ELGIN O'HARE WEST BYPASS

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Meeting Summary

Tier Two

Public Information Meeting #2

April 5, 2011

Holiday Inn, Itasca

4:00 p.m. to 8:00 p.m.

Prepared for

Illinois Department of Transportation

CH2MHILL

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SECTION 1

Description of Public Meeting

ELGIN O'HARE WEST BYPASS

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Elgin O'Hare –West Bypass
Tier Two Public Meeting #2 Summary

The second Tier Two Public Meeting for the Elgin O'Hare – West Bypass Project was held on Tuesday, April 5, 2011 at the Itasca Holiday Inn, 860 W. Irving Park Road, Itasca, Illinois from 4 – 8 PM. The meeting was an open house format with a continuously cycling PowerPoint presentation, exhibit boards for review, large scale aerials of both the initial construction phase and full build improvements, and a full set of functional plan sheets available for attendees to review and provide comment. The meeting was attended by **144 people,** and **34 comment forms** were filled out and submitted at the meeting. The comment period extends until April 19, 2011.

The following public officials were in attendance:

-Village of Addison: Joe McDermott (Trustee)
-Village of Arlington Heights: Tom Ponsot (Traffic Engineer)
-Village of Bensenville: Scott Viger (Community Development)
-Village of Bloomingdale: Martin Bourke (Village Administrator)
-Bloomingdale Township: Ed Levato (Supervisor)
-City of Chicago: Adam Rod (O'Hare Modernization Program)
-Elk Grove Village: Matt Roan (Deputy Village Manager), Ken Jay (Engineering), Mary Jo Pye (Engineering)
- Village of Itasca: Al Stefan (Village Engineer), Nicole Aranas (Community Development) Lucy Santorsola (Village Trustee), Evan Teich (Village Administrator), James Burke (Fire Department), John Radzinski (Fire Department), Scott Heher (Police Department), Jeff Pruyn* (Mayor), Ellen Leahy* (Village Trustee)
-Village of Roselle: Gayle Smolinski (Mayor)
-City of Schaumburg: June Johnson (Director of Transportation)
-City of Wood Dale: Ross Klicker (Planning/Economic Development Coordinator)
-Illinois Tollway: Rocco Zucchero
-RTA: Bill Lenski, Leanne Redden
- CMAP: Joy Schad

*Attended but did not fill out sign in sheet

A number of contractors, developers, and real estate professionals were represented, including:

-Vulcan Materials
-Greco Contractors

-Avison Young
-Grubb & Ellis
-CBRE
-Colliers
One labor union was represented:
-LDC-LMCC

The following media was present:
-Chicago Tribune (Richard Wronski)

The **34 comment forms** submitted at the meeting primarily included:

-Requests for additional information/materials (9)
-Opposition to tolls or value capture (8)
-Support for the project (6)
-Concern about personal impacts (noise, displacements, access) (12)
-Preference for I-290/EO Interchange Option A (3)
Note: some comment letters addressed multiple issues.

The public comment period for Tier Two Public Meeting #2 will remain open through April 19, 2011.


Tier Two Schedule


Tier One Purpose & Need:
Tier Two Purpose & Need Refinement:


EXIT









C

Former police chief nominated as new coroner

By Tony Gordon
Legal Affairs Writer
lfilas@dailyherald.com

Former Waukegan police chief Artis Yancey was named Lake County's next coroner, county officials announced Monday.

Yancey, 51, must be confirmed by the county board at its April 12 meeting before he assumes the office left open by the February resignation of Dr. Richard Keller.


Artis Yancey

"I have spoken to every member of the board and not one of them has any problem with this appointment," county board Chairman David Stolman said. "Artis Yancey has the knowledge, experience and temperament to make him the perfect choice for coroner."

Keller resigned Feb. 22 after pleading guilty to delivery of a controlled substance and obstruction of justice in connection with his role as the medical director of a Waukegan methadone clinic. The clinic was linked to an overdose death in a years-long investigation.

Keller was placed on probation and fined in a plea negotiation with prosecutors that required his resignation from the office and the surrender of his medical license.

Yancey served 21 years with the Waukegan police department, rising from patrol officer to detective to deputy chief before his appointment as chief in 2009. If confirmed, Yancey will be the first black person to hold countywide office in Lake County's history, Stolman said.

Yancey said Monday he welcomed the new challenge.

"My passion is public service," Yancey said. "I look forward to treating every citizen of Lake County with dignity and respect."

In June 2009, Yancey suffered several broken bones in his face in what police said at the time was an attack by North Chicago police officer Carl Sain, who found Yancey in the home of Sain's estranged wife. A jury found Sain not guilty of aggravated battery in April 2010, and Yancey continued to serve as Waukegan chief until his retirement in August of that year.

Protect-A-Bed to move its headquarters to Wheeling

By Sheila Ahern
sahern@dailyherald.com

This summer Protect-A-Bed will relocate its headquarters from Northbrook to Wheeling to occupy a 200,000-square-foot warehouse and 18,000-square-foot office space along South Wolf Road.

Wheeling's village board unanimously approved the idea on Monday for one of the largest industrial facilities in the village.

The company's flagship product, the Premium Mattress Protector, was born in South Africa in 1980 and began building a United States presence in 2000 under the name Protect-A-Bed.

The company's patented BugLock mattress protectors are popular with hotels and motels that are fighting the bed bud epidemic, which started to increase in the United States around 1998, said James Bell, the company's CEO,

"It's a big part of our business," said Bell after the meeting. "It's a devil of a problem. Bedbugs have an immunity to chemicals. It's all about creating a healthy sleep zone."

The company sells mattress protectors in department stores and online.

Village President Judy Abruscato had a bedbug experience and said it wasn't pretty.

"I was about 17 and living in the city," she said. "It's not a comfortable thing."

Mattress protectors also help allergy sufferers and extend the life of a regular mattress, Bell told trustees.

Protect-A-Bed will maintain an administrative and sales office in Philadelphia and product showrooms in Las Vegas and New York City. The company has 72 employees in the United States, 35 of whom will be working from the Wheeling location when company moves.

The move should to Wheeling complete by June, Bell said.

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The Illinois Department of Transportation is holding a Public Informational Meeting for the Elgin O'Hare – West Bypass study. This meeting will provide updated information on the study, which is considering the extension of the Elgin-O'Hare Expressway east of IL 53/I-290, adding capacity to the existing Elgin O'Hare Expressway, and a potential new western bypass of O'Hare Airport, along with consideration of arterial improvements, transit upgrades, and bike and pedestrian features.

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- Funding & financial analysis
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- Engineering refinements

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This meeting will be accessible to handicapped individuals. Anyone needing special assistance should contact Ron Krall at (847) 705-4103. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the Department's TTY/TDD number (800) 526-0844/or 711; TTY Users (Spanish) (800) 501-0864/ or 711; and for Telebraille dial (877) 526-6670/ or 711 at least 5 days prior to the meeting.

April 5, 2011
4:00 – 8:00 p.m.
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860 W. Irving Park Rd
Itasca, Illinois



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C

Stanton quits Des Plaines 8th Ward alderman race

Candidate cites 'family health,' throws support to Charewicz

ELECTION2011



Michael Charewicz



Pat Mauro



Austin Stanton

By Madhu Krishnamurthy
mkrishnamurthy@dailyherald.com

Among the top issues for candidates vying for a chance to represent Des Plaines' 8th Ward are flooding, fiscal responsibility and economic development.

The race to represent the ward is wide open with the impending departure of veteran Rosemary Argus, who cannot seek re-election due to city term-limit regulations.

Only two hopefuls remain — Michael "Mike" Charewicz and Pat Mauro — after candidate Austin Stanton dropped out of the aldermanic race Sunday, citing family health issues. Stanton's name still will appear on the April 5 ballot, but he wrote that he would immediately resign if he were elected.

He threw his support to Charewicz, 55, an auto mechanic, 30-year Des Plaines businessman and past president of the Des Plaines Chamber of Commerce & Industry.

Mauro, 44, owns a sewer construction company in Des Plaines and is a member of the Des Plaines Economic Development Commission.

During a recent candidate interview, Charewicz said the city has a master plan for improving storm sewers that is working.

"Now we have to take care of the sanitary sewers," he added. "We have too much water in the sanitary sewers."

Mauro said the city's aging infrastructure allows for excess surface water to get into old clay pipes through cracks, forcing them to run beyond capacity during heavy rainfall.

Mauro said the only solution is investing more in the city's infrastructure.

"I'm motivated by the budget," he said. "Once you resolve budget problems, you'll find ways to fix these problems."

The city also needs to explore obtaining federal funding, Mauro added.

Both Mauro and Charewicz agree city leadership needs to do more to encourage economic development.

"We should be soliciting to get other (diverse) types of businesses into Des Plaines," Mauro said.

Mauro said officials need to look beyond the current city programs offered to businesses seeking financial help to make improvements to building facades and awnings.

Charewicz said the city offers programs to help businesses that businesses often don't know about and the city needs to do a better job of publicizing them. Officials also need to work on filling vacancies, making it easier for businesses to get permits, and improving communication with the community, residents and chamber of commerce, he said.

Both candidates criticized the city's use of tax increment financing districts, an economic development tool which has been controversial. Of the city's five special taxing districts, three are ailing.

"TIFs have been managed poorly," Charewicz said. "Right now I can't imagine why we need another TIF. I think we need to shore up and work on the TIFs that are already there, already working and develop them into economic engines instead of economic liabilities."

Mauro said the city has to evaluate each TIF district individually.

"It just seemed like our town just hop-scotched it all around ... there's too much going on at one time. If the TIFs are used correctly they can be great," Mauro said.

Empty Wickes in Wheeling to be demolished this summer

By Sheila Ahern
sahern@dailyherald.com

Wheeling's empty Wickes building will be demolished before the village's Fourth of July fireworks, which are set to go off near the site.

On Monday, the Wheeling village board unanimously voted to pay Langos Corporation, of Barrington Hills, $227,385 to level the building at Northgate Parkway and Dundee Road. Work will begin in mid-April after Wheeling's police and fire departments are done using the site for training, said Mark Janeck, Wheeling's director of community development.

It will take 40 days to tear the building down, he said.

Wheeling has been trying to redevelop the site since Wickes declared bankruptcy in 2008 and eventually went into liquidation for failure to find a buyer or an investor. That same year, Wheeling took control of the development by buying the empty building with a $3.775 million bid that was accepted when a bankruptcy court judge approved the sale.

More than two years prior, when the property was up for sale, offers ranged as high as $12 million, according to village officials.

The money for the sale came from tax increment financing reserves; since 2003, the property has been part of a TIF district, where tax revenue for government bodies is frozen and revenue from increasing property values is put toward development.

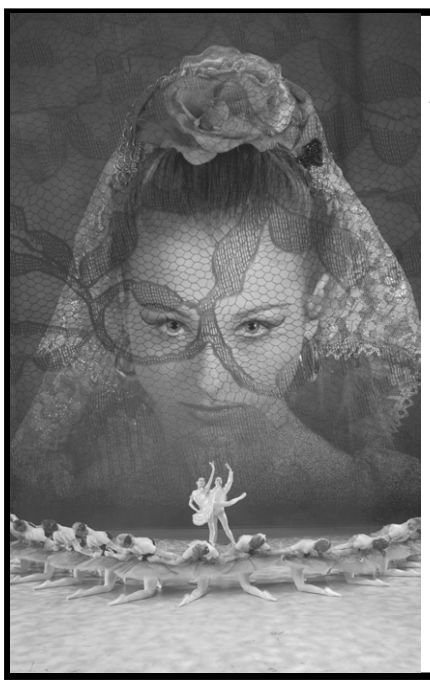
Trustee Ken Brady asked on Monday what the site would look like once the demolition work was complete.

Langos would leave the building's foundation in case a developer wanted to use parts of it. Dirt and grass would cover the rest of the site, Janeck said.

Last month, Wheeling's village board approved a $100 redevelopment plan for the site that could comprise 170,000 square feet, including a 70,000-square-foot national retailer to anchor the site. The smaller boutiques could include specialty shops, a gourmet food store, a bakery and restaurants. Plans also call for two 12-story residential buildings, a parking garage and a redone Metra station.

The developer, Urban R2, also wants to relocate parts of Northgate Parkway to make room for a green-space area that could be closed off for art fairs, pottery classes and jewelry exhibitions, according to the project's master plan.

Urban R2 has until Dec. 1 to get a final plan approved by the village, said Peter Vadopalas, Wheeling's director of economic development.



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Palatine considers allowing jewelry store to make collateral loans

By Kimberly Pohl
kpohl@dailyherald.com

More than two years after Palatine officials rejected Kelly Swisher's proposed pawnshop, the council is considering a similar — albeit scaled-back — operation.

The Palatine Jewelry and Watch Shoppe owner wants to provide collateralized loans at his business, meaning customers could get a short-term loan in exchange for bringing in a piece of jewelry or watch and paying a service fee.

After a lengthy discussion, the council tabled the issue until Monday, March 21, so the village attorney could research whether Palatine can impose a minimum age for a borrower to 21 years instead of the state-required 18 years.

Officials lauded Palatine Jewelry and Watch, located at 293 N. Northwest Highway in the Village Green Shopping Center, for its good reputation and security measures. But they expressed skepticism with allowing an operation tantamount to a pawnshop.

Under the proposal, a customer would bring in a piece of jewelry or watch — no other items would be permitted — and agree to the amount Swisher is willing to loan. The patron's identification is scanned and digital photo taken. All transactions are reported to police.

The item is stored at the business until the customer pays back the loan, plus interest as high as 19.72 percent. The more valuable the item, the lower the interest. If the customer doesn't pick up the item within 60 days, it becomes property of the shop.

The owner of a licensed Arlington Heights pawnshop, Swisher's proposal to open a pawnshop in Palatine was rejected back in 2008.

Councilman Aaron Del Mar, who owns a jewelry store in Palatine and intends on recusing himself from a future vote, said he's struggling with the idea of bringing a pawn operation to the village. "It preys on people that are desperate for money at the time," he said.

Swisher responded that many of his customers are thankful to have a short-term loan alternative because banks usually aren't an option. They're otherwise forced into selling the items all together, he said.

Victim identified in fatal Bartlett fire

By Ashok Selvam
aselvam@dailyherald.com

The DuPage County coroner has identified a man who died last week following a house fire in Bartlett.

The victim was 62-year-old Dinesh Baxi, the coroner's office said on Monday. Baxi died on Thursday, March 10, during a small fire on the 200 block of Gatewood Lane, where he has lived since 1995.

Bartlett Fire Protection District Assistant Fire Chief Bill Anderson said the cause of the fire isn't considered suspicious, but the investigation is ongoing.

Police Sgt. Geoffrey Pretkelis said there was no criminal activity.

Crews were called at 9:15 a.m. to the single-family home according to a news release from fire officials.

Emergency personnel arrived a 9:21 a.m. and it took 10 minutes to extinguish the blaze.

Firefighters found smoke on the first and second floors and found a small fire in the basement.

A fire alarm sounded; no sprinklers were present. Fire personnel responded with 13 vehicles. Damage was estimated at $10,000. Firefighters from Carol Stream, Hanover Park and Streamwood assisted at the scene.

Corrections and clarifications

To clarify an endorsement in Des Plaines Ward 8 in Sunday's paper, write-in candidate Richard Hissong missed an interview with the editorial board due to missed communication, not because he didn't want to participate.

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Itasca Holiday Inn
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Itasca, Illinois



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SECTION 2

Meeting Attendance

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Public Meeting
April 5, 2011

Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
WALTER MILLER	19 W. WALNUT - APT 2	ROSELLE, IL 60172	W.MILLER51@hotmail.com	☒
Volcan Materials Mike Sabanna	1000 E Warrenville Rd	Naperville IL	Sabanna@vmc.mail.com	☒
GRECO CONT	2100 S. MT PROSPECT RD	DES PLAINES		☐
THE FLOLO Corp	1061 EAST GREEN ST.	BENSENVILLE, IL	GEFLOLO@FLOLO.COM	☒
Tim Winter	321 Center St	Hillside IL		☐
PEGGY LACKMAN	700 LARSEN LN	BENSENVILLE IL 60106	dplackman@earthlink.net	☐
DAVE LACKMAN	SAME	SAME	SAME	☐
GABRIEL ROVAIS		SCHAUMBURG, IL	Gabriel.Rovais@illinois.gov	☐
ROBERT Golly	211 E FOSTER	Roselle, IL		☒
John G. Radzinski	520 W. Irving Pk. Rd.	Itasca, IL	jradzinski@itasca.com	☒
Jeff Warnimont-	363 Georgetown Sq	Wood Dale IL	jeff@warnimontshardware.com	☒
ROGER HOFFMAN KDOT	177 SO CENTER ST	BENSENVILLE		☐
JACK FRIGO	11600 W KING ST	FRANKLIN PARK	JFRIGO@EDSAL.COM	☒
Ken Jay	Elk Grove Village ENG		kjay@elkgrove.org	☒
Bob Andres	Civiltech		randres@civiltechinc.com	☒
Jackie Barth	804 Blackhawk	Roselle IL 60172	barth_family@hotmail.com	☐
John Yoho	262 Wildspring Ct.	Itasca	yoho@sbcglobal.net	☐

LDC - LMCC labor un.

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Public Meeting
April 5, 2011

Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
Ross Klicker City of Wood Dale	404 N. Wood Dale	Wood Dale, IL 60191		☐
Chuck Dahlquist	480 Rose in Circle	Elk Grove Vlg Il. 60007		☐
Lucy Santorsola	789 Willow Ct	ITASCA	LSANTORSOLA@YAHOO.COM	☐
Robert Crocker	640 E Golf R	Des Plaines 600 US - 230 S	u hv. t	☐
B'dale Twp ED LEVATO	123 Rosedale	B'dale, Il.		☐
Marci Anderson HOA	850 Clover Ridge Ct	Itasca	jmanderson99@gmail.com	☐
Jane Johnson	101 SCHAUMBURG CT Schaumburg Ill	Schaumburg	JEJOHNSON@CI.Schaumburg.ilus	☐
JXM McCONACHIE LDC/LMCC	999 McCLINTOCK DR	BURRIDGE, IL	JMCCONACHIE@CVLDC.ORG.	☐
Kim Schoppe	314 E Jefferson	Bensenville 60106		☐
JERRY CIOMBOR	1110 ARGYLE	BENSENVILLE		☐
DONNA J MILLER	1108 ARGYLE	BENSENVILLE		☐
ED WEINEWUTH	350 COUNTRYSIDE DR	ROSELLE, IL	EWEINEWUTH@COMCAST.NET	☐
John Kos	421 County Farm Rd	Wheaton, IL		☐
FRANK SKEPNEK	7N240 PARKSIDE	ITASCA	FJSKEPNEK@ATT.NET	☐
Scott Steele	449 W Pierce Road	Itasca	NA	☒
ALAN MARTYKA	221 N. ADDISON ROAD	WOOD DALE		☒
Carol Martyka	221 N. Addison Rd	Wood Dale		☐

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Public Meeting
April 5, 2011

Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
Steve Pisinski Thomas Engineering	~~235~~ 235 S. Kenilworth	Oak Park, IL 60302	steve@thomas-engineering.com	X
~~Kathy~~ Alison Young		Rosemont	Michael.fonda@	
			alisonyoung.com	
Anthony Scinicc	1113 Roscoe DR 2D	Roselle, IL 60172	ascinicc@gmail.com	X
Brian Carroll	2150 W. Higgins	Rosemont	brian.carroll@grubb-ellis.com	X
John Hamilton	6250 River Rd	Rosemont	J.hamilton@colliers.com	X
Pam Seuky	1731 Roosa	EGV		
Carole Gottsche	205 N Addison Rd	Wood Dale		X
Don Gottsche	205 N. Addison Rd	" "		X
GAYLE SMOLINSKI	435 FORDHAM PL.	ROSELLE, IL		
TERRY JOHANSON	592 GEORGE ST.	WOOD DALE	BSWEDE@SBCGLOBAL.NET	
LEROY POTOCZ	ELK 758 PENRITH	E. G. V		
JITENDRA R. PATEL	7N245 PARKSIDE AVE	ITASCA, IL 60143	HJP306@YAHOO.COM	✓
GLENN LINDE	1100 E. GREEN ST.	FRANKLIN PK 60106	GLINDE@SBCGLOBAL.NET	✓
JOHN STOFFREGEN	304 LANDMEIER RD	ELK GROVE VLG, IL 60007		
~~CHRIS~~ CHRIS GANAS	2420 HAMILTON	ARLINGTON		

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Public Meeting
April 5, 2011

Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
Tom Ponsot	33 S. Arl Hts Rd	Arl Hts, IL 60005	tponsot@vah.com	☐
Mary Jo Pye, EGV	901 Wellington	EGV, IL 60007	mpye@elkgrove.org	☐
Richard A. Russo	1468 Hodlmair Lane	EGV, IL 60007	vizsla25@sbcglobal.net	☒
Jim Woods, Civiltech	450 E. Devon Ave Suite 300	Itasca 60137	jwoods@civiltechinc.com	☑
Ted & Jean Selepa	432 So. Princeton	Itasca 60143	tjselepa@sbcglobal.net	☒
Brian Pawula, Thomas	3005 Kenilworth Oak Park	Oak Park	brianp@thomas.engineering.com	☒
Tom & Ellen Marschall	126 N. Addison St	Bensenville, IL	ellen5580@gmail.com	☒
Jim Messmore	815 Commerce Dr.	Oak Brook, IL	jmessmore@hausar.com	☒
John Kilcullen	228 Millers Crossing	Itasca, IL	John.Kilcullen@Sikorie.org	☐
Nicole Aranas	550 W. Irving Pk Rd.	Itasca, IL	naranas@itasca.com	☐
Jim & Judy Pichla	16 W. Irving Park Rd	Bensenville, IL		☐
Scott Horejs	209 E. Murray Dr	Wood Dale, IL	Dino100@msn.com	☒
Kevin Boland	520 Rumple Ln	Addison	karnkev@gmail.com	☒
Mitch Matuga	36 Kennedy	EGV	mmatuga@Ameritech.net	☒
Tony Spencer	545 E. Red Oak St	B'ville, IL 60106	TSPENCER@REALNETS.com	☑
Bill [illegible]		Addison		☐
Paul Crocilla	2420 Hamilton Rd	Arlington Heights	pcrocilla@emiporta.com	☑

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(630) 671-5611
Village of Bloomingdale
Martin J. Bourke
Village Administrator
201 S. Bloomingdale Road Bloomingdale, IL 60108-1403
Email - bourkem@vil.bloomingdale.il.us

