41, 4-43, 4-47, 4-49, 4-52, 4-53, 4-54, 4-69, 4-73, 4-74, 4-77, 4-92, 4-92, 5-18
Participating Agency, 5-3
Permits, 2-23, 3-35, 4-27, 4-28, 4-32, 4-33, 4-48, 4-59, 4-60, 4-61, 4-65, 4-69, 4-80, 4-81, 4-83, 4-87, 4-88, 4-89
Population, ES-12, 2-1, 2-2, 2-7, 2-8, 2-27, 2-35, 2-38, 3-4, 3-15, 3-18, 3-32, 4-2, 4-4, 4-11, 4-12, 4-13, 4-14, 4-44, 4-45, 4-46, 4-62, 4-64, 4-65, 4-66, 4-67, 4-74, 4-78, 4-91, 5-12, 5-14, 5-15, 5-16, 5-19, 5-22
Project Management Team, 5-4, 5-9
Project Planning, 4-7
Public Facilities, 4-19
Public Involvement, ES-5, ES-6, 4-11, 5-1, 5-10, 5-14, 5-15, 5-16, 5-22
Public Meeting/Hearing, ES-5, ES-12, 2-38, 3-2, 3-10, 3-14, 4-10, 5-3, 5-8, 5-11, 5-12, 5-15, 5-18, 5-19, 5-21, 5-22
Purpose of and Need for Improvements, ES-4, ES-8, 1-1, 1-2, 1-3, 3-2, 3-4, 3-5, 3-19, 4-14, 5-2, 5-3, 5-4, 5-5, 5-7, 5-8, 5-10, 5-11, 5-14, 5-15, 5-16, 5-17, 5-20, 5-21
Railroad, ES-7, 1-2, 1-4, 1-6, 2-4, 2-10, 2-11, 2-23, 2-38, 3-9, 3-14, 3-30, 3-31, 4-6, 4-9, 4-46, 4-63, 5-9, 5-13
Record of Decision, ES-2, ES-12, 1-1, 1-6, 3-37
Relocation, 3-11, 3-16, 3-20, 3-37, 4-11, 4-13, 4-14, 4-17, 4-18, 4-33, 4-39, 4-45, 4-57, 4-63, 4-66, 4-80
Reptiles and Amphibians, 2-27, 2-28, 2-29, 2-30, 4-43, 4-44, 4-46, 4-85
Residences, ES-2, ES-4, ES-8, ES-9, 12, 13, 2-4, 2-5, 2-6, 2-11, 2-15, 2-27, 2-34, 2-38, 3-5, 3-8, 3-14, 3-26, 3-37, 4-2, 4-4, 4-5, 4-6, 4-7, 4-9, 4-10, 4-11, 4-12, 4-13, 4-14, 4-21, 4-42, 4-45, 4-52, 4-53, 4-55, 4-66, 4-67, 4-74, 4-78, 4-79, 4-82, 4-86, 4-89, 4-90, 4-91, 5-1, 5-20, 5-21, 5-22
Resource Agency, ES-6, 2-21, 3-2, 3-3, 4-47, 4-79, 4-82, 5-1, 5-3, 5-4, 5-6, 5-9, 5-10, 5-14, 5-22
Roselle, ES-7, 2-1, 2-2, 2-3, 2-4, 2-5, 2-6, 2-7, 2-8, 3-16, 3-18, 3-21, 3-22, 3-25, 3-26, 4-6, 4-19, 4-52, 4-53, 5-3, 5-6, 5-11, 5-12, 5-19
SAFETEA-LU, 1-1, 3-36, 5-1, 5-2, 5-3
Salt Creek, 2-5, 2-12, 2-13, 2-14, 2-15, 2-16, 2-17, 2-18, 2-20, 2-22, 2-23, 2-24, 2-26, 2-27, 2-29, 2-31, 2-32, 2-34, 2-39, 3-28, 3-29, 4-22, 4-23, 4-26, 4-27, 4-28, 4-29, 4-31, 4-33, 4-39, 4-42, 4-46, 4-48, 4-49, 4-50, 4-67, 4-69, 4-75, 4-78
Schaumburg, ES-8, 2-1, 2-2, 2-3, 2-4, 2-5, 2-6, 2-7, 2-8, 2-11, 2-39, 3-16, 3-18, 3-24, 3-25, 3-27, 4-6, 4-7, 4-19, 4-50, 4-52, 4-53, 5-3, 5-6, 5-11, 5-12, 5-19