Public M
April 5

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Nancy Minard	315 Delaware Ave	Wood Dale IL 6019		☐
Mike Plumer	435 S. Miser	Bensenville 6010		☐
Liz Daly	234 E Theodore Ln	Itasca IL	windycityliz66@yahoo.com	☒
Scott Viger	Village of Bensenville	—	sviger@bensenville.il.us	☐
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BARBARA JOHANSON	572 GEORGE ST.	WOOD DALE IL		☐
Greg Cerven	148 W. Devon Ave	Roselle IL.	g-cerven96@yahoo.com	☒
Audrey Vercillo	103 BOARDWALK CIR	ELK GROVE IL		☒
Fred Fiedler	116-1 Black Hawk Rd	Wood Dale		☐
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April 5, 2011

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BRUCE LARSON	2364 Cove ~~Hand~~	HANOVER PK		
JOY REZNY	501 S. COUNTYLINE RD	FRANKLIN PARK	JREZNY@SBCGLOBAL.NET	
* Jeanne Mills Condominium of Wadsworth	1113 Prescott Rd	Roselle IL		
~~Bill Lenski, RTA~~	175 W. Jackson Blvd	Chicago 60604 IL	Lenski.w@rtachicago.org	
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Steve KAITSCHUCK	513 YOSEMITE	Roselle		☐
Lenne Redden	RTA	Chicago.	reddenl@rtachicago.org	☐
Arlene Machala	528 W. North St. Itasca, resident of Itasca	Itasca	armachala@aol.com	☒
AL SIEFKIN	VILLAGE OF ITASCA	ITASCA	ASIEFKIN@ITASCA.COM	☐
SCOTT DWORSCHAK	500 PARK BLVD 154C	ITASCA, ILL	SDWORSCHAK@UCA.ORG	☒
MR. + MRS ORVILLER	DD 1259 N. SPRUCE	BENSENVILLE		☐
Royal Diamond Star	949E Green St	Bensenville	HFreitag@Royaldia	☒
JOE MEZNARSIC	3111 N. LAPORTE	MELROSE PARK IL 60164		☐
MARK KISCHNER	221 E. BRYN MAWR	ITASCA	MKISCHNER@ATT.NET	☒
DEAN ROEING	1248 CARLISLE	EGV	NONE	☐
Marlene O'Malley	7N421 Linden	Medinah 60157		☐
DELORES HOFFMAN	100 W. ROOSEVELT AVE.	BENSENVILLE 60106	———	☒
				☐

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Mary Jean Kreusler	359 Bay Drive	Itasca 60143	mjtch@aol.com	☒
John Suerth	20 N. Martingale #100	Schaumburg 60173	john.suerth@cbre.com	☒
Brian Fairwood	1475 E. Woodfield Rd Suite 600	Schaumburg IL 60173	blfairwood@transystems.com	☒
Matt Roan	901 Wellington Ave	Elk Grove Village IL 60007	mroan@elkgrove.org	☐
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J Paquet	2131 Elmira	Des Plaines 60018	John.Paquet44@GMail	☒
M. Troy	320 W. McLean	Bensenville 60106		☐
				☐
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Esther Panos	122 E. Memorial	Bensenville, IL 60106		☐
RUSSELL JOHNSON	124 N. BUCKINGHAM DR	SUGAR GROVE IL	GERIANDRUSS@MEASI.COM	☒
Dime Demakis	801 MRT83	Bensenville IL	—	☑
Jeff Snyder	872 Cass Ln	Elk Grove Vlg, IL	—	☑
MARK SCHIMKA	255 S. MASON	BENSENVILLE IL		☐
ROB SHERMAN	BOX 7410	BUFFALO GROVE 60089	ROB@ROBSHERMAN.COM	☒
William Barr	760 S. John	Bensenville 60106		☐
Linda Bratland	915 John	Bensenville, I	WMBARR@hotmail.com	☐
				☐
				☐
				☐
				☐
				☐

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SECTION 3

Meeting Materials

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Public Information Meeting
April 5, 2011

Illinois Department of Transportation

Purpose of Tonight's Meeting

- Present the results of ongoing technical work
- Provide a forum to ask questions
- Opportunity to make comments

Tier Two Studies

- Detailed Engineering & Environmental Studies
- Began in August 2010
- Continued Stakeholder Involvement throughout

Recent Work



Technical Work

- Geometric Plans
- Traffic Analysis
- Environmental Studies
- Design Options
  - Interchange Types
  - Bridge Types
  - Drainage Features
  - Grading & Right-of-way



Public Involvement Activities

- Frequent Stakeholder Meetings
- Governor’s Advisory Council

Governor Quinn's Advisory Council

Financing

Sustainability



Work Force Diversity

Economic Impact

Financing Considerations

Overall Project Cost:
$3+ Billion

Traditional Funding Sources Limited

Tolling Options

Public-Private Partnerships (P3)

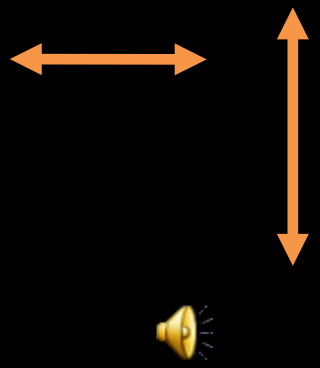
Special Districts

Federal Loans

Total Project Cost

Project Construction + Repairs & Rehabilitation + Operations & Maintenance

Financing Options - Tolling

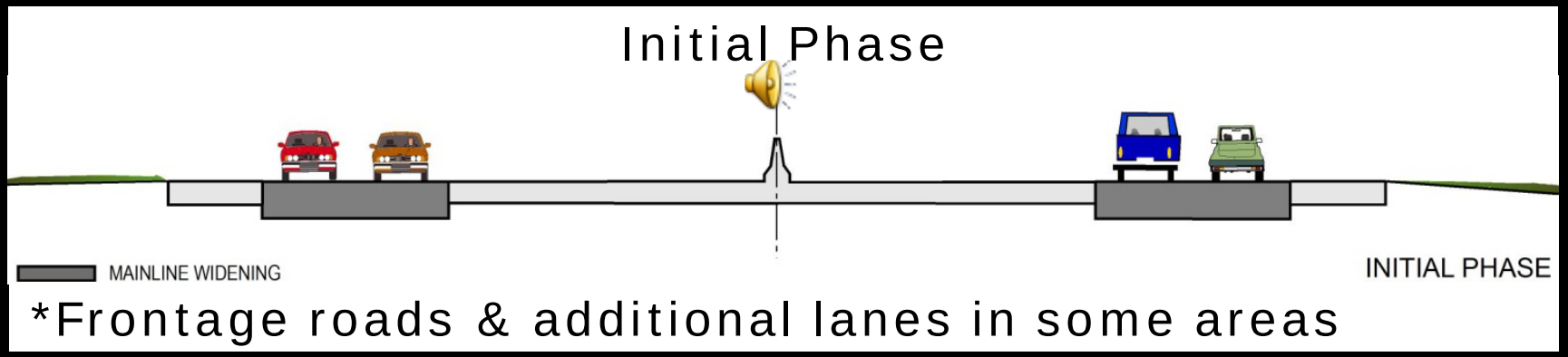


Initial Staging Concept

Ultimate plan meets long-range travel demand, but it's $3+ Billion…

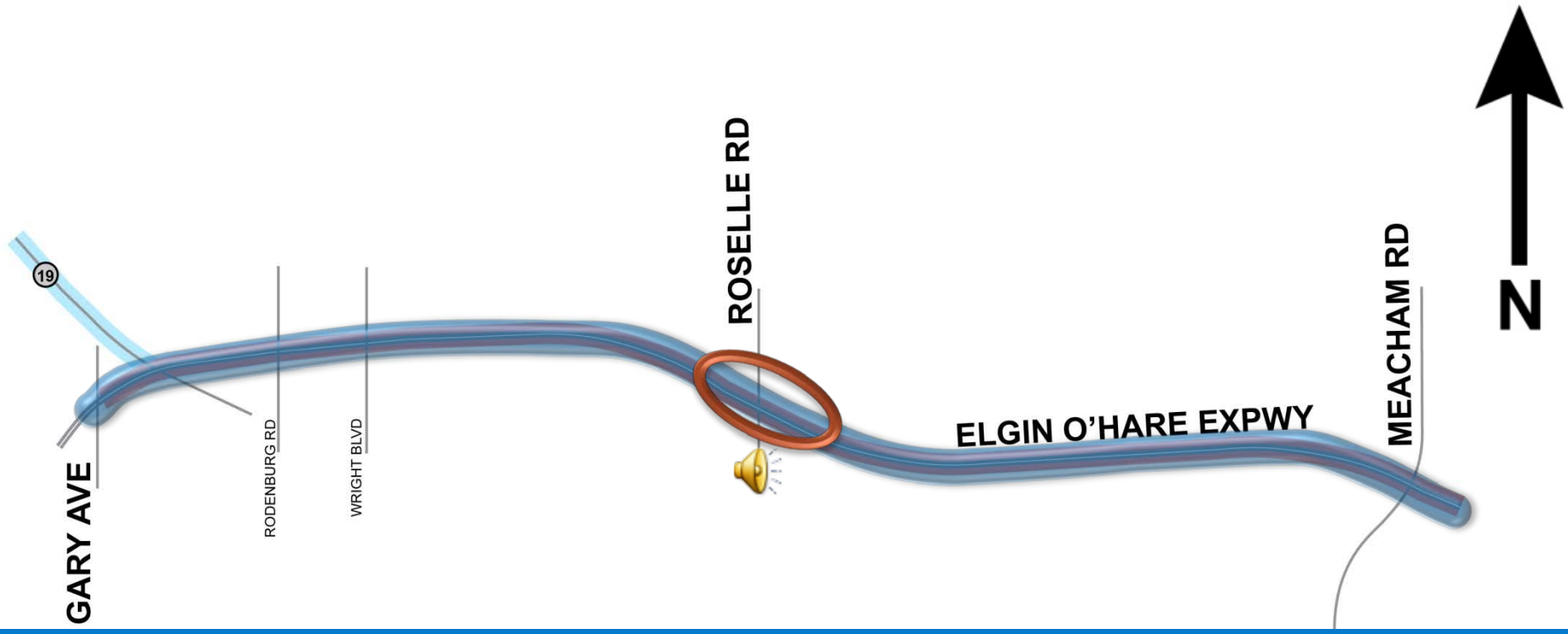
<u>Sequencing</u>: project construction as funding allows

- **Build an initial "complete" scaled-back project**



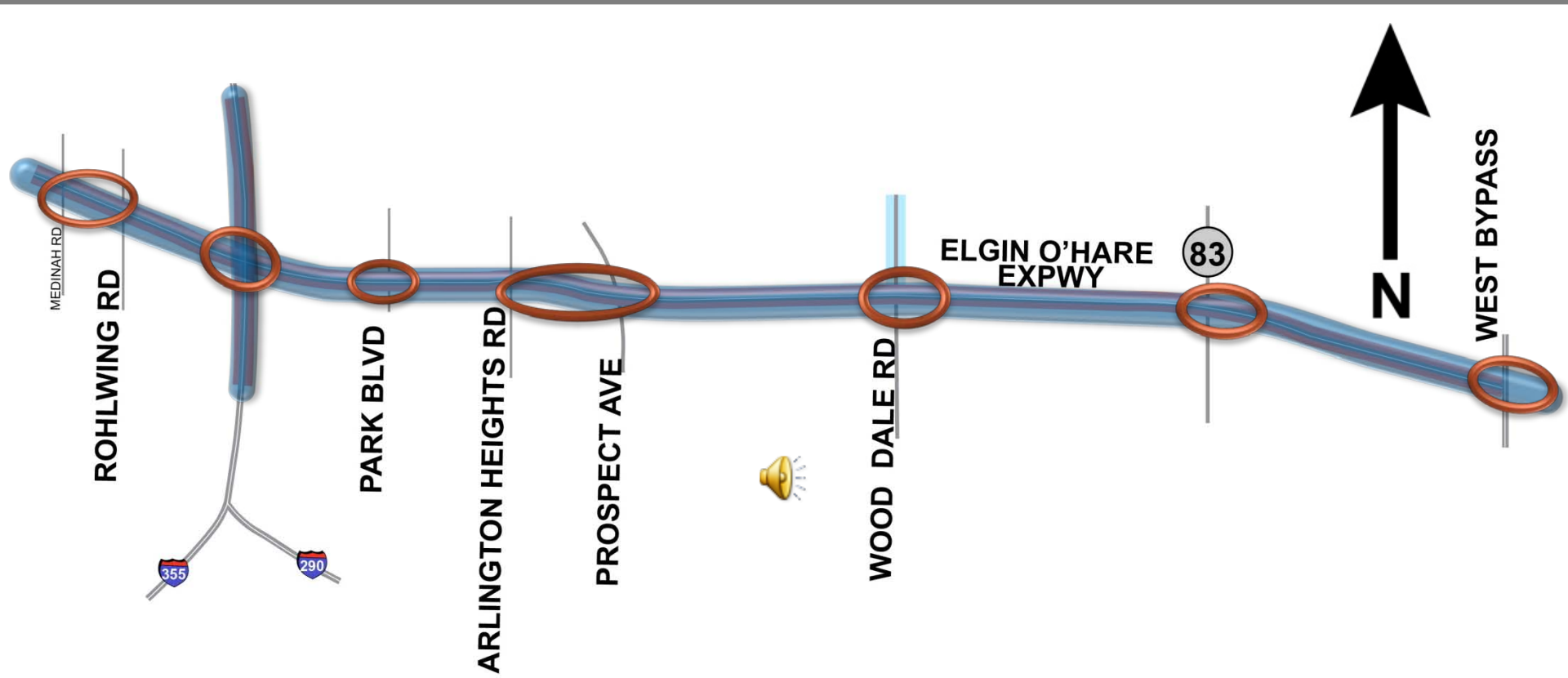
- **Future construction phases complete the overall improvements**

Initial Phase Improvements – West Section



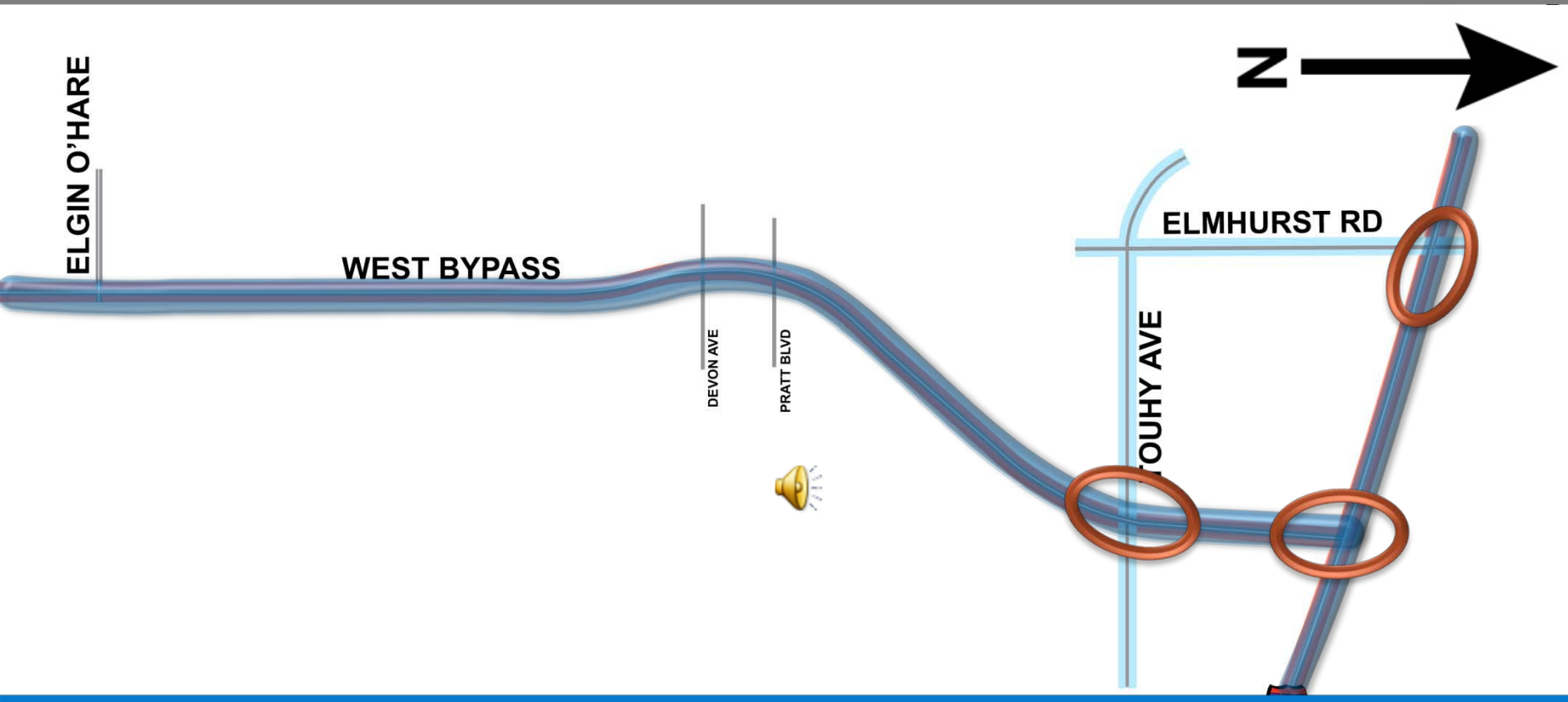
- Mainline Widening to the Inside
- Existing Interchange Improvements at Roselle Road
- Express Bus in Shared Lanes/Shoulder Riding
- Noise Abatement Considerations

Initial Phase Improvements – Central Section



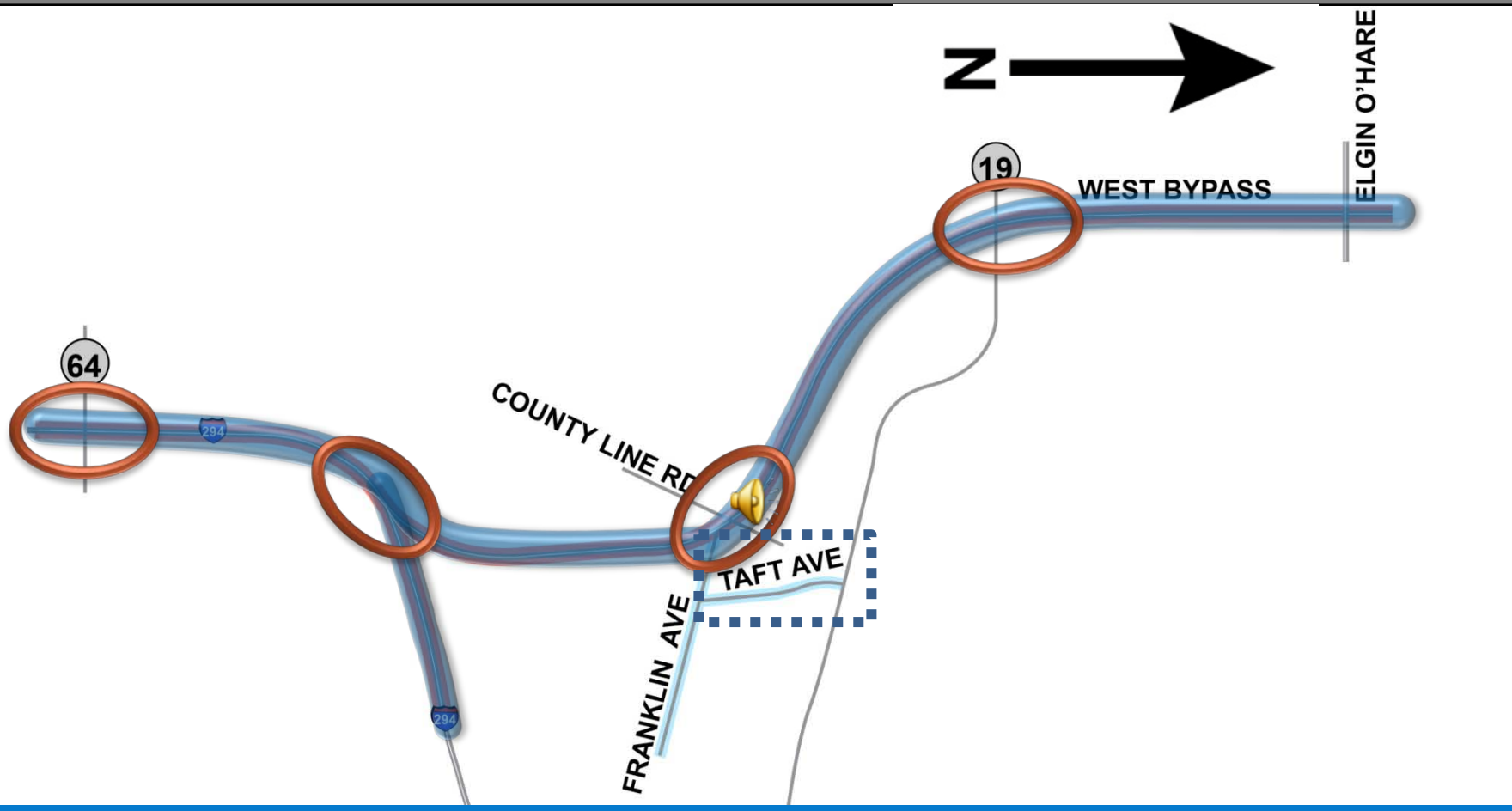
- Elgin O'Hare Extension: 4 lanes with frontage road system
- Interchange Improvements: Meacham, I-290, Rohlwing
- New Interchanges: Park, Prospect, Wood Dale, IL 83, West Bypass
- Express Bus in Shared Lanes/Shoulder Riding
- Noise Abatement Considerations

Initial Phase Improvements – North Section



- West Bypass Construction: 4- lanes
- Existing Interchange Improvement: I-90 at Elmhurst
- New interchanges: I-90, Touhy

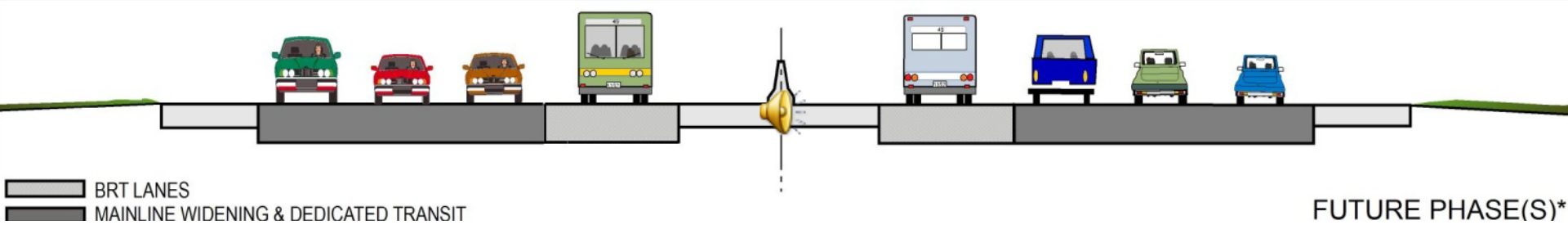
Initial Phase Improvements – South Section



- West Bypass Construction: 4-lanes
- Existing Interchange Improvement: I-294 at IL 64
- New Interchanges: IL 19, Franklin/Green/County Line, I-294
- Taft Avenue Connector

Planned Improvements - Future Phases

Future Phases



*Frontage roads & additional lanes in some areas

Economic Benefits of EO-WB

	Total Jobs during Construction	Total Long-Term Jobs
Full-Build	13,000	40,000

	Additional Tax Revenue Generated during Construction
Full-Build	$745 M

	Total Output During Construction
Full-Build	$6 B

“Gateway Aesthetics” Advisory Team





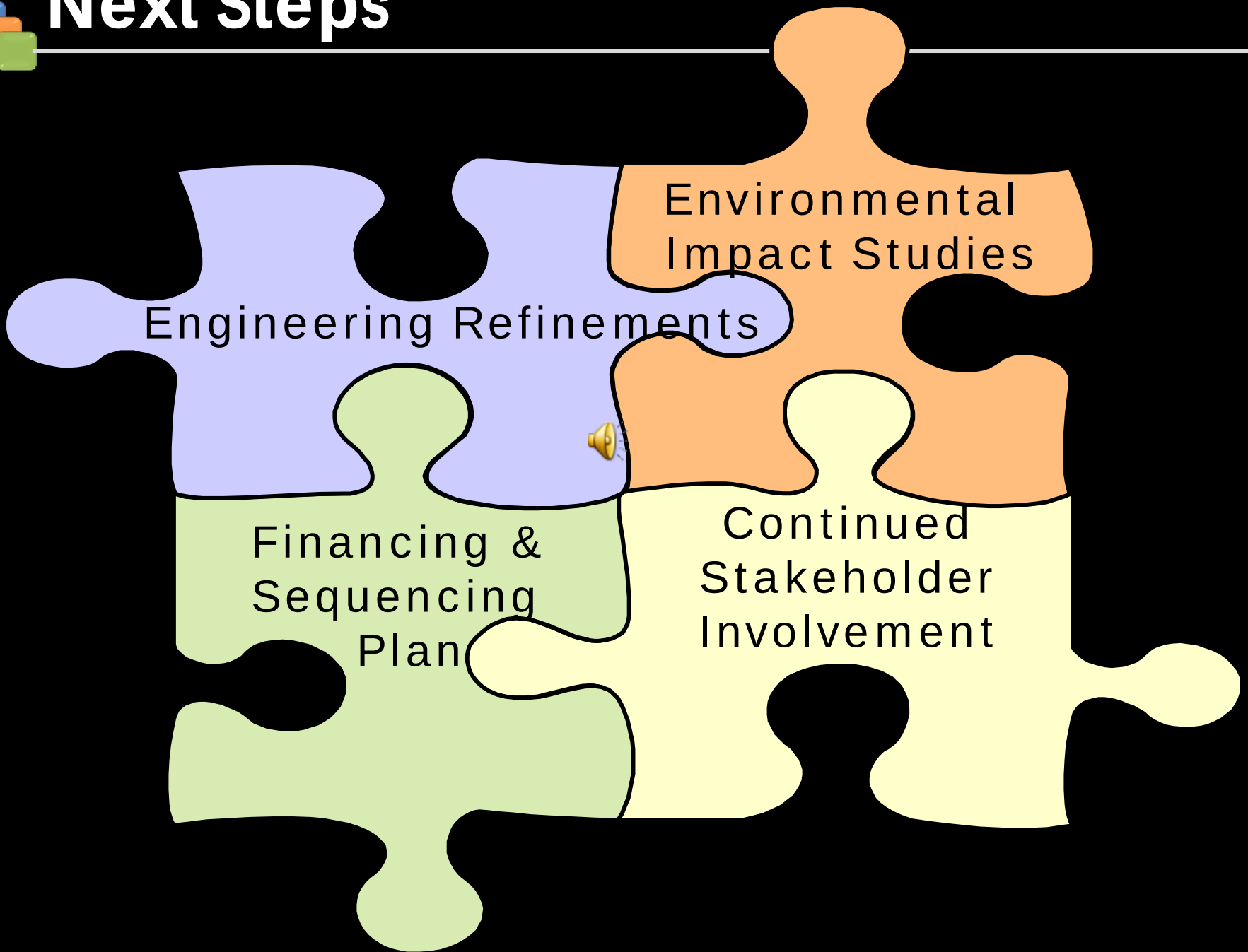




Tier Two Schedule



Next Steps


Environmental Impact Studies
Engineering Refinements
Financing & Sequencing Plan
Continued Stakeholder Involvement

We Want to Hear from You

- Verbal comments
- Written comment forms – postmarked by April 19, 2011
- Website: www.elginohare-westbypass.org
- Project Questions:
  Ron Krall
  IDOT Project Manager
  (847) 705-4103



Thank you for attending!

**Please visit the exhibit room,
meet with project team members
and give your comments.
Mailed comments should be received
April 19, 2011.**


Itasca


WOOD DALE PARK DISTRICT
Salt Creek G.C.
RESTAURANT & BANQUETS
BANQUET COOK WANTED






IKEA


Welcome to the Village of
Bensenville
ILLINOIS




WELCOME TO
ELMHURST


CITY OF
WOOD DALE




NO WESTBOUND ENTRANCE
THIS INTERCHANGE
NEXT WESTBOUND ENTRANCE
ARL. HTS. RD. 3 MILES




Welcome to
Elk Grove
VILLAGE

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Tier Two Purpose & Need Updated to 2040

Transportation Need	2040 Traffic Analysis
➤ Improve local and regional travel	➤ Roughly 85 percent of area roadways are congested ➤ By 2040, 87 percent of area roadways will be congested (PM peak period) ➤ In 2040, 92 percent of minor arterials will be congested
➤ Improve travel efficiency	Results unchanged from Tier One: ➤ 40 percent of the area is more than 10 minutes from an interstate ➤ Partial interchanges result in poor connections to regional corridors ➤ System interchanges operate inefficiently due to the high volumes
	➤ Freight rail traffic impedes the movement of vehicle traffic (80 at-grade railroad crossings)
➤ Improve O'Hare west access	Results unchanged from Tier One: ➤ Proposed O'Hare West Terminal should have high degree of access ➤ By 2040, travel times to west terminal will increase by 26 to 47 percent for trips ≤5 miles, and by 34 to 50 percent for longer trips
➤ Improve modal opportunities and connections	➤ Currently 4 percent of all trips in the study area are transit ➤ By 2040, 4.5 percent of trips will be transit ➤ Ridership is impacted by gaps in service and service limitations

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Governor's Advisory Council

Recognizing the importance of this project, Governor Pat Quinn signed Executive Order 10-13 last October establishing the EO-WB Advisory Council. The Council will advise the Governor and make recommendations in the development of an implementation, financing, and operating structure for the project.

Purpose

Advise the Governor regarding:

- Financing
- Economic Impact
- Sustainability
- Workforce Diversity

Membership

- Elected Officials
- Agencies
- Organizations

Schedule

- Parallels IDOT Process
- Interim Report – February 2011
- Final Report – April 2011



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Tier Two Building Blocks

Tier One Preferred Alternative

Facility Type Options

- Freeway
- Tollroads
- Combination

Financing/Sequencing Options

- Funding - Federal, State, Local, Tolling
- Financing/Delivery - Financing Mechanisms, P3
- Sequencing - Initial and Future Phase(s)

Design Options

- Interchange Types
- Mainline Layout
- Drainage Design
- Other

Tier Two Preferred Alternative

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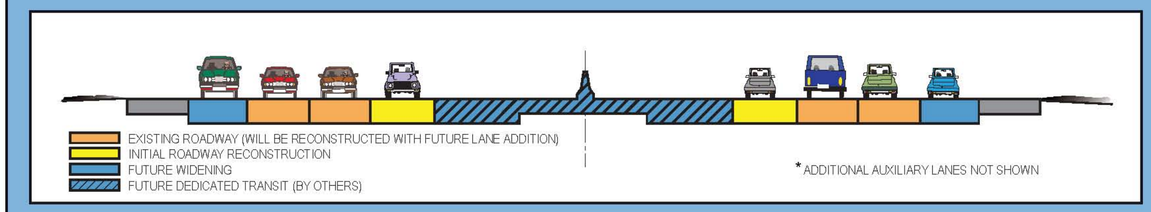
Construction Phasing - Elgin O'Hare



WEST SECTION



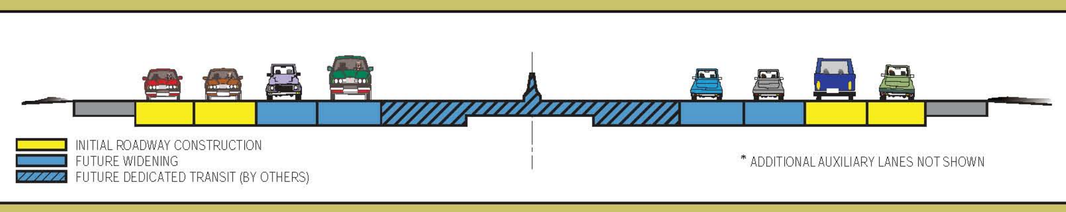
Initial Construction

Mainline - Add one travel lane in each direction to the inside of existing Elgin O'Hare Expressway.
Intersection - Improvements at Roselle Rd.
Transit - New express bus service (by others).
Other - Noise abatement considerations.

Future Construction

Mainline - Widen and rebuild mainline to accommodate full built out.
Interchanges - Rebuild ramps and intersections to accommodate full build out.
Transit - Roadway improvements would provide space in median for transit services (e.g. BRT) by others.

CENTRAL SECTION



Initial Construction

Mainline - Construct Elgin O'Hare extension as 4-lane access controlled facility with frontage road system.
Interchange Improvements - Meacham Road, I-290, Rohlwing Road.
New Interchanges - Park Blvd, Arlington Heights Rd/Prospect Ave, Wood Dale Rd, IL 83, West Bypass.
Transit - New express bus service (by others).
Other - Noise abatement considerations.

Future Construction

Mainline - Add mainline lanes and widen bridges to accommodate full build out.
Arterials - Improve arterials and intersection locations to accommodate full build out.
Interchanges - Improve Rohlwing Rd, I-290, Park Blvd, Arlington Heights Rd/Prospect Ave (additional access), and West Bypass system interchange (access to/from West Terminal) to accommodate full build out.
Transit - Roadway improvements would provide space in median for transit services (e.g. BRT) by others.

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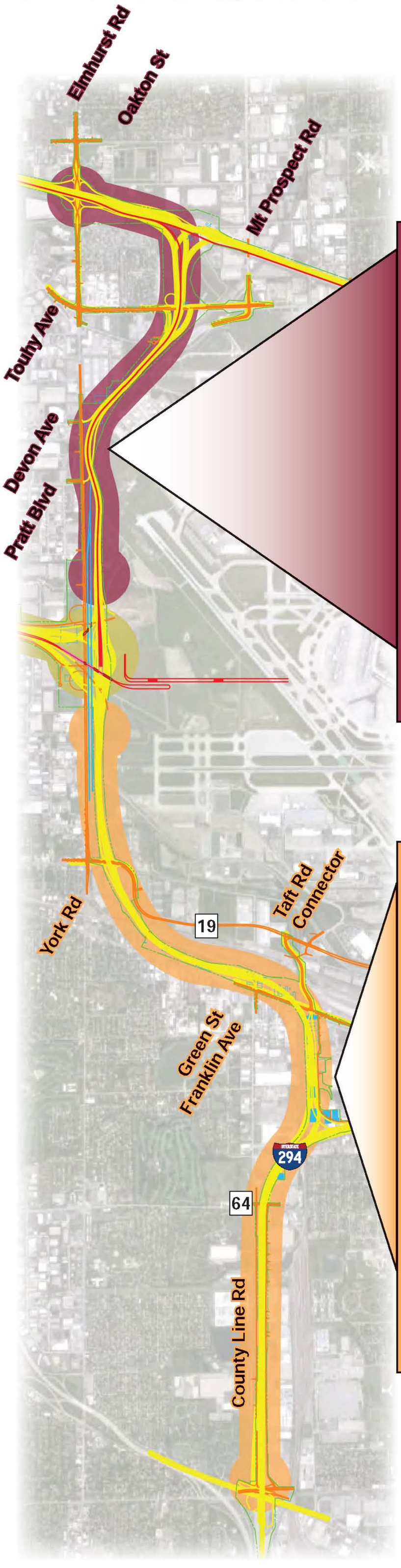
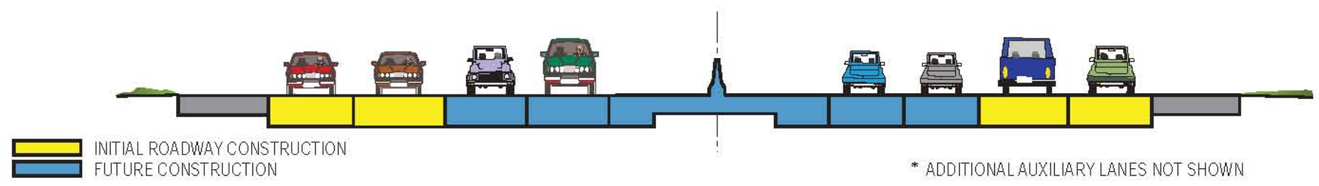
Construction Phasing - West Bypass



NORTH SECTION



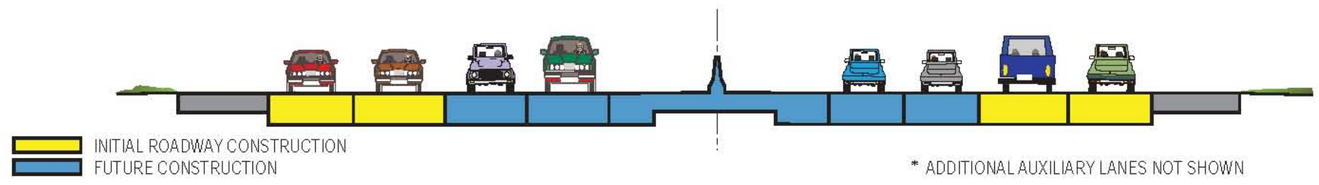
Initial Construction

Mainline – Construct West Bypass as 4- lane access controlled facility north to I-90.
Existing Interchange Improvement - I-90 at Elmhurst Rd.
New interchanges - I-90, Touhy Ave.

Future Construction

Mainline - Add mainline lanes and widen bridges to accommodate full build out design.
Arterials - Improve arterials and intersections to accommodate the full build out.
Interchanges - Improve Touhy Ave interchange to accommodate full build out. Construct new interchange at Devon Ave/Pratt Ave.

SOUTH SECTION



Initial Construction

Mainline - Construct West Bypass as 4-lane access controlled facility south to I-294.
Existing Interchange Improvement - I-294 at IL 64.
New Interchanges - IL 19, Franklin/Green/County Line, I-294.
Arterials - Construct Taft Ave Connector.

Future Construction

Mainline - Add mainline lanes and widen bridges to accommodate full build out.
Arterials - Improve arterials and intersections to accommodate full build out.
Interchanges – Improve IL 19 (provide access to/from south) and IL-294 (provide access to/from north) to accommodate full build out.

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Financing & Funding Analysis

GIVEN THE SIZE AND SCALE OF THE PROJECT (ESTIMATED $3+ B) A FULL RANGE OF FINANCING/FUNDING OPTIONS ARE UNDER CONSIDERATION

PUBLIC FUNDING

- **Existing Funding Sources**
  - -Federal & State - Motor fuel taxes and vehicle fees
  - -Currently Allocated Funding - $140 M (Federal) and $35 M (State)
- **New Local Funding Sources**
  - -Value Capture - Applies taxes to a specific area to capture a portion of property value increases.
- **Innovative Financing Tools**
  - -Federal Loan/Credit programs

TOLLING – ILLINOIS TOLLWAY

- **Direct user fee (toll) for use of facility**
- **Toll revenues could support construction and long-term operating costs**

PUBLIC PRIVATE PARTNERSHIPS

- **Direct user fee (toll) for use of facility**
- **Private investors finance, design, build, and/or operate transportation projects**

A COMBINATION OF FUNDING SOURCES, ALONG WITH A VIABLE FINANCING PLAN, WILL BE REQUIRED TO IMPLEMENT THE EO-WB PROJECT

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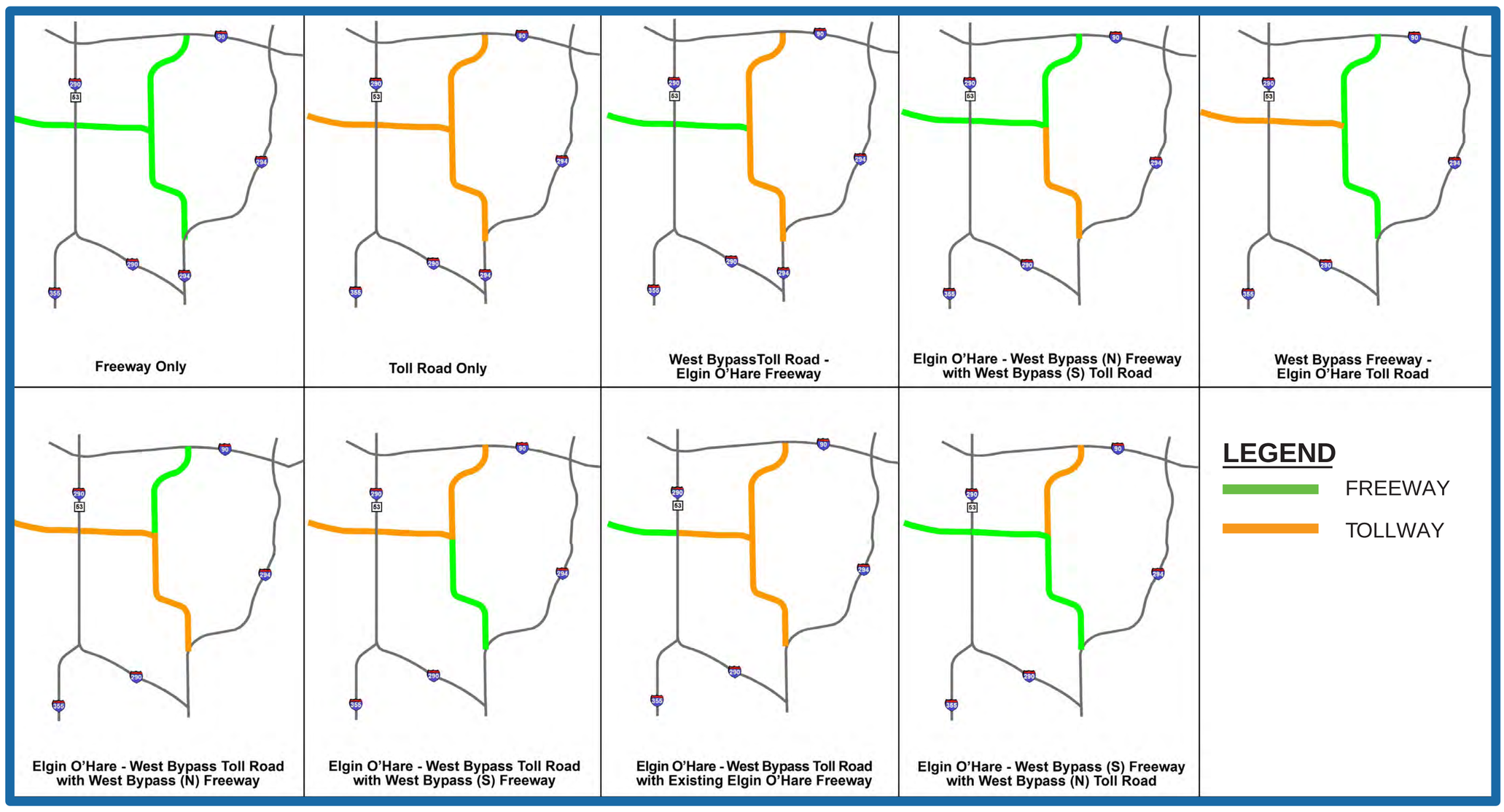
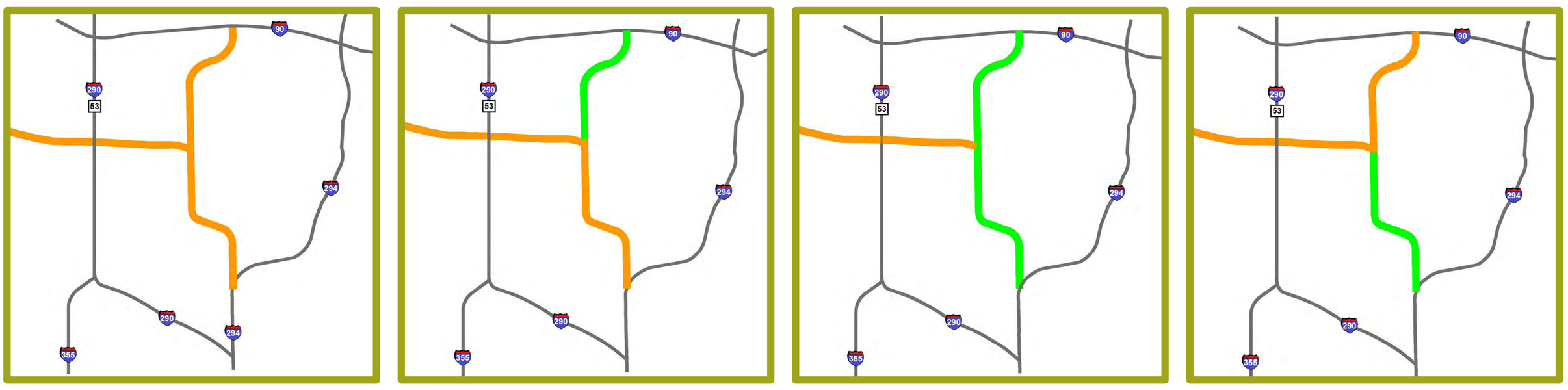
Facility Type Options

Scenarios considered



Based on the initial evaluation, the entirely free option was eliminated given lack of funding from traditional sources. Likewise, it was determined that only options with the entire Elgin O'Hare corridor as a toll road are viable alternatives. This is because the east-west movement along the Elgin O'Hare attracts the majority of "new" demand and "new" or increased toll revenue, while the north-south movement along the West Bypass simply redistributes traffic from existing tollways.