Schedule, ES-11, 3-16, 4-86, 5-2, 5-7, 5-9, 5-16, 5-20
Scoping, 5-2, 5-4, 5-5, 5-16
Screening, ES-4, ES-5, 2-37, 3-1, 3-2, 3-3, 3-4, 3-5, 3-6, 3-10, 3-13, 3-15, 3-16, 3-17, 3-18, 4-19, 5-4, 5-5, 5-6, 5-8, 5-9, 5-14, 5-15, 5-16, 5-17, 5-18, 5-21, 5-22
Section 106, 4-55, 4-87
Section 4(f), ES-13, 2-29, 4-47, 4-48, 4-52, 4-55, 4-82, 4-84, 4-85, 4-86, 4-87, 4-92
Section 404, 2-23, 2-24, 4-31, 4-32, 4-33, 4-61, 4-65, 4-69, 4-77, 4-80, 4-81, 4-88, 5-3
Section 6(f), 2-29, 4-47, 4-85
Socioeconomic, ES-4, ES-6, 2-1, 3-3, 3-5, 3-7, 3-8, 3-9, 3-10, 3-11, 3-12, 3-13, 3-14, 3-16, 3-19, 3-21, 4-1, 4-2, 4-5, 4-62, 4-64, 4-

65, 4-66, 4-70, 5-2, 5-4, 5-5, 5-9, 5-11, 5-13, 5-16, 5-17, 5-20, 5-22
Soil, 2-20, 2-23, 4-20, 4-23, 4-24, 4-29, 4-30, 4-36, 4-59, 4-60, 4-80, 4-87, 4-88, 5-3, 5-5
Speakers Bureau, 5, 5-10, 5-19
Special Lands, 2-20, 2-21, 2-26, 2-29, 4-36, 4-40, 4-46, 4-47, 4-49, 4-52, 4-64, 4-69, 4-70, 4-77, 4-78, 4-79, 4-85
Special Waste, ES-13, 2-40, 2-41, 4-56, 4-57, 4-58, 4-61, 4-87, 4-92
Stakeholder, ES-1, ES-2, ES-3, ES-4, ES-5, ES-6, 1-1, 1-2, 1-6, 3-1, 3-2, 3-3, 3-4, 3-7, 3-10, 3-11, 3-12, 3-13, 3-14, 3-15, 4-7, 4-86, 5-2, 5-3, 5-5, 5-8, 5-9, 5-10, 5-11, 5-12, 5-13, 5-14, 5-15, 5-16, 5-17, 5-21, 5-22
Stakeholder Involvement Plan, ES-5, 5-1, 5-2, 5-10
STAR Line, ES-9, 3-16, 3-17, 3-18, 3-20, 3-25, 3-26, 3-27, 3-34, 4-63, 4-64, 4-70, 4-71, 4-72, 4-90, 5-16
State Implementation Plan, 2-36
Stormwater, ES-13, 2-14, 2-21, 2-22, 2-23, 2-24, 2-32, 3-10, 4-20, 4-21, 4-23, 4-24, 4-25, 4-26, 4-27, 4-29, 4-30, 4-31, 4-32, 4-33, 4-34, 4-35, 4-36, 4-37, 4-38, 4-39, 4-40, 4-42, 4-59, 4-62, 4-63, 4-65, 4-66, 4-68, 4-69, 4-75, 4-76, 4-77, 4-80, 4-81, 4-85, 4-88, 4-92, 5-12
Stream Crossings, ES-11, ES-13, 2-14, 4-21, 4-22, 4-23, 4-24, 4-54, 4-59, 4-80, 4-88, 4-91
Surface Water, ES-11, ES-13, 2-25, 2-26, 4-21, 4-23, 4-24, 4-25, 4-27, 4-28, 4-29, 4-36, 4-41, 4-43, 4-44, 4-61, 4-75, 4-79, 4-88, 4-91
Task Force, 5-3, 5-10, 5-11, 5-12, 5-13, 5-14, 5-15, 5-16, 5-17
Taxes, 4-14, 4-70, 4-71, 4-72
Thorndale Avenue, ES-6, ES-7, ES-8, 1-3, 1-5, 1-6, 2-2, 2-3, 2-4, 2-12, 2-38, 3-4, 3-10, 3-11, 3-12, 3-16, 3-17, 3-20, 3-22, 3-23, 3-27, 4-6, 4-7, 4-8, 4-9, 4-13, 4-15, 4-25, 4-26, 4-33, 4-35, 4-37, 4-40, 4-42, 4-45, 4-48, 4-49, 4-50, 4-53, 4-55, 4-56, 4-73, 5-12, 5-18, 5-22