Remaining free/toll options under consideration:



Entirely tolled facility

Tolled with north leg of bypass free

Tolled with entire bypass free

Tolled with south leg of bypass free

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Economic Benefits

Job Creation

	Total Jobs During Construction	Total Long-Term Jobs
Full-Build	13,450	40,000

Increase in Total Output* and Value Added**

	Construction Cost	Total Output During Construction	Value Added During Construction
Full-Build	$3.03 B	$6.00 B	$3.27 B

* Total Output: All the goods and services produced.

** Value Added: Increase in value of a commodity produced over the cost of commodities use to produce it.

Additional Tax Revenue Generated

	Federal Taxes	State/Local Taxes/Year
Full-Build	$522 M	$225 M

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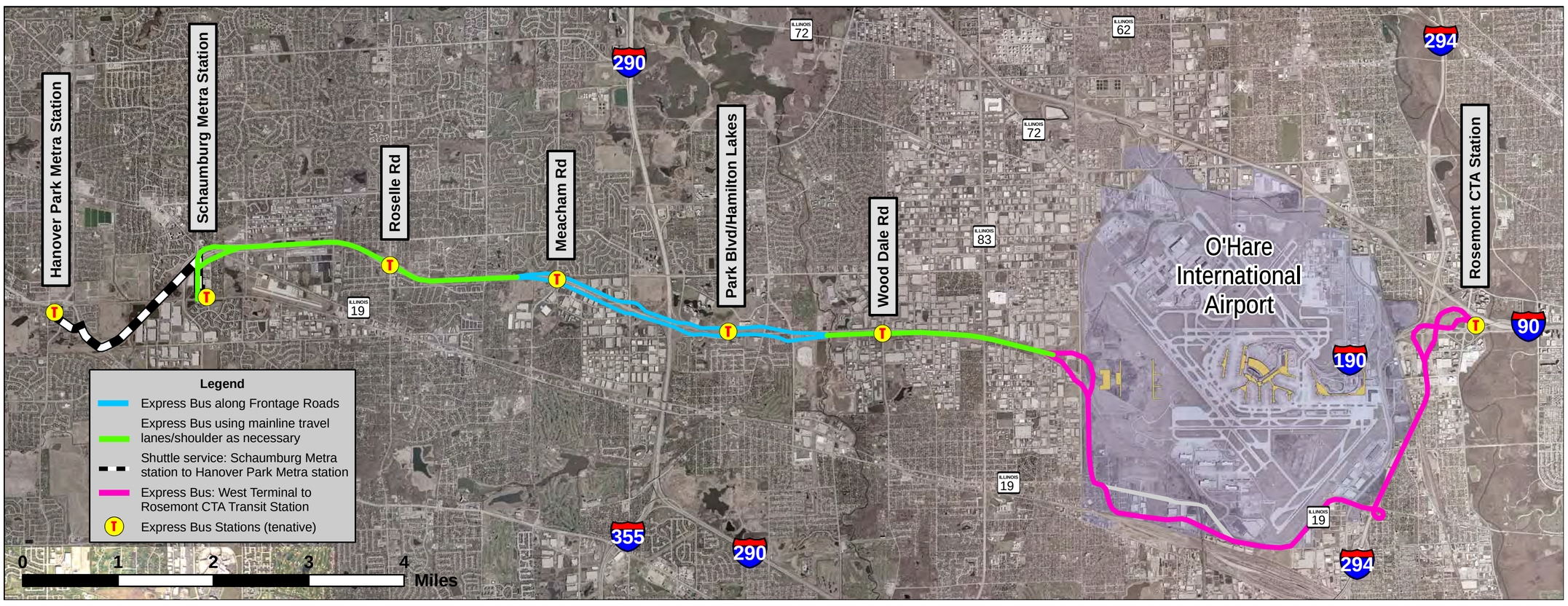
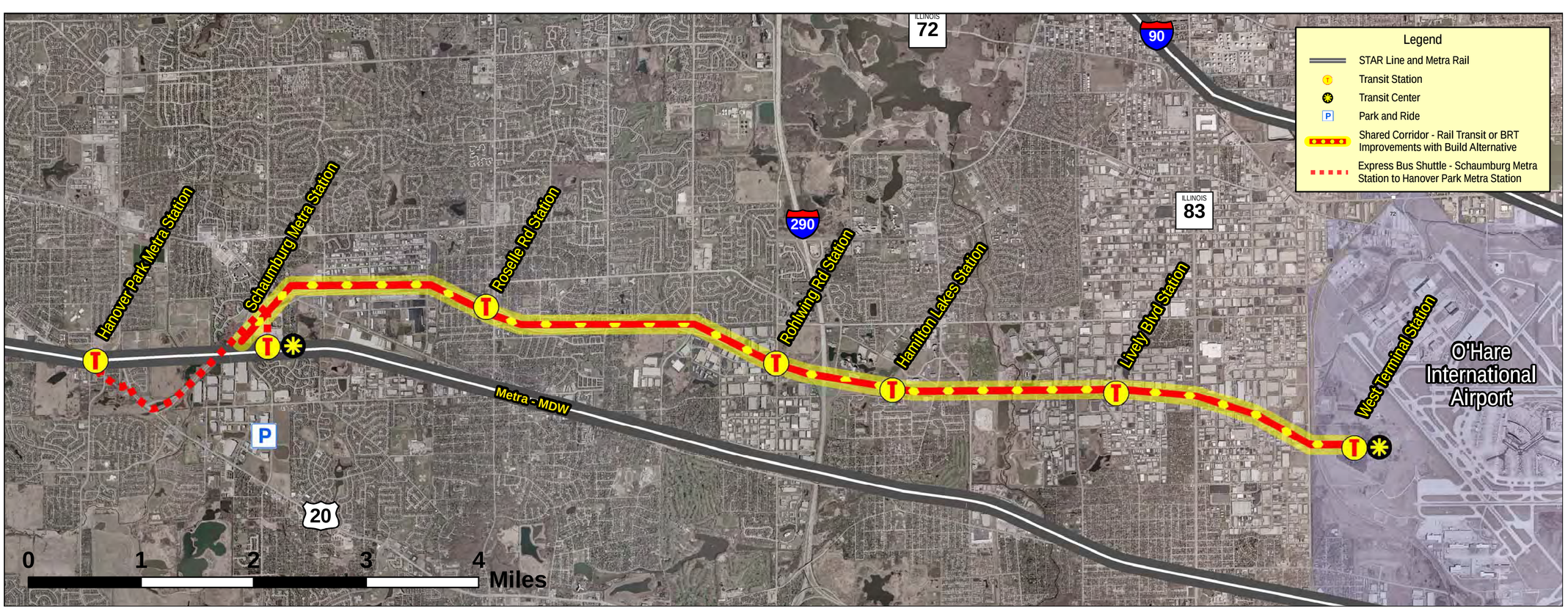
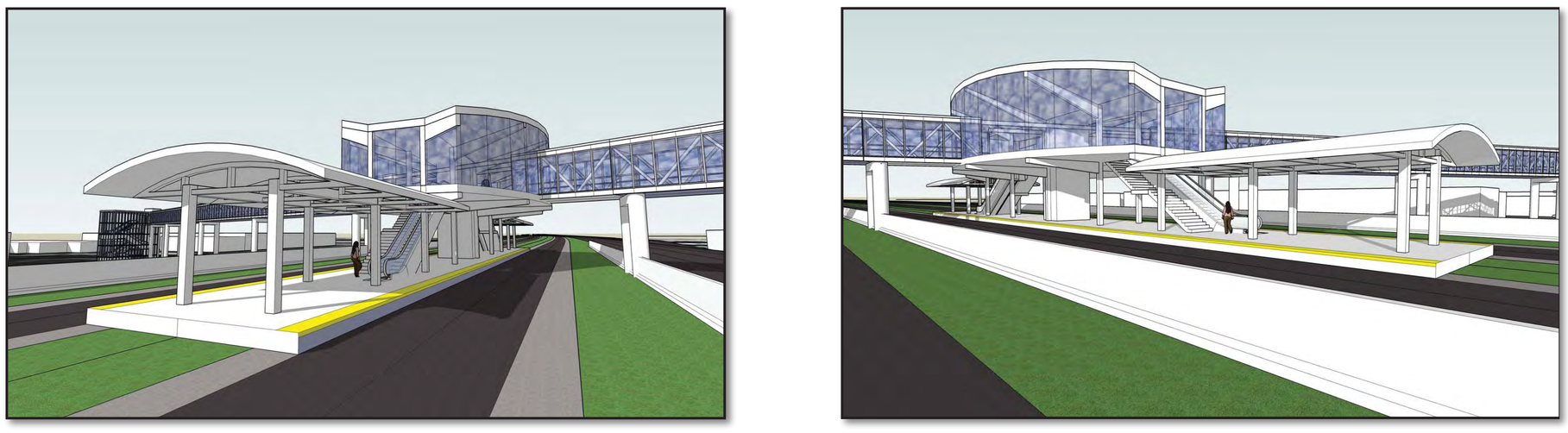
Transit Planning

Initial Transit Phase



Future Transit Phase(s)*





Bus Rapid Transit Station Renderings

* Detailed planning, design, and construction of all transit improvements would be the responsibility of the appropriate transit agency.

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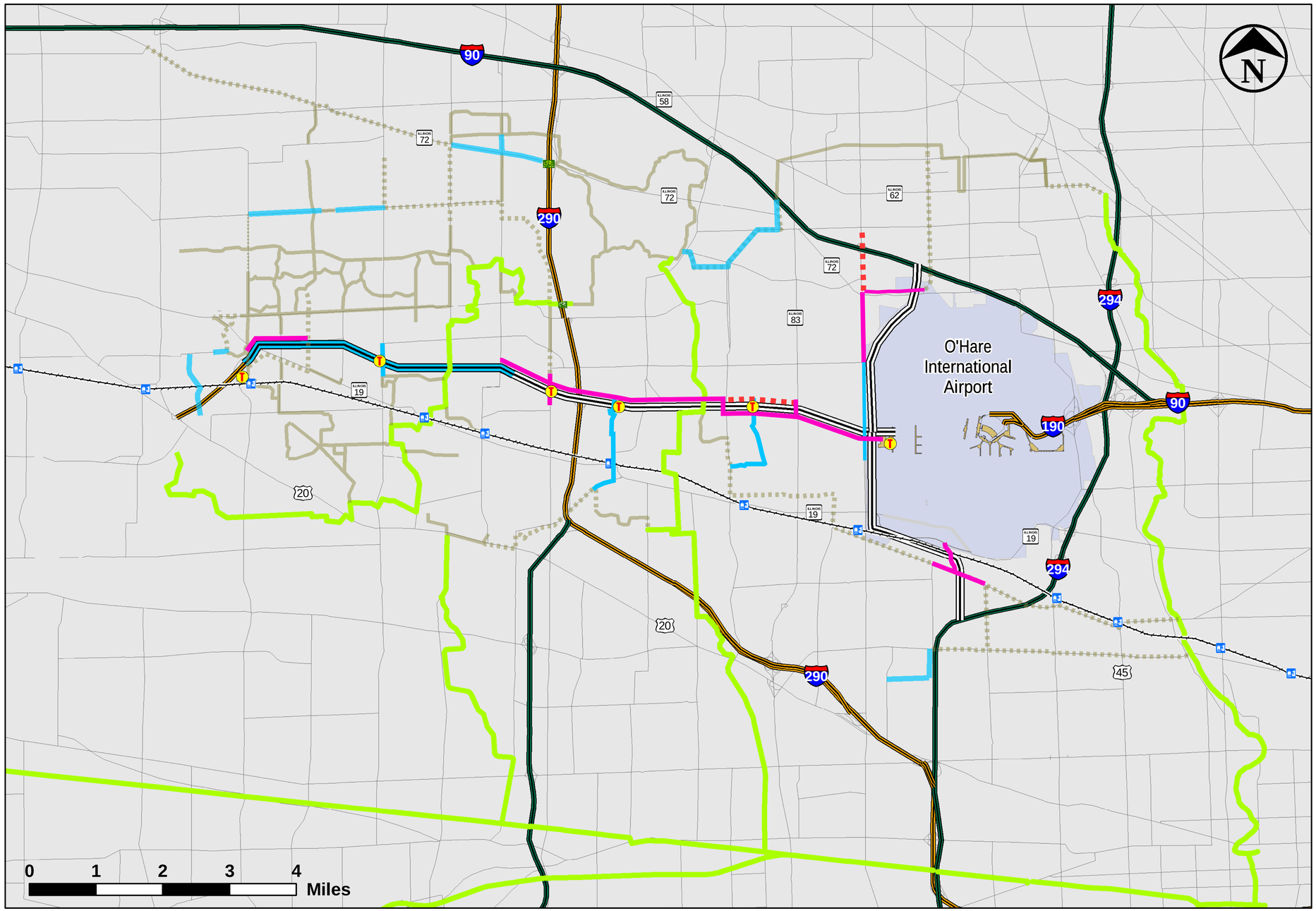
Tier Two Bike/Pedestrian Plan



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Corridor Aesthetics Advisory Team (CAAT) Process

OVERALL OBJECTIVES

- **ENGAGE** adjacent communities, counties and agencies.
- **DEVELOP** appropriate, affordable and constructable aesthetic concepts.
- **PRESENT** the completed EO-WB Aesthetic Design Guidelines.

COMPLETED

Corridor Character & Themes

CAAT Meeting 1 - November 2010

1. Examine National Trends
2. Inventory Existing Corridors
3. Identify Key Words

West	Central	North	South
• Gateway/Destination	• Gateway/Destination	• Gateway/Destination	• Gateway/Destination
• Multimodal	• Multimodal	• Multimodal	• Multimodal
• Prairie	• Prairie	• Efficient	• Aviation
• Accessible	• Walkable/Bike-Friendly	• Aviation	• Sustainable
• Transit-Oriented Development	• Beautification	• Accessibility	• Economic Engine
• Quaint/Small Town Feel			

Defining Overall Aesthetic Approach

CAAT Meeting 2 - February 2011

1. Corridor Concepts Developed From Meeting 1 Key Words
   - "Prairie to Planes"
   - "Signature Gateways"
   - "Mirror the Past/ Window to the Future"








2. Preferred Theme: "Signature Gateways"
   - **"Gateways To The Future"**






UPCOMING

CAAT Meeting 3 - Spring/Summer 2011

1. Identify Potential Gateway Locations
2. Define Range of Landscape and Hardscape Applications

Defining Specific Aesthetic Elements

CAAT Meeting 4 - Fall 2011

1. Summary and Endorsement of Design Guidelines

Design Guidelines

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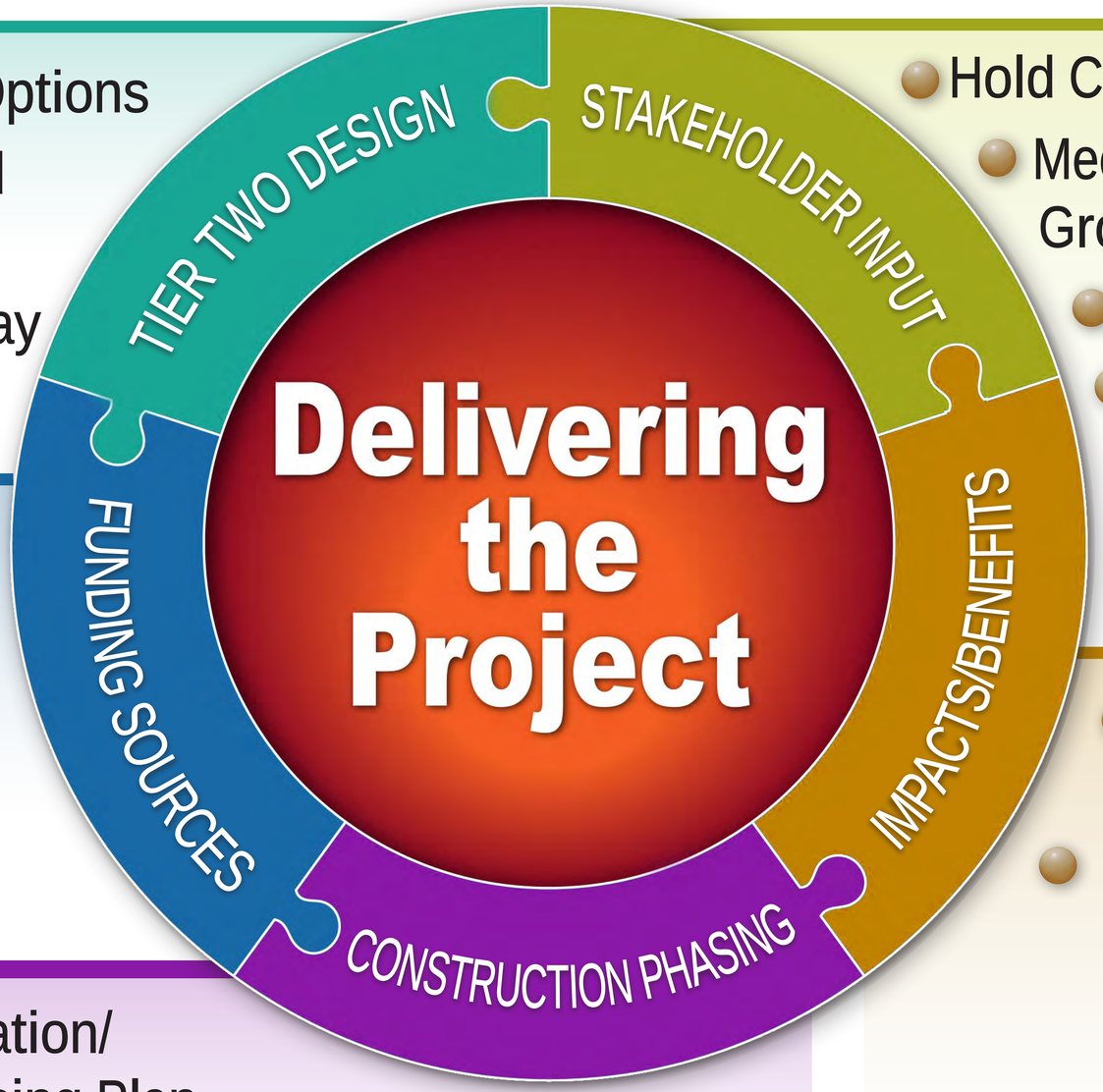
Next Steps

- Evaluate Design Options
- Develop Proposed Drainage Plan
- Define Right-of-Way Requirements

- Determine Financing Strategy

- Refine Implementation/ Construction Phasing Plan



- Hold CAAT Meetings
  - Meet with Corridor Planning Group and Task Forces
    - Distribute Newsletters
    - Conduct Public Hearing (Winter 2011/2012)

- Coordinate with Regulatory Agencies
- Publish Tier Two Draft EIS (Fall/Winter 2011/2010)

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LEGEND

EXISTING RIGHT-OF-WAY

PROPOSED DISPLACEMENTS (BUILDINGS AND PARKING)

PROPOSED RIGHT-OF-WAY

XXXX POTENTIAL DRIVEWAY CONSOLIDATION

CROSS SECTION LOCATION

200 100 0 100 200

SCALE IN FEET

BARRINGTON RD

WESTVIEW SHOPPING CENTER

WHITE CASTLE

MCDONALD'S

MENARD'S

TAPER 45:1

MIDWEST GOLD BUYERS

VARIOUS

VACANT

JIFFY LUBE

35' TO RECEIVE DUAL LEFTS

VACANT LOT

MERLIN 200,000 MILE SHOPS

BURGER KING

CHASE BANK

BANK OF AMERICA

ADDED RIGHT TURN LANE

A

D

MATCH EXISTING CURB RETURN

CAR-X

C

SHELL

MATCH EXISTING CURB RETURN

35' TO RECEIVE DUAL LEFTS

ADDED RIGHT TURN LANE

B

RAISED BARRIER MEDIAN (ON ALL APRROACHES)

JUST KABOBS GRILL

TAPER 45:1

HANOVER PARK PLAZA

ADDED DUAL LEFT TURN LANE

AUTO ZONE
VACANT
CHAPALA TACOS
HONG KONG RESTAURANT
JUST TIRES

COMPUFIX

TANGLEWOOD AVE

T-MOBILE
VACANT
WALGREEN'S

HANOVER MEDICAL APARTMENTS

GREENWOOD AVE

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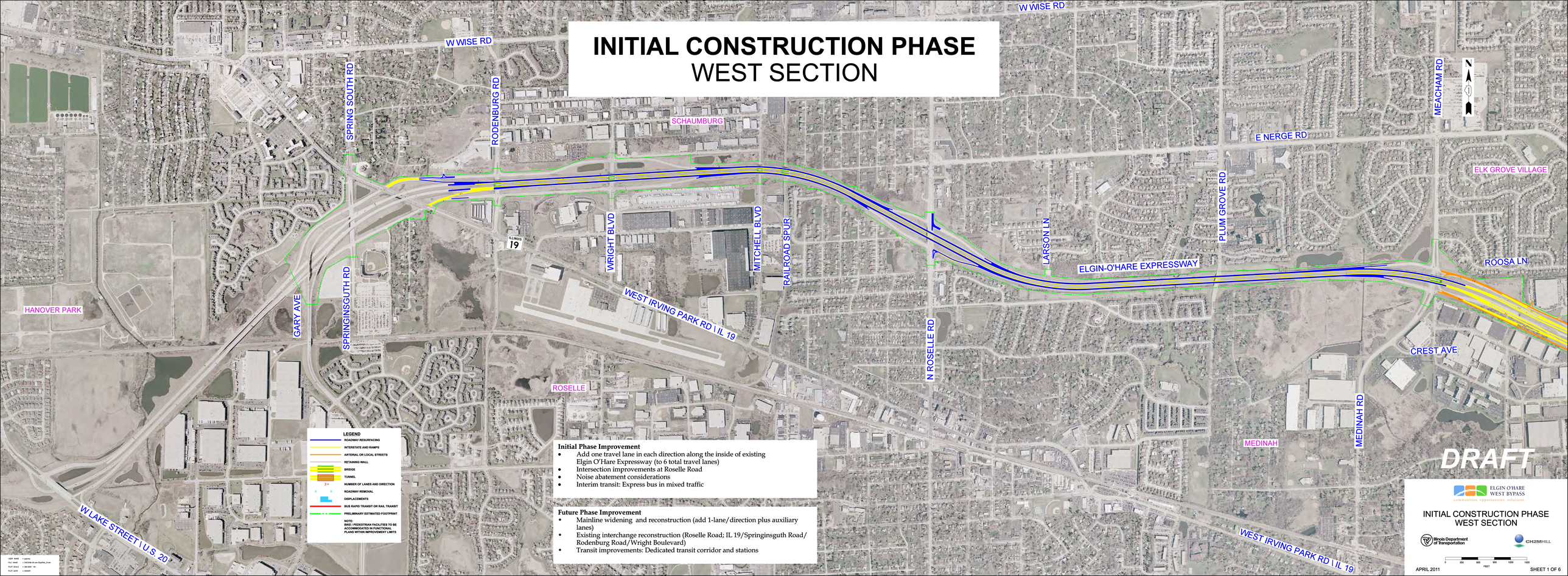
IL 19 (IRVING PARK ROAD) AND BARRINGTON ROAD PROPOSED INTERSECTION IMPROVEMENTS

SCALE:	EXHIBIT 7	STA.	TO STA.

INITIAL CONSTRUCTION PHASE
WEST SECTION



LEGEND

- ROADWAY RESURFACING
- INTERSTATE AND RAMPS
- ARTERIAL OR LOCAL STREETS
- RETAINING WALL
- BRIDGE
- TUNNEL
- 3 > NUMBER OF LANES AND DIRECTION
- ROADWAY REMOVAL
- DISPLACEMENTS
- BUS RAPID TRANSIT OR RAIL TRANSIT
- PRELIMINARY ESTIMATED FOOTPRINT

NOTE:
BIKE / PEDESTRIAN FACILITIES TO BE ACCOMMODATED IN FUNCTIONAL PLANS WITHIN IMPROVEMENT LIMITS

Initial Phase Improvement

- Add one travel lane in each direction along the inside of existing Elgin O'Hare Expressway (to 6 total travel lanes)
- Intersection improvements at Roselle Road
- Noise abatement considerations
- Interim transit: Express bus in mixed traffic

Future Phase Improvement

- Mainline widening and reconstruction (add 1-lane/direction plus auxiliary lanes)
- Existing interchange reconstruction (Roselle Road; IL 19/Springinsguth Road/ Rodenburg Road/Wright Boulevard)
- Transit improvements: Dedicated transit corridor and stations

DRAFT

ELGIN O'HARE WEST BYPASS
connections. opportunities. solutions.

INITIAL CONSTRUCTION PHASE
WEST SECTION

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CH2MHILL

0 300 600 900 1200 1500 FEET

APRIL 2011

SHEET 1 OF 6

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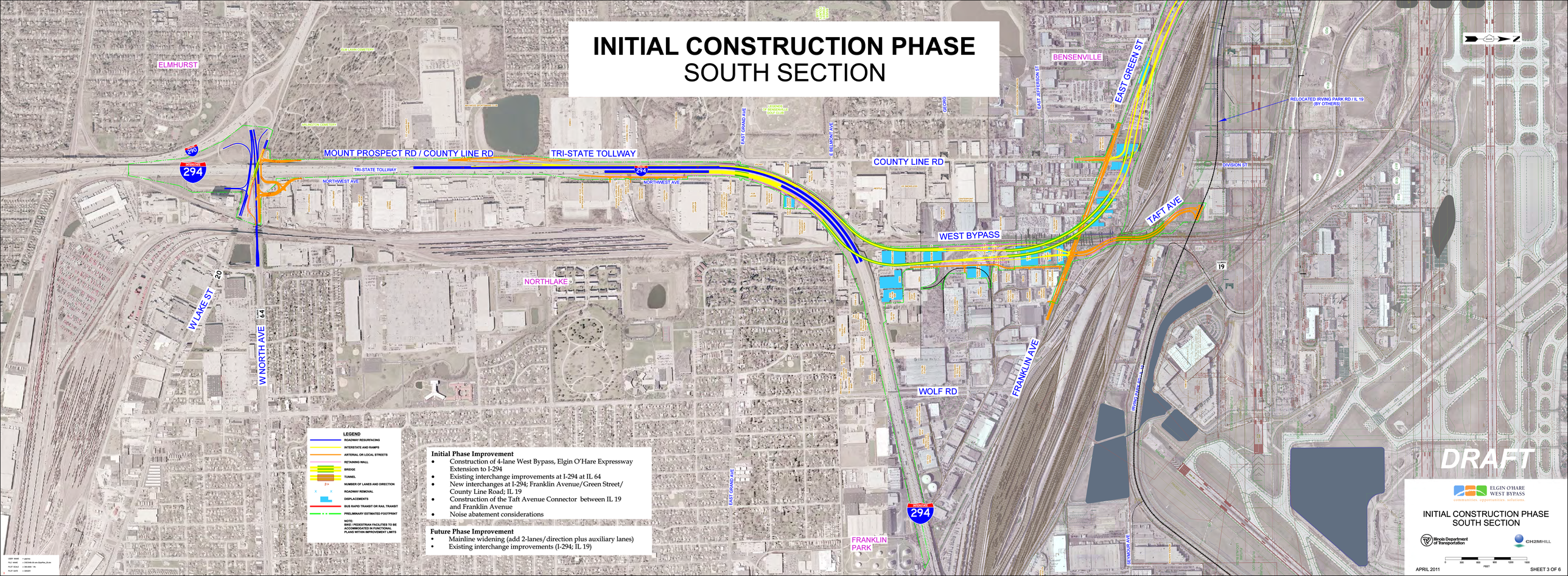
INITIAL CONSTRUCTION PHASE
SOUTH SECTION



LEGEND

- ROADWAY RESURFACING
- INTERSTATE AND RAMPS
- ARTERIAL OR LOCAL STREETS
- RETAINING WALL
- BRIDGE
- TUNNEL
- 3 > NUMBER OF LANES AND DIRECTION
- ROADWAY REMOVAL
- DISPLACEMENTS
- BUS RAPID TRANSIT OR RAIL TRANSIT
- PRELIMINARY ESTIMATED FOOTPRINT

NOTE:
BIKE / PEDESTRIAN FACILITIES TO BE ACCOMMODATED IN FUNCTIONAL PLANS WITHIN IMPROVEMENT LIMITS

Initial Phase Improvement

- Construction of 4-lane West Bypass, Elgin O'Hare Expressway Extension to I-294
- Existing interchange improvements at I-294 at IL 64
- New interchanges at I-294; Franklin Avenue/Green Street/ County Line Road; IL 19
- Construction of the Taft Avenue Connector between IL 19 and Franklin Avenue
- Noise abatement considerations

Future Phase Improvement

- Mainline widening (add 2-lanes/direction plus auxiliary lanes)
- Existing interchange improvements (I-294; IL 19)

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connecting opportunities, solutions

INITIAL CONSTRUCTION PHASE
SOUTH SECTION

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CH2MHILL

0 300 600 900 1200 1500 FEET

APRIL 2011

SHEET 3 OF 6

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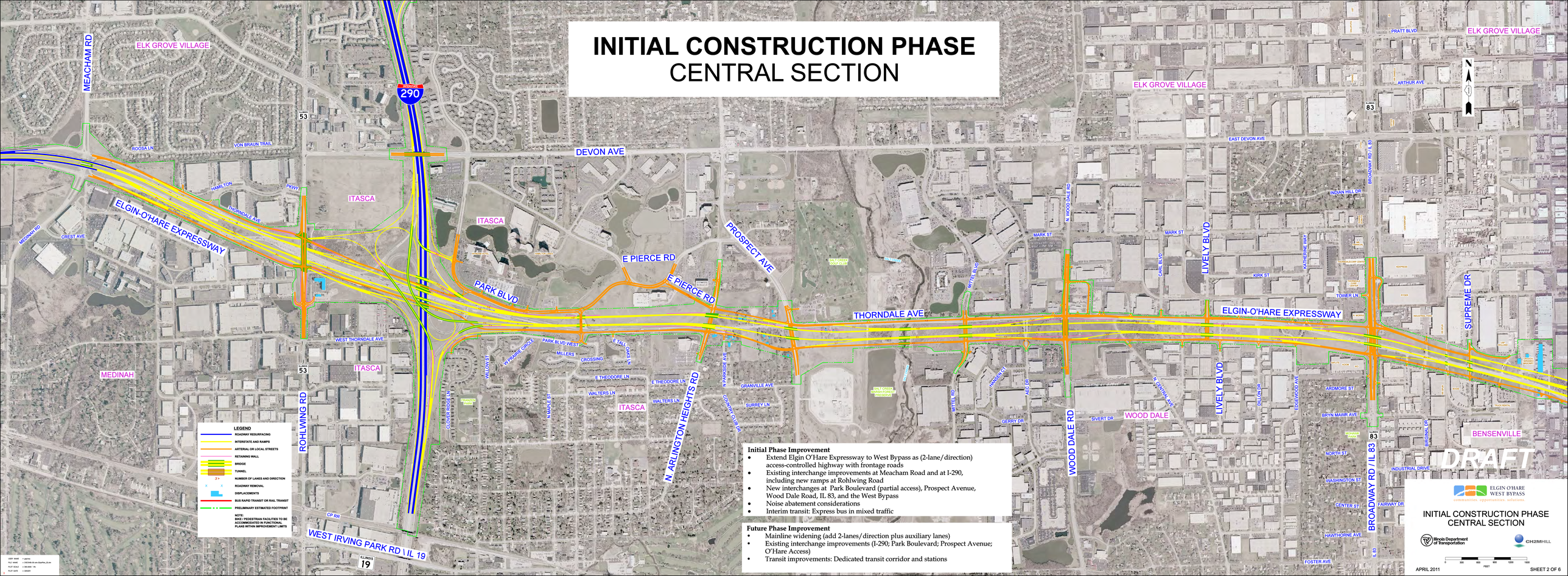

Initial Phase Improvement

- Extend Elgin O'Hare Expressway to West Bypass as (2-lane/direction) access-controlled highway with frontage roads
- Existing interchange improvements at Meacham Road and at I-290, including new ramps at Rohlwing Road
- New interchanges at Park Boulevard (partial access), Prospect Avenue, Wood Dale Road, IL 83, and the West Bypass
- Noise abatement considerations
- Interim transit: Express bus in mixed traffic

Future Phase Improvement

- Mainline widening (add 2-lanes/direction plus auxiliary lanes)
- Existing interchange improvements (I-290; Park Boulevard; Prospect Avenue; O'Hare Access)
- Transit improvements: Dedicated transit corridor and stations

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INITIAL CONSTRUCTION PHASE
CENTRAL SECTION

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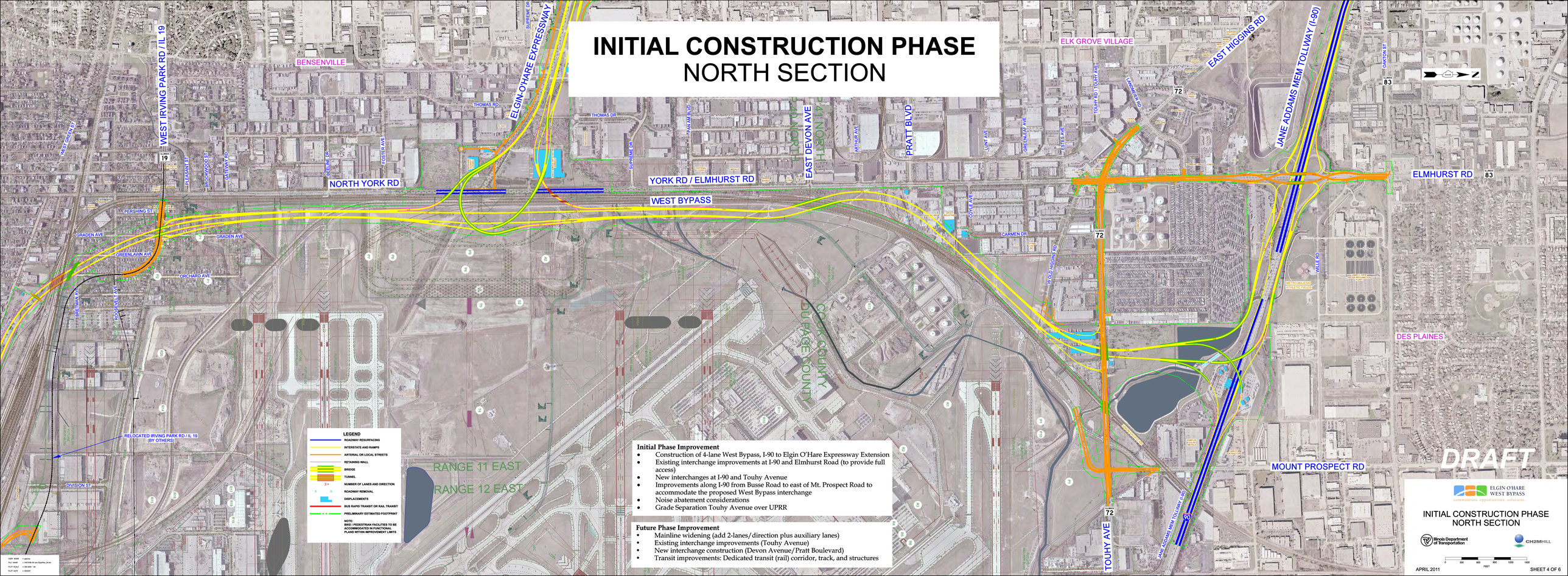
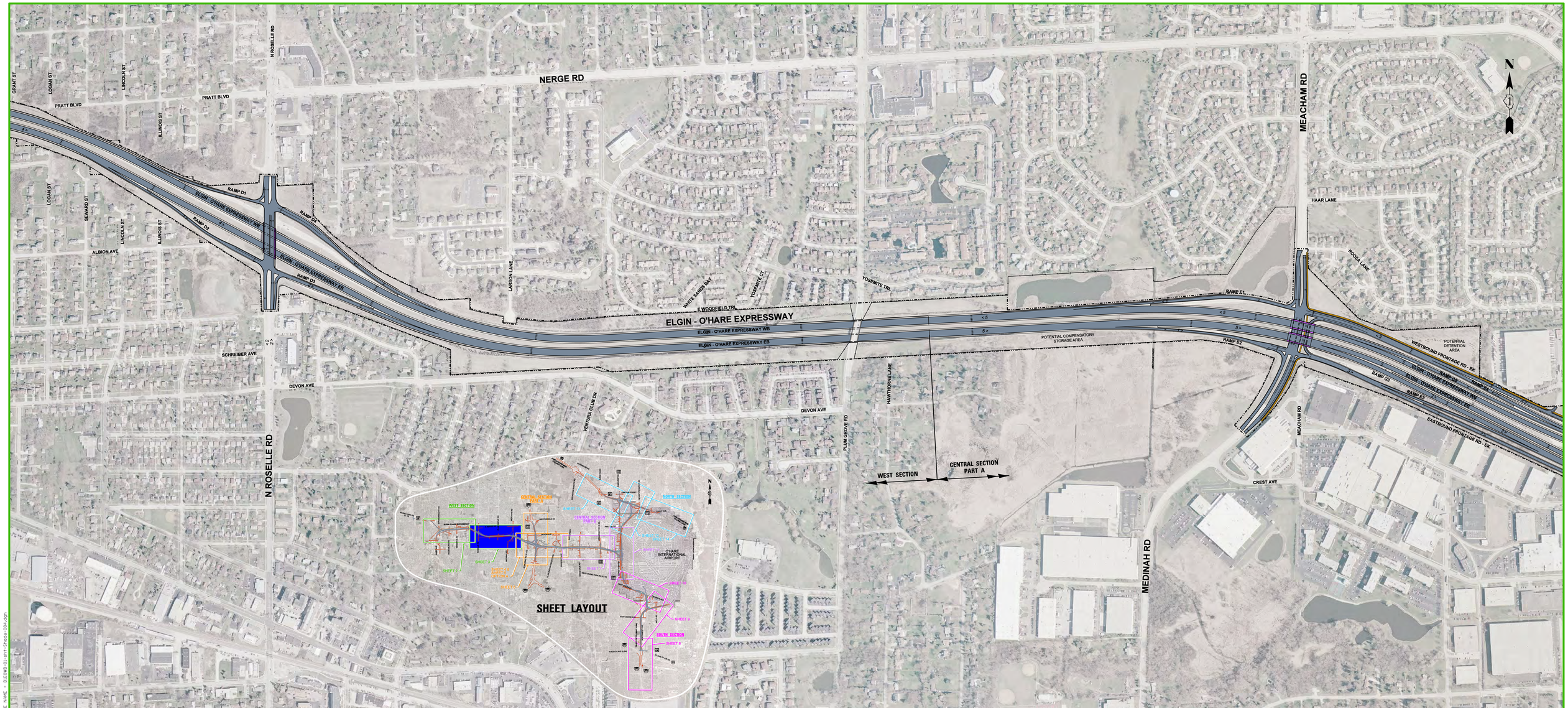
CH2MHILL

0 300 600 900 1200 1500
FEET

APRIL 2011

SHEET 2 OF 6


INITIAL CONSTRUCTION PHASE
NORTH SECTION
BENSENVILLE
ELK GROVE VILLAGE
DES PLAINES
WEST IRVING PARK RD / IL 19
ELGIN-O'HARE EXPRESSWAY
EAST HIGGINS RD
JANE ADDAMS MEM TOLLWAY (I-90)
NORTH YORK RD
YORK RD / ELMHURST RD
ELMHURST RD
WEST BYPASS
EAST DEVON AVE
NORTH 2ND AVE
PRATT BLVD
TOUHY AVE
MOUNT PROSPECT RD
RELOCATED IRVING PARK RD / IL 19 (BY OTHERS)
COOK COUNTY
DU PAGE COUNTY
RANGE 11 EAST
RANGE 12 EAST
DRAFT
Initial Phase Improvement
Construction of 4-lane West Bypass, I-90 to Elgin O'Hare Expressway Extension
Existing interchange improvements at I-90 and Elmhurst Road (to provide full access)
New interchanges at I-90 and Touhy Avenue
Improvements along I-90 from Busse Road to east of Mt. Prospect Road to accommodate the proposed West Bypass interchange
Noise abatement considerations
Grade Separation Touhy Avenue over UPRR
Future Phase Improvement
Mainline widening (add 2-lanes/direction plus auxiliary lanes)
Existing interchange improvements (Touhy Avenue)
New interchange construction (Devon Avenue/ Pratt Boulevard)
Transit improvements: Dedicated transit (rail) corridor, track, and structures
LEGEND
ROADWAY RESURFACING
INTERSTATE AND RAMPS
ARTERIAL OR LOCAL STREETS
RETAINING WALL
BRIDGE
TUNNEL
NUMBER OF LANES AND DIRECTION
ROADWAY REMOVAL
DISPLACEMENTS
BUS RAPID TRANSIT OR RAIL TRANSIT
PRELIMINARY ESTIMATED FOOTPRINT
NOTE:
BIKE / PEDESTRIAN FACILITIES TO BE ACCOMMODATED IN FUNCTIONAL PLANS WITHIN IMPROVEMENT LIMITS
ELGIN O'HARE WEST BYPASS
COMMUNITIES. OPPORTUNITIES. SOLUTIONS.
INITIAL CONSTRUCTION PHASE
NORTH SECTION
Illinois Department of Transportation
CH2MHILL
APRIL 2011
SHEET 4 OF 6



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ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Illinois Department of Transportation

CH2MHILL

0 200 400
SCALE IN FEET

LEGEND

< 5	NUMBER OF LANES & DIRECTION
	BUILDING DISPLACEMENT
	ESTIMATED CONSTRUCTION FOOTPRINT (SUBJECT TO REFINEMENT)

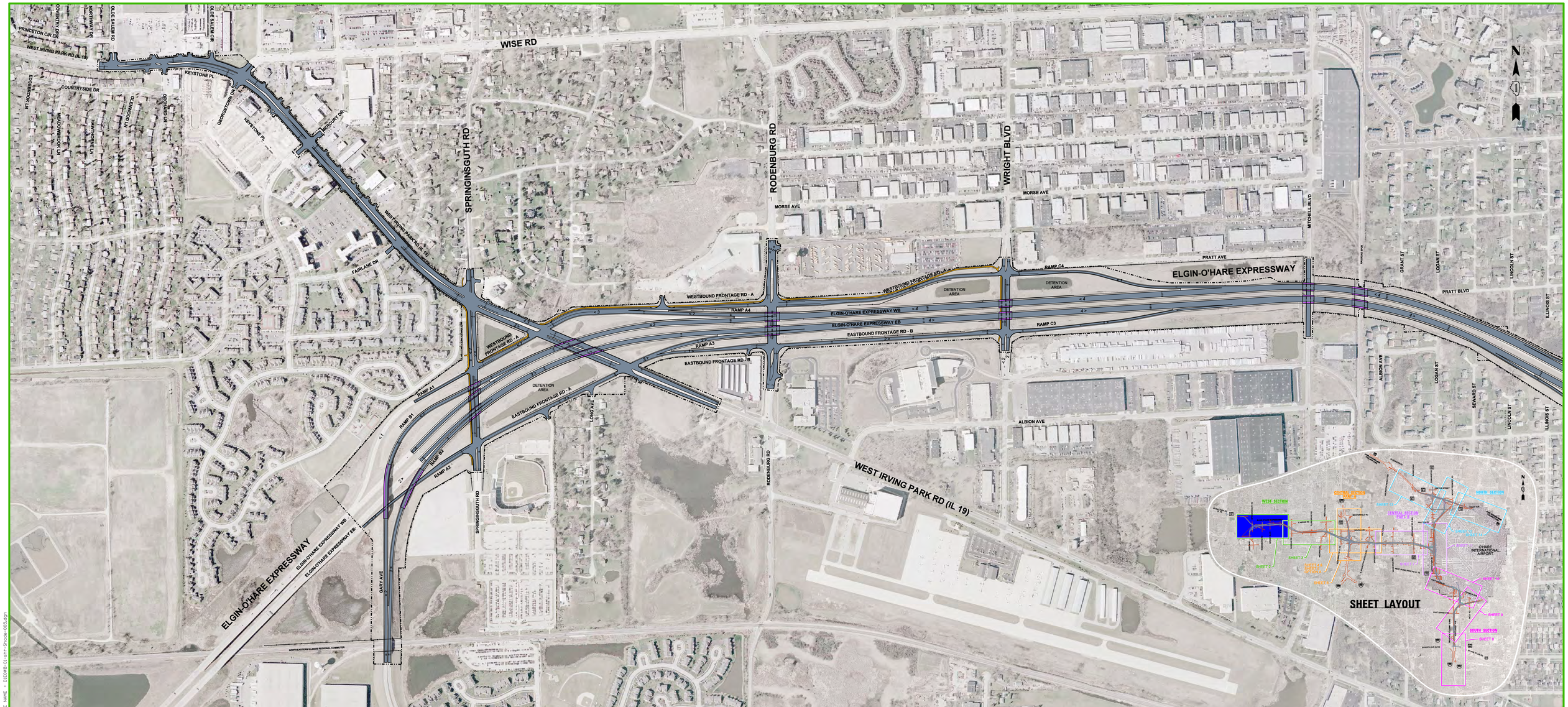
BRIDGE
PAVEMENT
BIKE / PEDESTRIAN PATH

ELGIN O'HARE EXPRESSWAY
ROSELLE RD TO MEDINAH / MEACHAM RD

FULL BUILD OUT

SHEET NO. 3 OF 14 SHEETS

WEST SECTION / CENTRAL SECTION – PART A



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CH2MHILL

0 200 400
SCALE IN FEET

LEGEND

< 5	NUMBER OF LANES & DIRECTION
	BUILDING DISPLACEMENT
	ESTIMATED CONSTRUCTION FOOTPRINT (SUBJECT TO REFINEMENT)