Threatened and Endangered Species, ES-13, 2-21, 2-22, 2-25, 2-26, 2-27, 2-28, 2-29, 2-32, 2-33, 3-8, 3-14, 4-1, 4-35, 4-36, 4-37, 4-40, 4-46, 4-47, 4-64, 4-70, 4-79, 4-82, 4-83, 4-85, 4-87, 4-91, 5-6, 5-7, 5-8, 5-9, 5-14
Tier, ES-2, ES-3, ES-12, 1-1, 2-1, 2-12, 2-21, 2-22, 2-36, 2-37, 2-38, 2-40, 3-1, 3-18, 3-30, 3-31, 3-36, 3-37, 4-1, 4-21, 4-23, 4-24, 4-26, 4-27, 4-29, 4-30, 4-31, 4-32, 4-33, 4-34, 4-35, 4-36, 4-37, 4-38, 4-39, 4-47, 4-52, 4-53, 4-55, 4-57, 4-58, 4-73, 4-76, 4-79, 4-80, 4-81, 4-82, 4-84, 4-85, 4-86, 4-87, 4-88, 5-1, 5-4, 5-5, 5-6, 5-7, 5-9, 5-14
Traffic Congestion, ES-1, 1-4, 2-9
Traffic Volumes, 1-2, 2-10, 4-45, 4-54
Trail, ES-10, ES-13, 1-8, 2-12, 2-29, 2-32, 2-33, 2-34, 3-20, 3-25, 3-28, 3-29, 4-48, 4-49, 4-50, 4-54, 4-92, 5-7, 5-14
Transit, ES-1, ES-2, ES-4, ES-5, ES-6, ES-7, ES-8, ES-10, ES-12, ES-13, 1-2, 1-7, 1-8, 2-10, 2-11, 2-12, 3-1, 3-3, 3-4, 3-5, 3-15, 3-16, 3-17, 3-18, 3-19, 3-20, 3-21, 3-22, 3-24, 3-25, 3-26, 3-27, 3-28, 3-29, 3-30, 3-32, 3-34, 3-37, 4-1, 4-6, 4-15, 4-55, 4-66, 4-70, 4-71, 4-72, 4-80, 4-89, 4-90, 4-91, 4-92, 5-6, 5-8, 5-11, 5-12, 5-13, 5-14, 5-15, 5-16, 5-17, 5-18, 5-19, 5-20, 5-21, 5-22
Transit Stations, ES-10, 1-2, 1-8, 2-12, 3-16, 3-26, 3-28, 3-29
Transportation, ES-1, ES-2, ES-3, ES-4, ES-5, ES-6, ES-9, ES-10, ES-11, ES-12, 1-1, 1-2, 1-3, 1-4, 1-5, 1-7, 2-1, 2-2, 2-4, 2-6, 2-9, 2-10, 2-11, 2-15, 2-22, 2-24, 2-26, 2-28, 2-29, 2-32, 2-34, 2-36, 2-37, 2-39, 3-1, 3-2, 3-3, 3-4, 3-11, 3-15, 3-16, 3-18, 3-19, 3-21, 3-24, 3-25, 3-26, 3-27, 3-29, 3-30, 3-31, 3-35, 3-36, 3-37, 4-1, 4-4, 4-6, 4-7, 4-8, 4-9, 4-10, 4-14, 4-15, 4-16, 4-19, 4-20, 4-23, 4-25, 4-28, 4-29, 4-30, 4-33, 4-36, 4-42, 4-44, 4-45, 4-46, 4-51, 4-55, 4-59, 4-63, 4-64, 4-65, 4-66, 4-67, 4-68, 4-69, 4-70, 4-73, 4-74, 4-76, 4-77, 4-78, 4-79, 4-81, 4-85, 4-89, 4-90, 5-1, 5-4, 5-5, 5-8, 5-9, 5-10, 5-11, 5-12, 5-13, 5-14, 5-15, 5-17, 5-18, 5-19, 5-20, 5-22
Transportation Center, ES-10, 2-11, 3-18, 3-24, 3-25, 3-26, 3-27

Transportation Performance Measures, ES-12, 3-1, 3-2, 3-4, 3-8, 3-16, 5-8, 5-10, 5-11, 5-14, 5-17
Transportation System Management, ES-5, ES-9, ES-10, 3-19, 3-31, 4-1
Travel Demand Management, ES-5, ES-9, ES-10, 3-19, 3-31, 4-1, 5-16