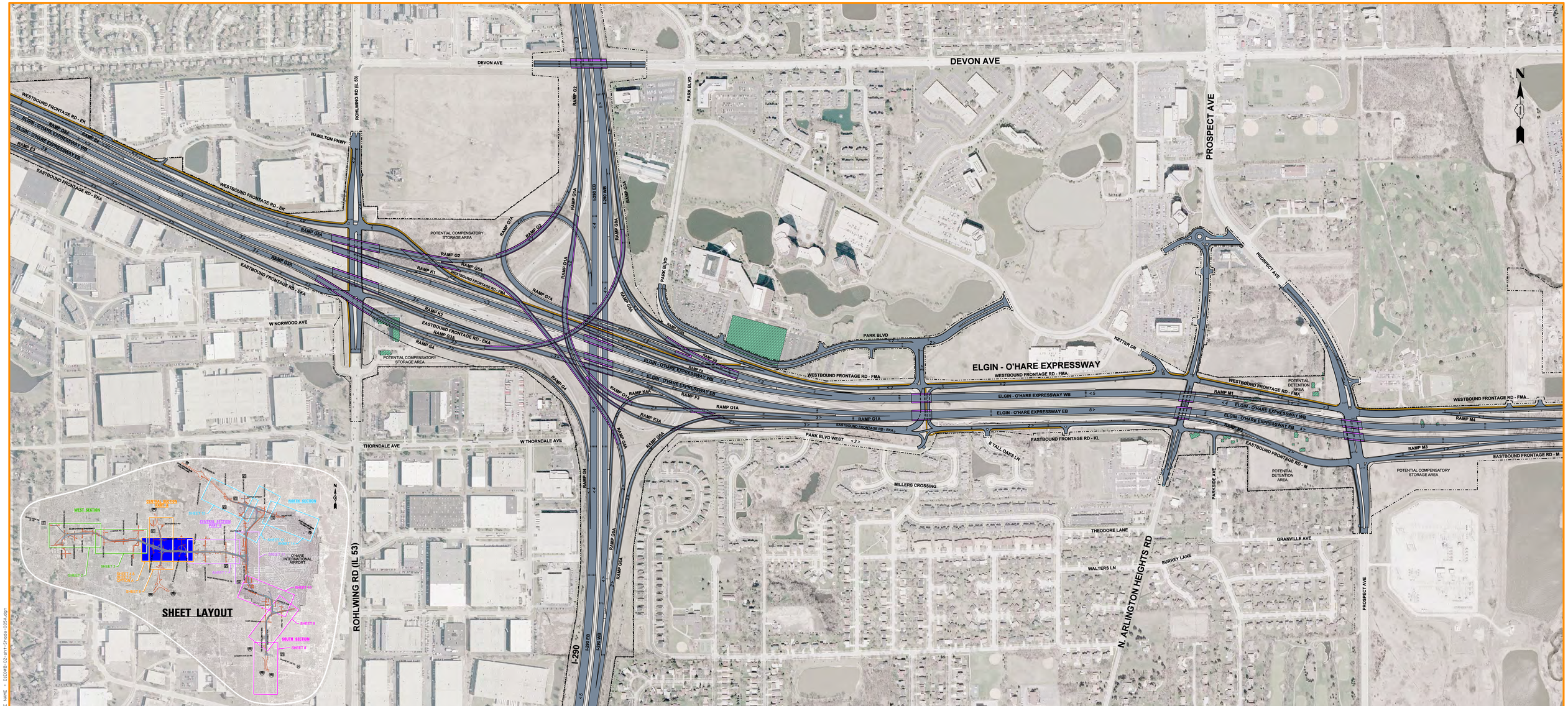
BRIDGE
PAVEMENT
BIKE / PEDESTRIAN PATH

ELGIN O'HARE EXPRESSWAY
GARY AVENUE TO MITCHELL BLVD

FULL BUILD OUT

SHEET NO. 2 OF 14 SHEETS

WEST SECTION



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CH2MHILL

0 200 400
SCALE IN FEET

LEGEND

- < 5 — NUMBER OF LANES & DIRECTION
- BUILDING DISPLACEMENT
- ESTIMATED CONSTRUCTION FOOTPRINT (SUBJECT TO REFINEMENT)
- BRIDGE
- PAVEMENT
- BIKE / PEDESTRIAN PATH

ELGIN O'HARE EXPRESSWAY
ROHLWING RD (IL 53) TO PROSPECT AVE

FULL BUILD OUT
SHEET NO. 5 OF 14 SHEETS
CENTRAL SECTION – PART A – OPTION A

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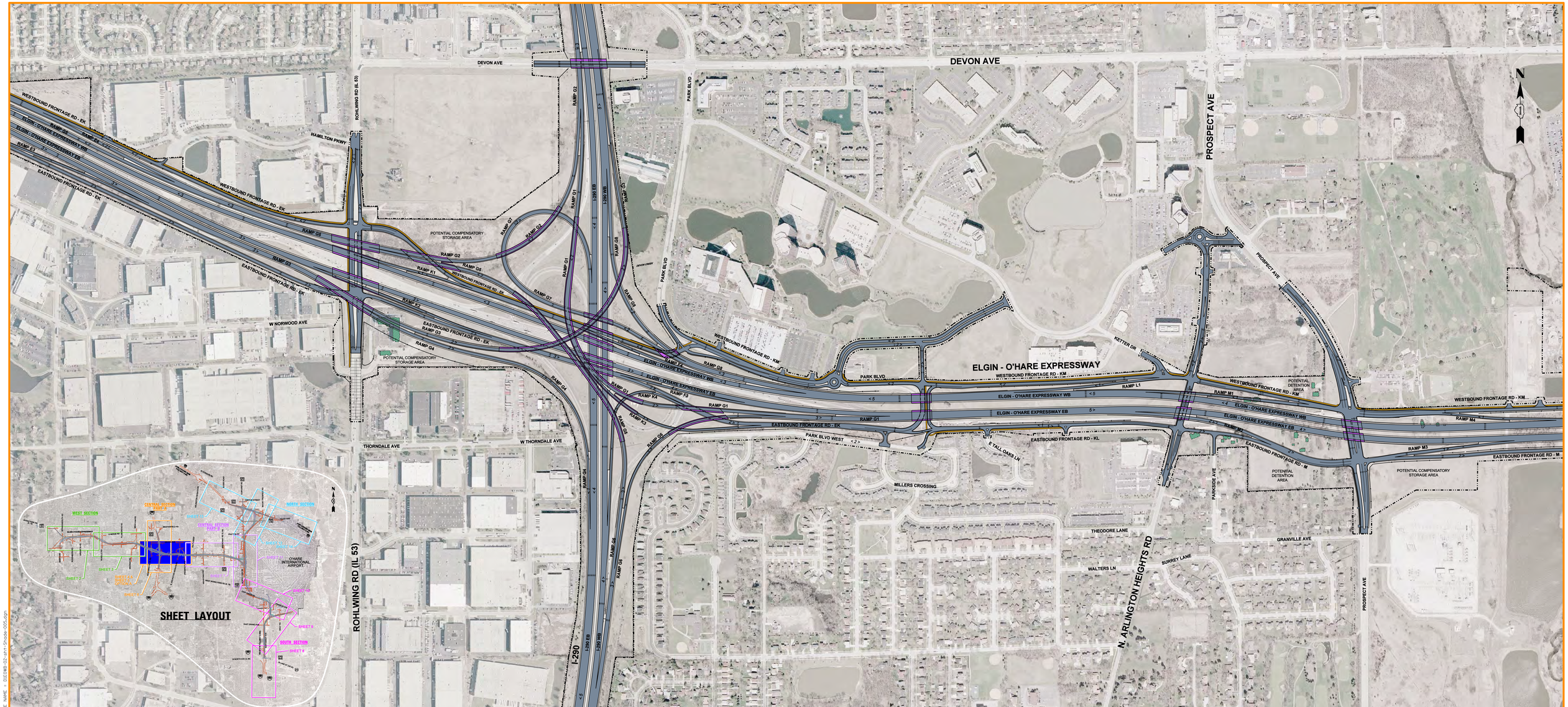

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CH2MHILL

0 200 400
SCALE IN FEET

LEGEND

< 5	NUMBER OF LANES & DIRECTION
	BUILDING DISPLACEMENT
	ESTIMATED CONSTRUCTION FOOTPRINT (SUBJECT TO REFINEMENT)

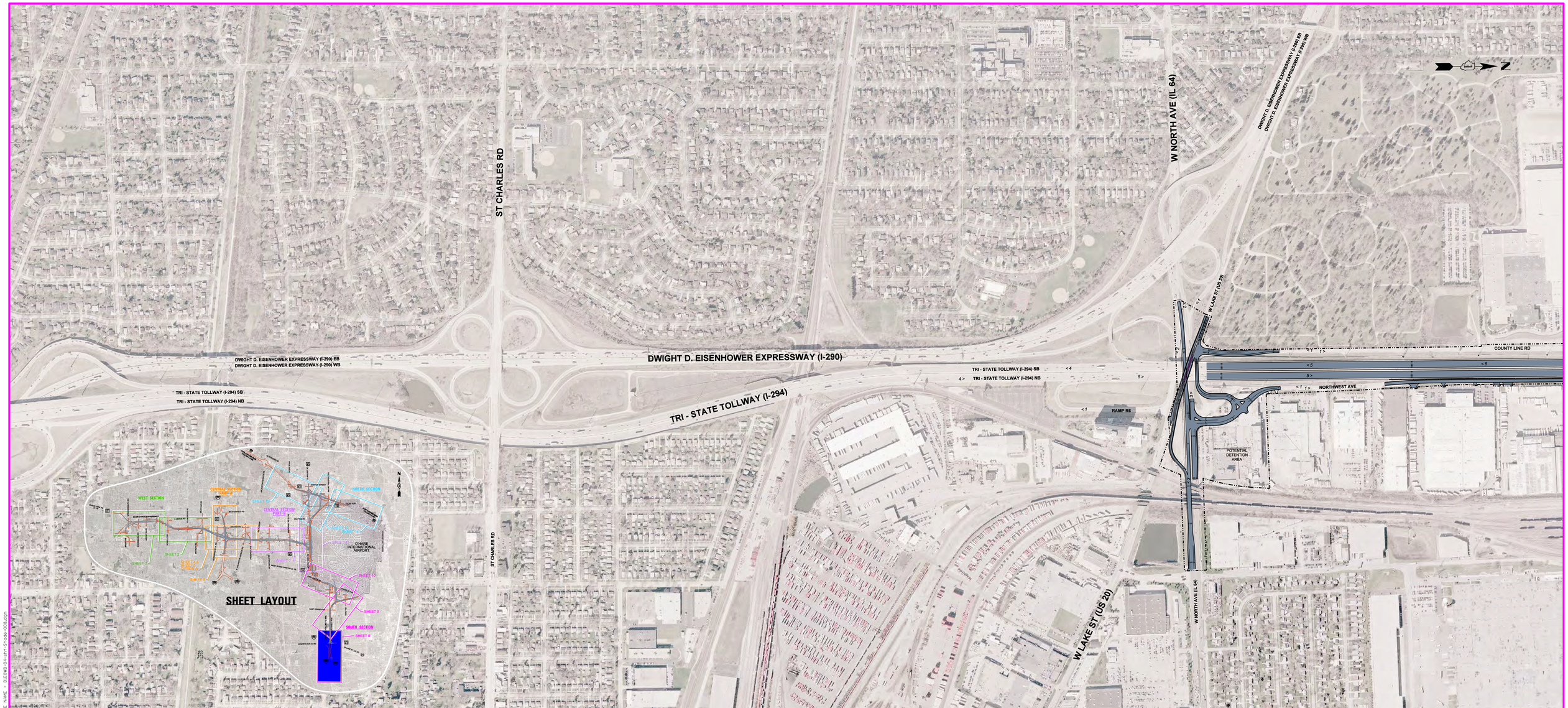
BRIDGE
PAVEMENT
BIKE / PEDESTRIAN PATH

ELGIN O'HARE EXPRESSWAY
ROHLWING RD (IL 53) TO PROSPECT AVE

FULL BUILD OUT

SHEET NO. 4 OF 14 SHEETS

CENTRAL SECTION – PART A



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CH2MHILL

0 200 400
SCALE IN FEET

LEGEND

< 5 NUMBER OF LANES & DIRECTION

BUILDING DISPLACEMENT

ESTIMATED CONSTRUCTION FOOTPRINT (SUBJECT TO REFINEMENT)

BRIDGE

PAVEMENT

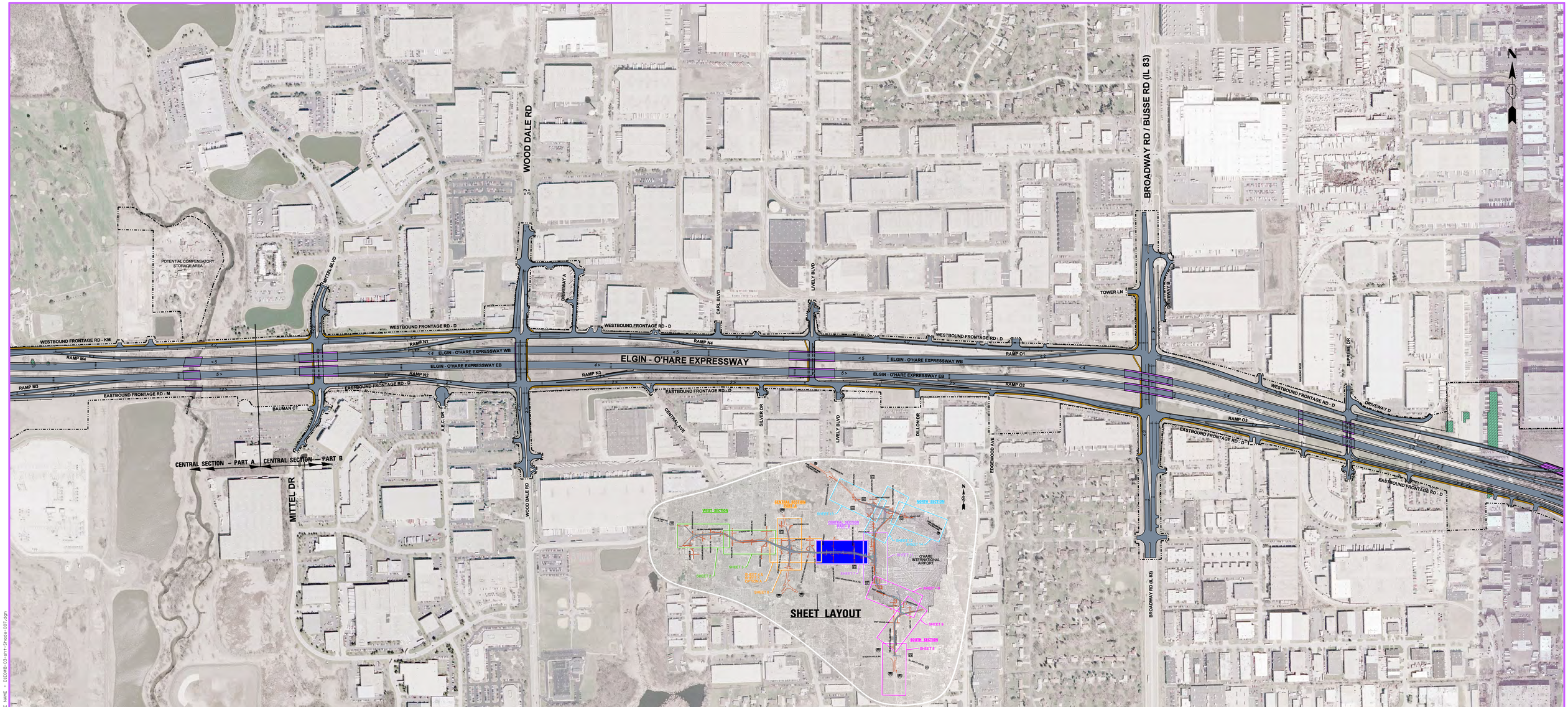
BIKE / PEDESTRIAN PATH

TRI – STATE TOLLWAY (I–294) AT NORTH AVENUE (IL 64)

FULL BUILD OUT

SHEET NO. 8 OF 14 SHEETS

SOUTH SECTION



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Illinois Department of Transportation

CH2MHILL

0 200 400
SCALE IN FEET

LEGEND

< 5 NUMBER OF LANES & DIRECTION

BUILDING DISPLACEMENT

ESTIMATED CONSTRUCTION FOOTPRINT (SUBJECT TO REFINEMENT)

BRIDGE

PAVEMENT

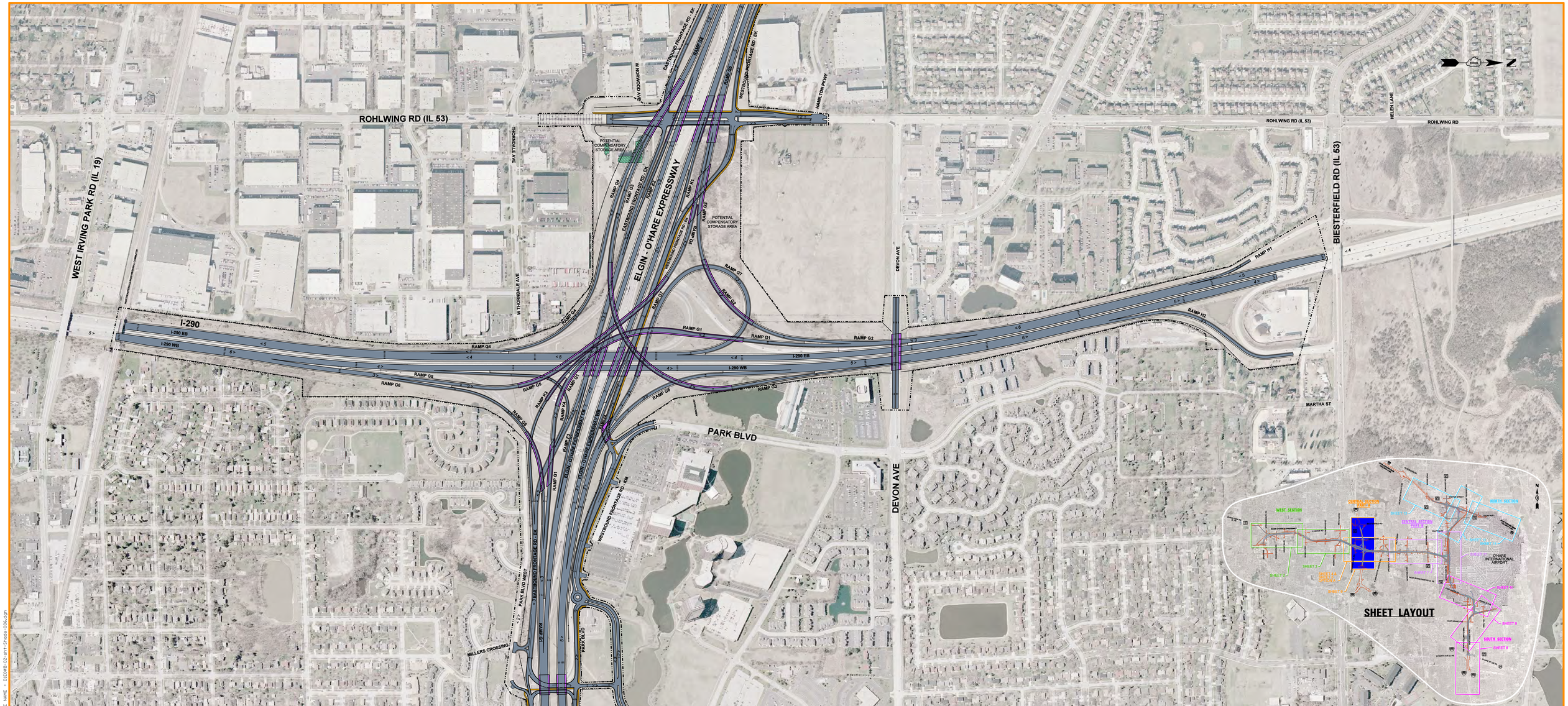
BIKE / PEDESTRIAN PATH

ELGIN O'HARE EXPRESSWAY
SALT CREEK TO SUPREME DR

FULL BUILD OUT

SHEET NO. 7 OF 14 SHEETS

CENTRAL SECTION – PART B



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CH2MHILL

0 200 400
SCALE IN FEET

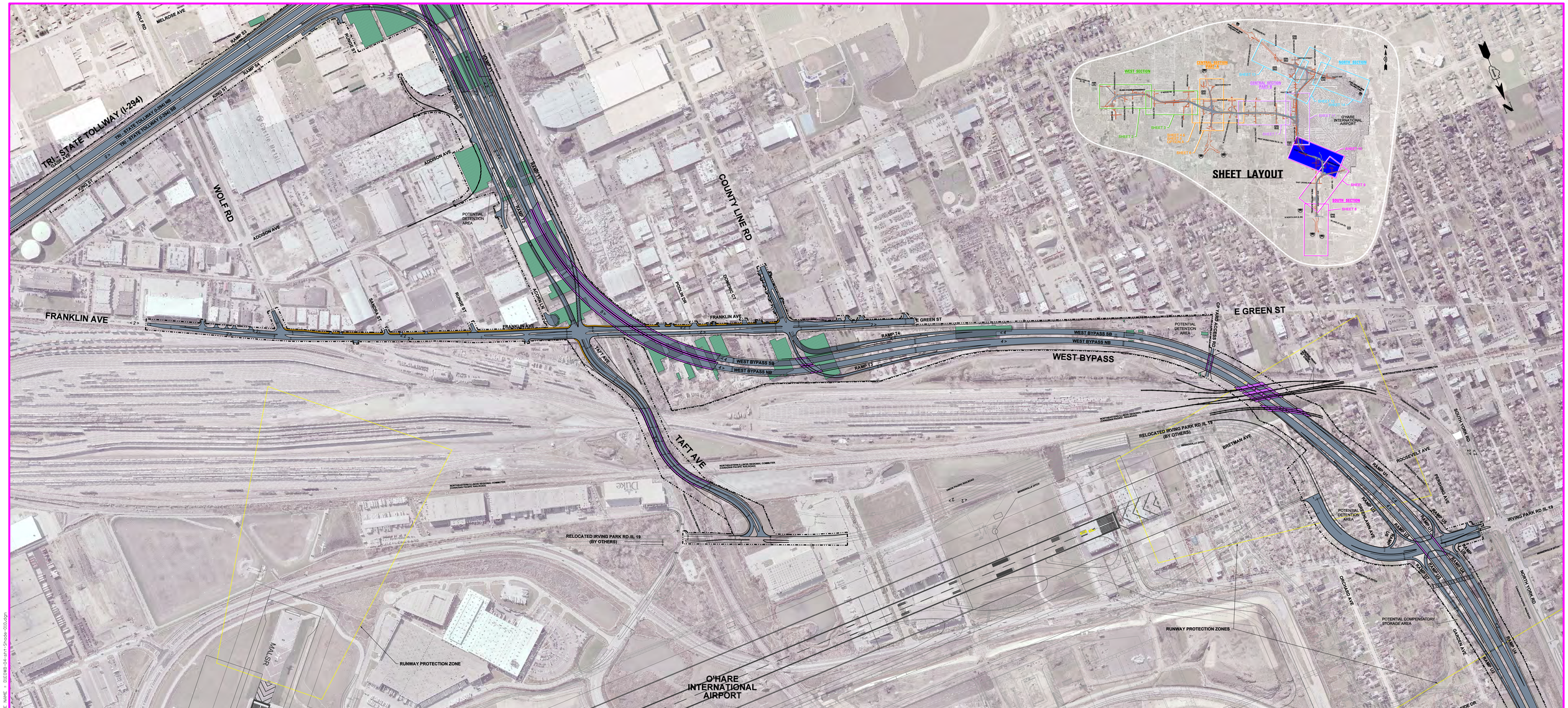
LEGEND

- < 5 — NUMBER OF LANES & DIRECTION
- BUILDING DISPLACEMENT
- ESTIMATED CONSTRUCTION FOOTPRINT (SUBJECT TO REFINEMENT)

BRIDGE
PAVEMENT
BIKE / PEDESTRIAN PATH

I–290
WEST IRVING PARK RD (IL 19) TO BIESTERFIELD RD (IL 53)

FULL BUILD OUT
SHEET NO. 6 OF 14 SHEETS
CENTRAL SECTION – PART A


TRI- STATE TOLLWAY (I-294)
TRI- STATE TOLLWAY (I-294) NB
TRI- STATE TOLLWAY (I-294) SB
RAMP S3
RAMP S4
KING ST
MELROSE AVE
WOLF RD
ADDISON AVE
POWELL ST
RAMP T1
RAMP T2
POTENTIAL DETENTION AREA
COUNTY LINE RD
FRANKLIN AVE
RUNGE ST
RAMBLER ST
FLORENCE CT
POSEN PL
COMERIC CT
E GREEN ST
RAMP T4
WEST BYPASS SB
WEST BYPASS NB
WEST BYPASS
CPV RAILROAD
TAFT AVE
NORTHEASTERN ILLINOIS REGIONAL COMMUTER (CANADIAN PACIFIC RAILROAD)
RELOCATED IRVING PARK RD /IL 19 (BY OTHERS)
RUNWAY PROTECTION ZONE
MALSR
O'HARE INTERNATIONAL AIRPORT
UNION PACIFIC RAILROAD
ROSELLE UNION
BRETMAN AVE
ROOSEVELT AVE
RAMP U2
RAMP U3
RAMP U4
RAMP U5
RAMP U6
RAMP U7
RAMP U8
RAMP U9
RAMP U10
RAMP U11
RAMP U12
RAMP U13
RAMP U14
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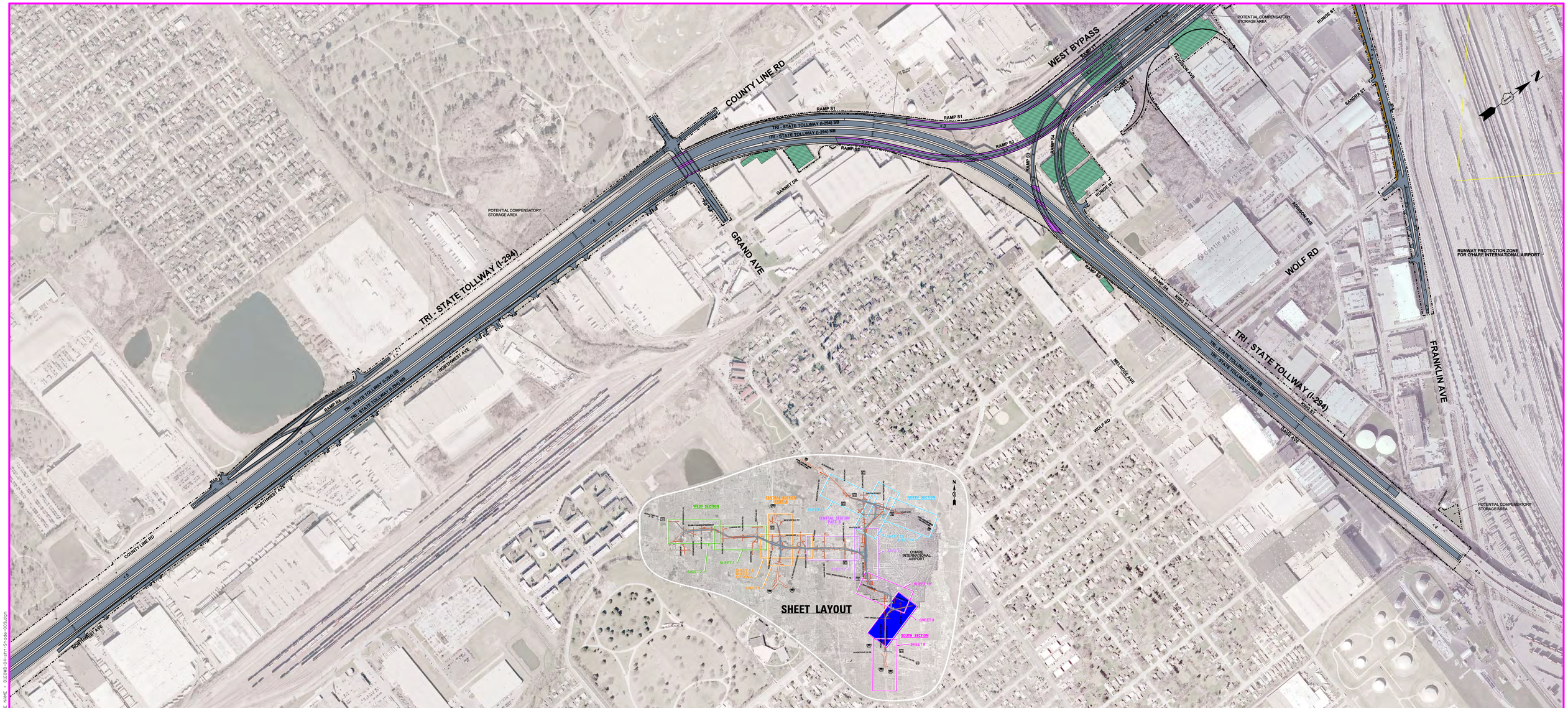
RAMP U16
RAMP U17
RAMP U18
RAMP U19
RAMP U20
RAMP U21
RAMP



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CH2MHILL

0 200 400
SCALE IN FEET

LEGEND

< 5	NUMBER OF LANES & DIRECTION
	BUILDING DISPLACEMENT
	ESTIMATED CONSTRUCTION FOOTPRINT (SUBJECT TO REFINEMENT)

BRIDGE
PAVEMENT
BIKE / PEDESTRIAN PATH

WEST BYPASS AT TRI – STATE TOLLWAY (I–294)

FULL BUILD OUT

SHEET NO. 9 OF 14 SHEETS

SOUTH SECTION



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CH2MHILL

0 200 400
SCALE IN FEET

LEGEND

< 5	NUMBER OF LANES & DIRECTION
	BUILDING DISPLACEMENT
	ESTIMATED CONSTRUCTION FOOTPRINT (SUBJECT TO REFINEMENT)

BRIDGE
PAVEMENT
BIKE / PEDESTRIAN PATH

WEST BYPASS
IRVING PARK RD (IL 19) TO E DEVON AVE

FULL BUILD OUT

SHEET NO. 11OF 14 SHEETS

CENTRAL SECTION – PART B



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CH2MHILL

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SCALE IN FEET

LEGEND

< 5 NUMBER OF LANES & DIRECTION

BUILDING DISPLACEMENT

ESTIMATED CONSTRUCTION FOOTPRINT (SUBJECT TO REFINEMENT)

BRIDGE

PAVEMENT

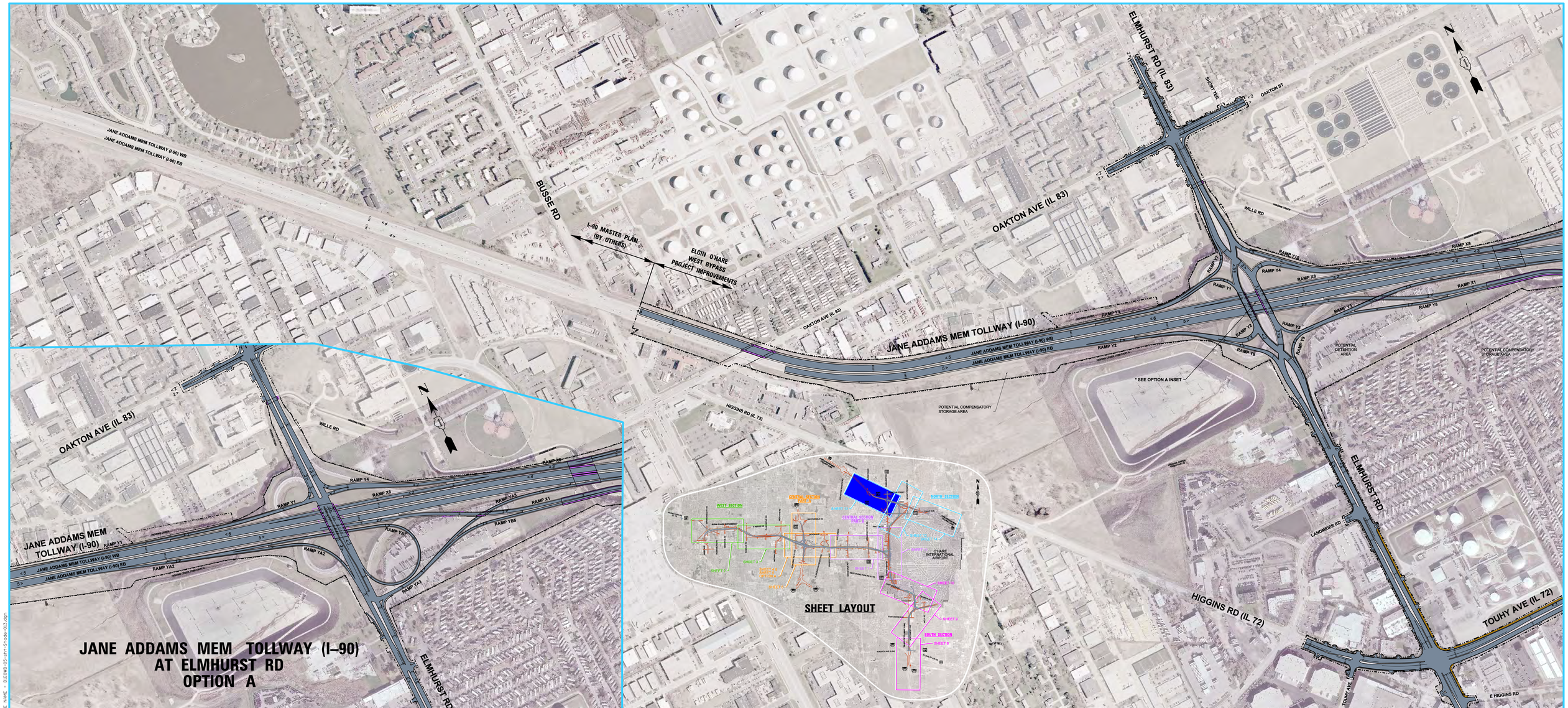
BIKE / PEDESTRIAN PATH

JANE ADDAMS MEM TOLLWAY (I–90)
MT PROSPECT RD TO LEE ST

FULL BUILD OUT

SHEET NO. 14 OF 14 SHEETS

NORTH SECTION



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CH2MHILL

0 200 400
SCALE IN FEET

LEGEND

< 5	NUMBER OF LANES & DIRECTION
	BUILDING DISPLACEMENT
	ESTIMATED CONSTRUCTION FOOTPRINT (SUBJECT TO REFINEMENT)

BRIDGE
PAVEMENT
BIKE / PEDESTRIAN PATH

JANE ADDAMS MEM TOLLWAY (I–90)
BUSSE RD TO ELMHURST RD

FULL BUILD OUT

SHEET NO. 13 OF 14 SHEETS

NORTH SECTION



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CH2MHILL

0 200 400
SCALE IN FEET

LEGEND

< 5 NUMBER OF LANES & DIRECTION

BUILDING DISPLACEMENT

ESTIMATED CONSTRUCTION FOOTPRINT (SUBJECT TO REFINEMENT)

BRIDGE

PAVEMENT

BIKE / PEDESTRIAN PATH

WEST BYPASS
PRATT BLVD TO JANE ADDAMS MEM TOLLWAY (I–90)

FULL BUILD OUT

SHEET NO. 12 OF 14 SHEETS

NORTH SECTION

ELGIN O'HARE WEST BYPASS

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Tier Two Purpose & Need Updated to 2040

Transportation Need	2040 Traffic Analysis
➤ Improve local and regional travel	➤ Roughly 85 percent of area roadways are congested ➤ By 2040, 87 percent of area roadways will be congested (PM peak period) ➤ In 2040, 92 percent of minor arterials will be congested
➤ Improve travel efficiency	Results unchanged from Tier One: ➤ 40 percent of the area is more than 10 minutes from an interstate ➤ Partial interchanges result in poor connections to regional corridors ➤ System interchanges operate inefficiently due to the high volumes
	➤ Freight rail traffic impedes the movement of vehicle traffic (80 at-grade railroad crossings)
➤ Improve O'Hare west access	Results unchanged from Tier One: ➤ Proposed O'Hare West Terminal should have high degree of access ➤ By 2040, travel times to west terminal will increase by 26 to 47 percent for trips ≤5 miles, and by 34 to 50 percent for longer trips
➤ Improve modal opportunities and connections	➤ Currently 4 percent of all trips in the study area are transit ➤ By 2040, 4.5 percent of trips will be transit ➤ Ridership is impacted by gaps in service and service limitations

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Governor's Advisory Council

Recognizing the importance of this project, Governor Pat Quinn signed Executive Order 10-13 last October establishing the EO-WB Advisory Council. The Council will advise the Governor and make recommendations in the development of an implementation, financing, and operating structure for the project.

Purpose

Advise the Governor regarding:

- Financing
- Economic Impact
- Sustainability
- Workforce Diversity

Membership

- Elected Officials
- Agencies
- Organizations

Schedule

- Parallels IDOT Process
- Interim Report – February 2011
- Final Report – April 2011



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Tier Two Building Blocks

Tier One Preferred Alternative

Facility Type Options

- Freeway
- Tollroads
- Combination

Financing/Sequencing Options

- Funding - Federal, State, Local, Tolling
- Financing/Delivery - Financing Mechanisms, P3
- Sequencing - Initial and Future Phase(s)

Design Options

- Interchange Types
- Mainline Layout
- Drainage Design
- Other

Tier Two Preferred Alternative

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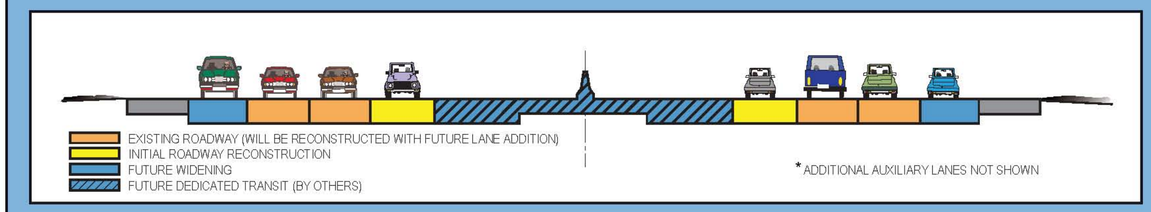
Construction Phasing - Elgin O'Hare



WEST SECTION



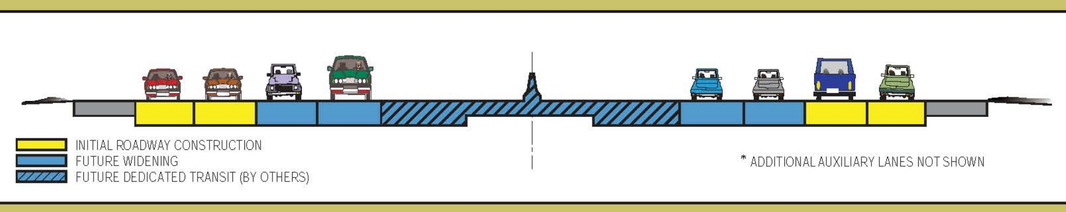
Initial Construction

Mainline - Add one travel lane in each direction to the inside of existing Elgin O'Hare Expressway.
Intersection - Improvements at Roselle Rd.
Transit - New express bus service (by others).
Other - Noise abatement considerations.

Future Construction

Mainline - Widen and rebuild mainline to accommodate full built out.
Interchanges - Rebuild ramps and intersections to accommodate full build out.
Transit - Roadway improvements would provide space in median for transit services (e.g. BRT) by others.

CENTRAL SECTION



Initial Construction

Mainline - Construct Elgin O'Hare extension as 4-lane access controlled facility with frontage road system.
Interchange Improvements - Meacham Road, I-290, Rohlwing Road.
New Interchanges - Park Blvd, Arlington Heights Rd/Prospect Ave, Wood Dale Rd, IL 83, West Bypass.
Transit - New express bus service (by others).
Other - Noise abatement considerations.

Future Construction

Mainline - Add mainline lanes and widen bridges to accommodate full build out.
Arterials - Improve arterials and intersection locations to accommodate full build out.
Interchanges - Improve Rohlwing Rd, I-290, Park Blvd, Arlington Heights Rd/Prospect Ave (additional access), and West Bypass system interchange (access to/from West Terminal) to accommodate full build out.
Transit - Roadway improvements would provide space in median for transit services (e.g. BRT) by others.

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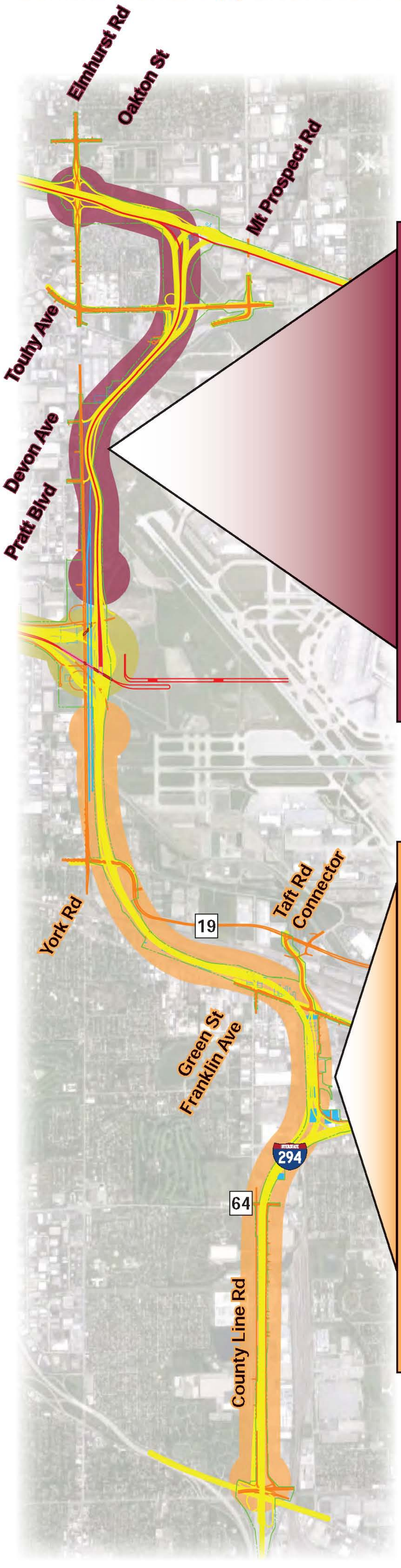
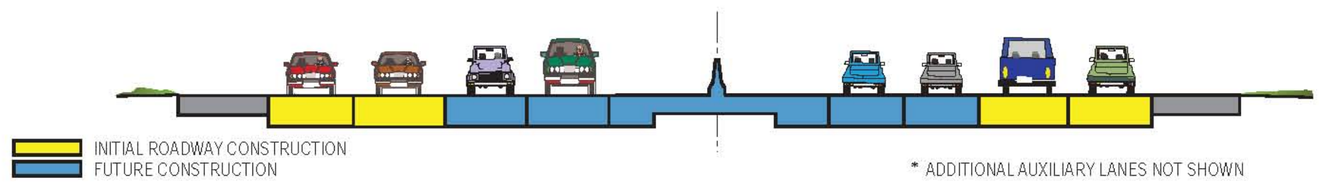
Construction Phasing - West Bypass



NORTH SECTION



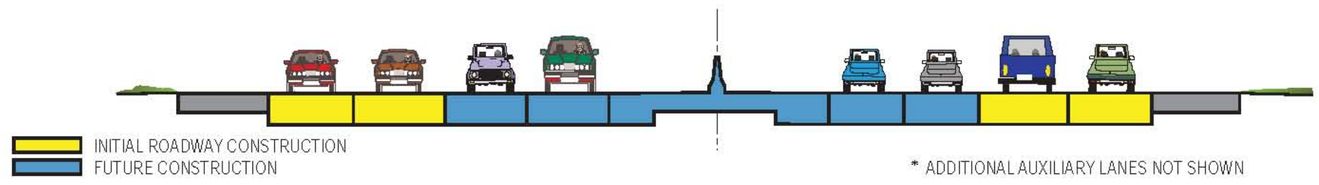
Initial Construction

Mainline – Construct West Bypass as 4- lane access controlled facility north to I-90.
Existing Interchange Improvement - I-90 at Elmhurst Rd.
New interchanges - I-90, Touhy Ave.