Travel Efficiency, ES-3, ES-4, 1-2, 1-3, 1-4, 1-7, 3-2, 3-4, 3-6, 3-9, 3-10, 3-30, 3-32, 3-33, 3-34, 4-14
Travel Modeling, 3-6, 3-31, 5-6
Travel Performance, ES-4, ES-6, ES-10, ES-12, 1-3, 1-4, 1-5, 3-1, 3-2, 3-3, 3-4, 3-5, 3-7, 3-8, 3-11, 3-12, 3-13, 3-15, 3-19, 3-32, 3-34, 5-5, 5-9, 5-12, 5-14, 5-15, 5-17, 5-21
Travel Time, ES-4, ES-10, 1-2, 1-4, 1-5, 1-7, 3-4, 3-7, 3-9, 3-10, 3-31, 3-34, 4-14, 4-91, 5-8
Truck Traffic, 1-2, 2-11, 3-31, 4-61, 4-73, 4-78
U.S. Army Corps of Engineers, 2-20, 2-21, 2-22, 2-23, 4-23, 4-30, 4-31, 4-32, 4-33, 4-34, 4-35, 4-37, 4-65, 4-81, 4-82, 4-83, 4-87, 4-88, 5-4, 5-5, 5-6, 5-7, 5-22
Union Pacific Railroad, ES-7
Vegetation, 2-20, 2-23, 2-25, 2-26, 2-33, 4-27, 4-30, 4-36, 4-37, 4-40, 4-44, 4-54, 4-59, 4-60, 4-65, 4-68, 4-77, 4-80, 4-82, 4-84, 4-85, 4-86
Visual Resources, 2-33, 2-34, 4-54, 4-85
Water Quality, 2-13, 2-15, 2-20, 2-21, 4-21, 4-26, 4-27, 4-28, 4-29, 4-35, 4-36, 4-37, 4-40, 4-60, 4-62, 4-65, 4-67, 4-68, 4-69, 4-74, 4-75, 4-76, 4-79, 4-80, 4-81, 4-88, 5-5
Watershed, 2-12, 2-13, 2-14, 2-15, 2-17, 2-18, 2-21, 2-22, 2-23, 2-24, 4-21, 4-22, 4-23, 4-24, 4-25, 4-26, 4-27, 4-28, 4-29, 4-31, 4-32, 4-33, 4-34, 4-36, 4-37, 4-67, 4-69, 4-75, 4-76, 4-79, 4-83, 5-7
Wetlands, ES-11, ES-13, 2-6, 2-20, 2-21, 2-22, 2-23, 2-24, 2-25, 2-26, 2-27, 2-28, 2-31, 2-33, 3-7, 3-9, 3-10, 3-13, 3-14, 3-37, 4-1, 4-23, 4-24, 4-29, 4-30, 4-31, 4-32, 4-33, 4-34, 4-35, 4-36, 4-37, 4-41, 4-42, 4-43, 4-44, 4-46, 4-47, 4-48, 4-49, 4-52, 4-54, 4-59, 4-61, 4-62, 4-64, 4-65, 4-66, 4-68, 4-69, 4-70, 4-76, 4-77, 4-78, 4-79, 4-81, 4-82, 4-83, 4-85, 4-87, 4-88, 4-89, 4-91, 5-7, 5-8, 5-14
Wildlife, 2-19, 2-21, 2-25, 2-26, 2-27, 2-28, 2-29, 2-32, 2-33, 2-34, 4-31, 4-33, 4-36, 4-37, 4-40, 4-43, 4-44, 4-45, 4-46, 4-47, 4-65, 4-66, 4-68, 4-76, 4-77, 4-83, 4-84, 4-85, 5-6, 5-7
Willow Creek, 2-12, 2-14, 2-15, 2-18, 2-22, 2-23, 2-24, 4-22, 4-23, 4-24, 4-25, 4-26, 4-31, 4-33, 4-39, 4-40, 4-67, 5-18
Willow-Higgins Creek, 5-7
Wood Dale, ES-7, 2-1, 2-2, 2-3, 2-4, 2-5, 2-6, 2-7, 2-8, 2-31, 2-40, 3-20, 3-22, 3-25, 3-30, 4-6, 4-19, 4-33, 4-48, 4-49, 4-50, 4-52, 4-56, 4-73, 5-3, 5-6, 5-11, 5-12, 5-22
York Road/Elmhurst Road, ES-8, 3-4, 3-11, 3-12, 3-21, 3-23, 3-27, 3-33, 4-26, 4-55