Future Construction

Mainline - Add mainline lanes and widen bridges to accommodate full build out design.
Arterials - Improve arterials and intersections to accommodate the full build out.
Interchanges - Improve Touhy Ave interchange to accommodate full build out. Construct new interchange at Devon Ave/Pratt Ave.

SOUTH SECTION



Initial Construction

Mainline - Construct West Bypass as 4-lane access controlled facility south to I-294.
Existing Interchange Improvement - I-294 at IL 64.
New Interchanges - IL 19, Franklin/Green/County Line, I-294.
Arterials - Construct Taft Ave Connector.

Future Construction

Mainline - Add mainline lanes and widen bridges to accommodate full build out.
Arterials - Improve arterials and intersections to accommodate full build out.
Interchanges – Improve IL 19 (provide access to/from south) and IL-294 (provide access to/from north) to accommodate full build out.

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Financing & Funding Analysis

GIVEN THE SIZE AND SCALE OF THE PROJECT (ESTIMATED $3+ B) A FULL RANGE OF FINANCING/FUNDING OPTIONS ARE UNDER CONSIDERATION

PUBLIC FUNDING

- **Existing Funding Sources**
  - -Federal & State - Motor fuel taxes and vehicle fees
  - -Currently Allocated Funding - $140 M (Federal) and $35 M (State)
- **New Local Funding Sources**
  - -Value Capture - Applies taxes to a specific area to capture a portion of property value increases.
- **Innovative Financing Tools**
  - -Federal Loan/Credit programs

TOLLING – ILLINOIS TOLLWAY

- **Direct user fee (toll) for use of facility**
- **Toll revenues could support construction and long-term operating costs**

PUBLIC PRIVATE PARTNERSHIPS

- **Direct user fee (toll) for use of facility**
- **Private investors finance, design, build, and/or operate transportation projects**

A COMBINATION OF FUNDING SOURCES, ALONG WITH A VIABLE FINANCING PLAN, WILL BE REQUIRED TO IMPLEMENT THE EO-WB PROJECT

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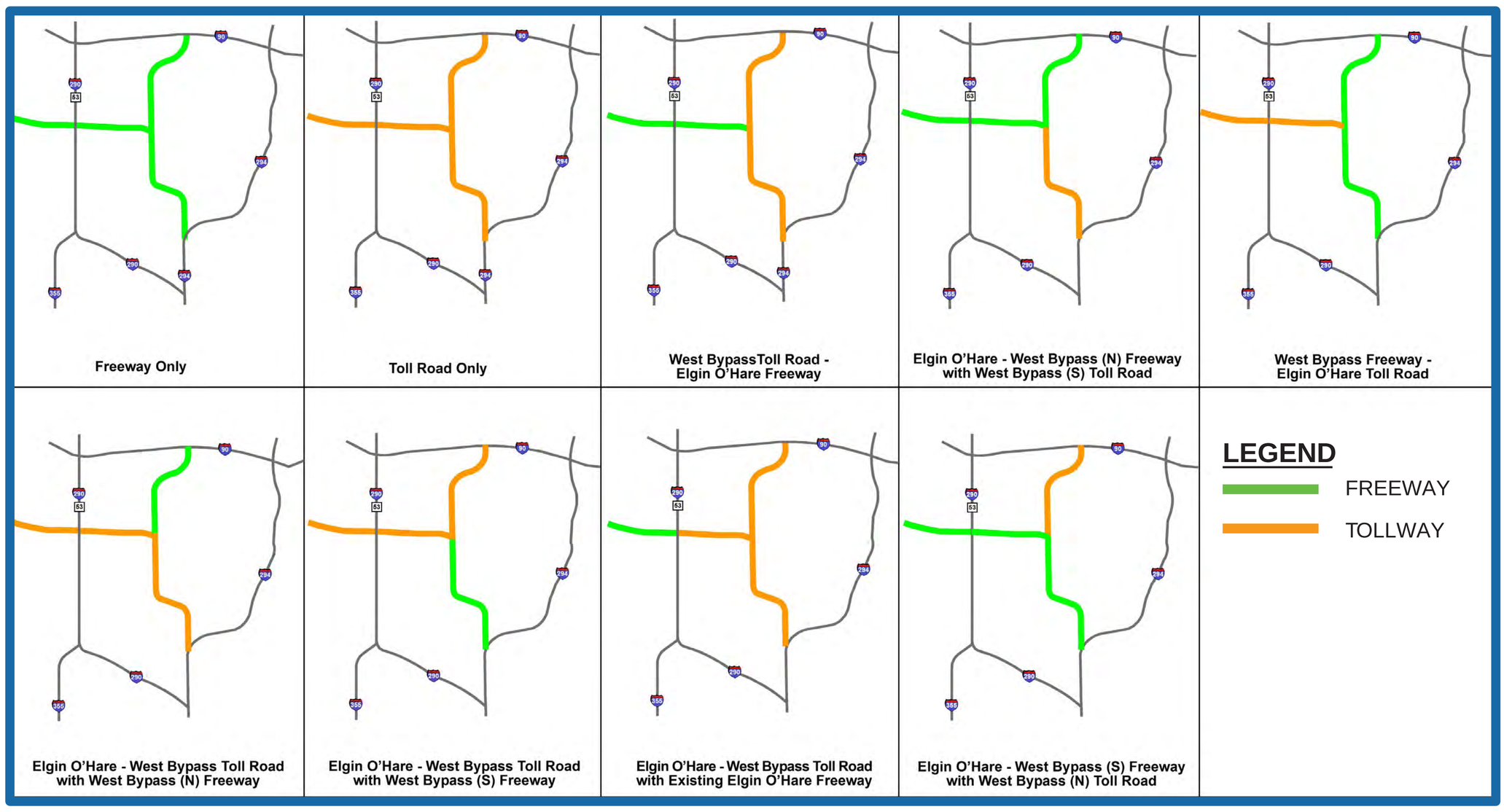
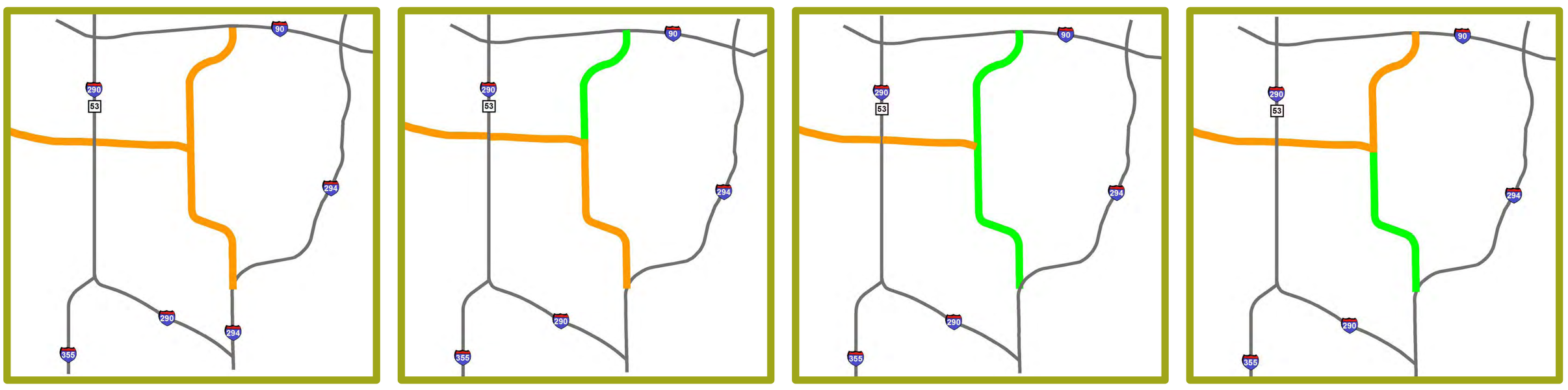
Facility Type Options

Scenarios considered



Based on the initial evaluation, the entirely free option was eliminated given lack of funding from traditional sources. Likewise, it was determined that only options with the entire Elgin O'Hare corridor as a toll road are viable alternatives. This is because the east-west movement along the Elgin O'Hare attracts the majority of "new" demand and "new" or increased toll revenue, while the north-south movement along the West Bypass simply redistributes traffic from existing tollways.

Remaining free/toll options under consideration:



Entirely tolled facility

Tolled with north leg of bypass free

Tolled with entire bypass free

Tolled with south leg of bypass free

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Economic Benefits

Job Creation

	Total Jobs During Construction	Total Long-Term Jobs
Full-Build	13,450	40,000

Increase in Total Output* and Value Added**

	Construction Cost	Total Output During Construction	Value Added During Construction
Full-Build	$3.03 B	$6.00 B	$3.27 B

* Total Output: All the goods and services produced.

** Value Added: Increase in value of a commodity produced over the cost of commodities use to produce it.

Additional Tax Revenue Generated

	Federal Taxes	State/Local Taxes/Year
Full-Build	$522 M	$225 M

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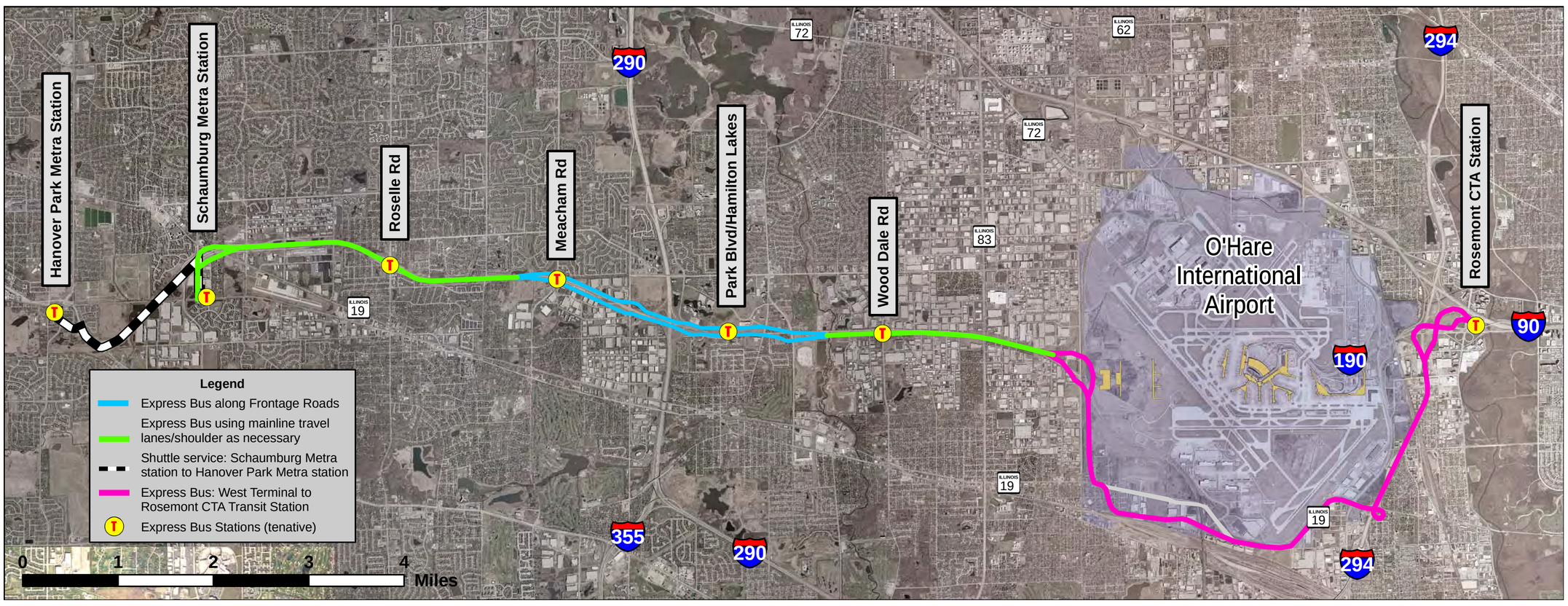
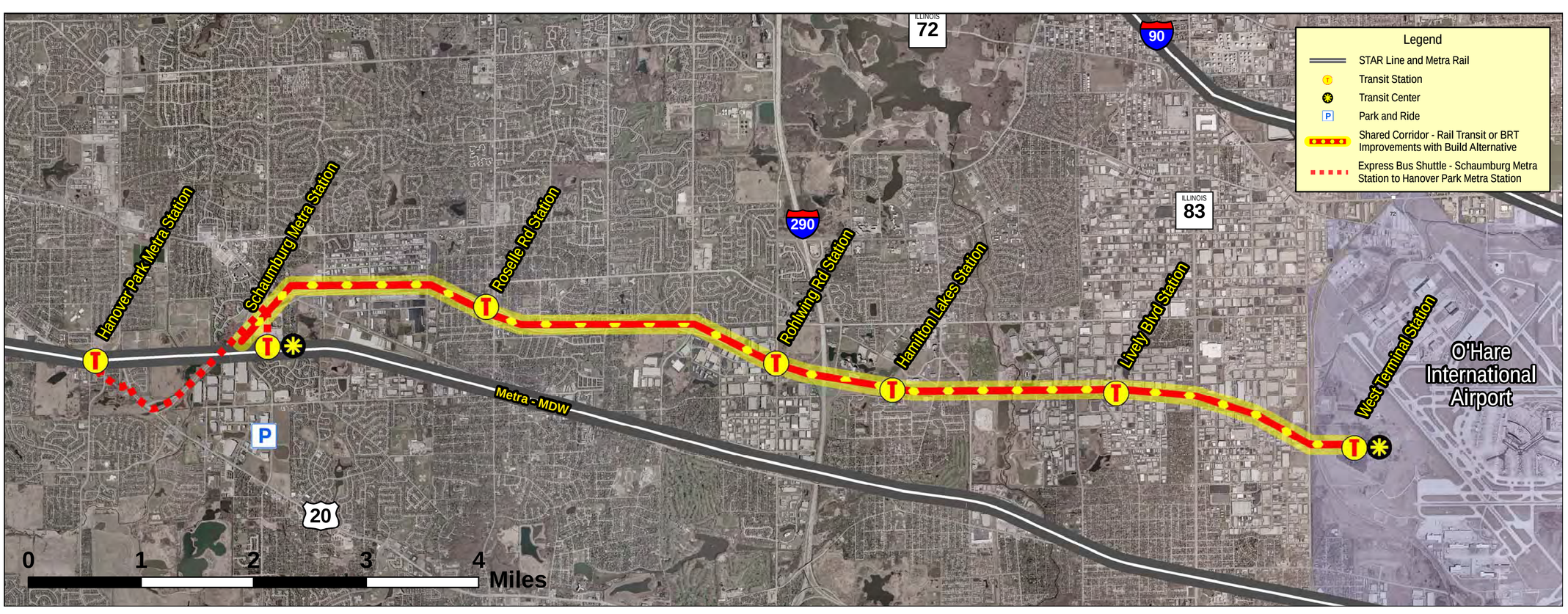
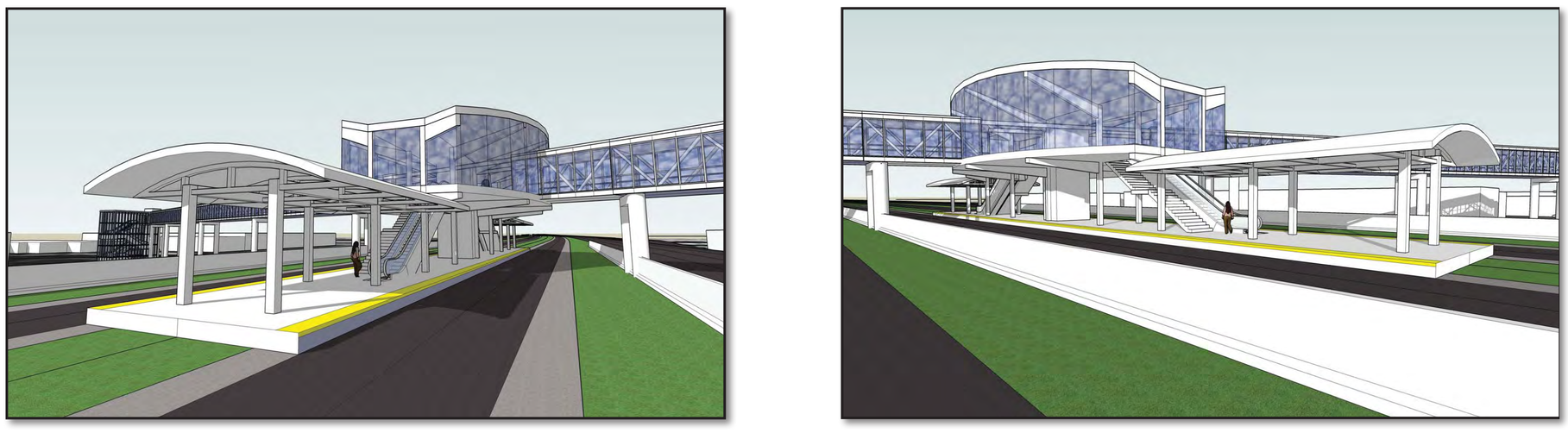
Transit Planning

Initial Transit Phase



Future Transit Phase(s)*





Bus Rapid Transit Station Renderings

* Detailed planning, design, and construction of all transit improvements would be the responsibility of the appropriate transit agency.

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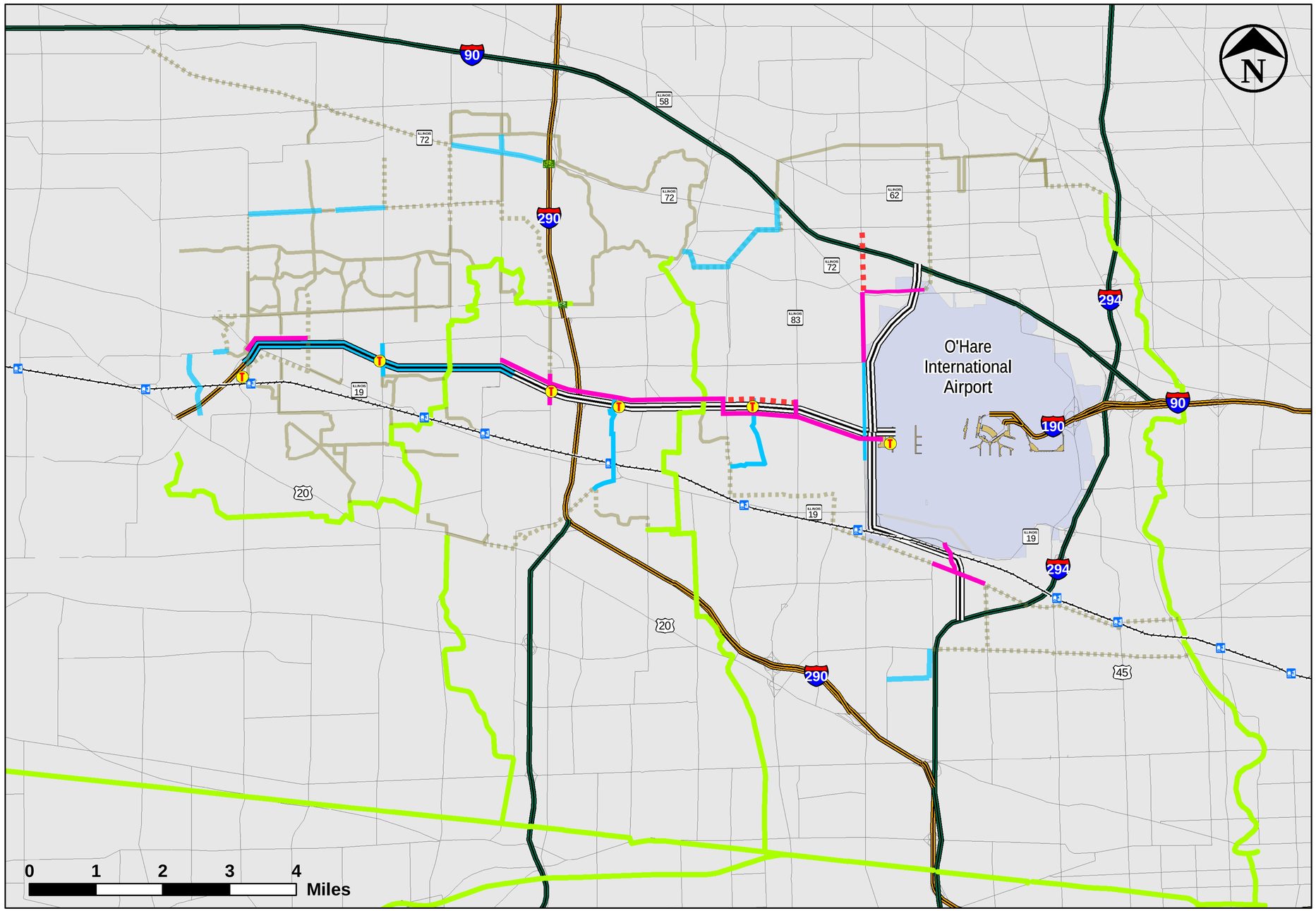
Tier Two Bike/Pedestrian Plan



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Corridor Aesthetics Advisory Team (CAAT) Process

OVERALL OBJECTIVES

- **ENGAGE** adjacent communities, counties and agencies.
- **DEVELOP** appropriate, affordable and constructable aesthetic concepts.
- **PRESENT** the completed EO-WB Aesthetic Design Guidelines.

COMPLETED

Corridor Character & Themes

CAAT Meeting 1 - November 2010

1. Examine National Trends
2. Inventory Existing Corridors
3. Identify Key Words

West	Central	North	South
• Gateway/Destination	• Gateway/Destination	• Gateway/Destination	• Gateway/Destination
• Multimodal	• Multimodal	• Multimodal	• Multimodal
• Prairie	• Prairie	• Efficient	• Aviation
• Accessible	• Walkable/Bike-Friendly	• Aviation	• Sustainable
• Transit-Oriented Development	• Beautification	• Accessibility	• Economic Engine
• Quaint/Small Town Feel			

Defining Overall Aesthetic Approach

CAAT Meeting 2 - February 2011

1. Corridor Concepts Developed From Meeting 1 Key Words
   - "Prairie to Planes"
   - "Signature Gateways"
   - "Mirror the Past/ Window to the Future"








2. Preferred Theme: "Signature Gateways"
   - **"Gateways To The Future"**






UPCOMING

CAAT Meeting 3 - Spring/Summer 2011

1. Identify Potential Gateway Locations
2. Define Range of Landscape and Hardscape Applications

Defining Specific Aesthetic Elements

CAAT Meeting 4 - Fall 2011

1. Summary and Endorsement of Design Guidelines

Design Guidelines

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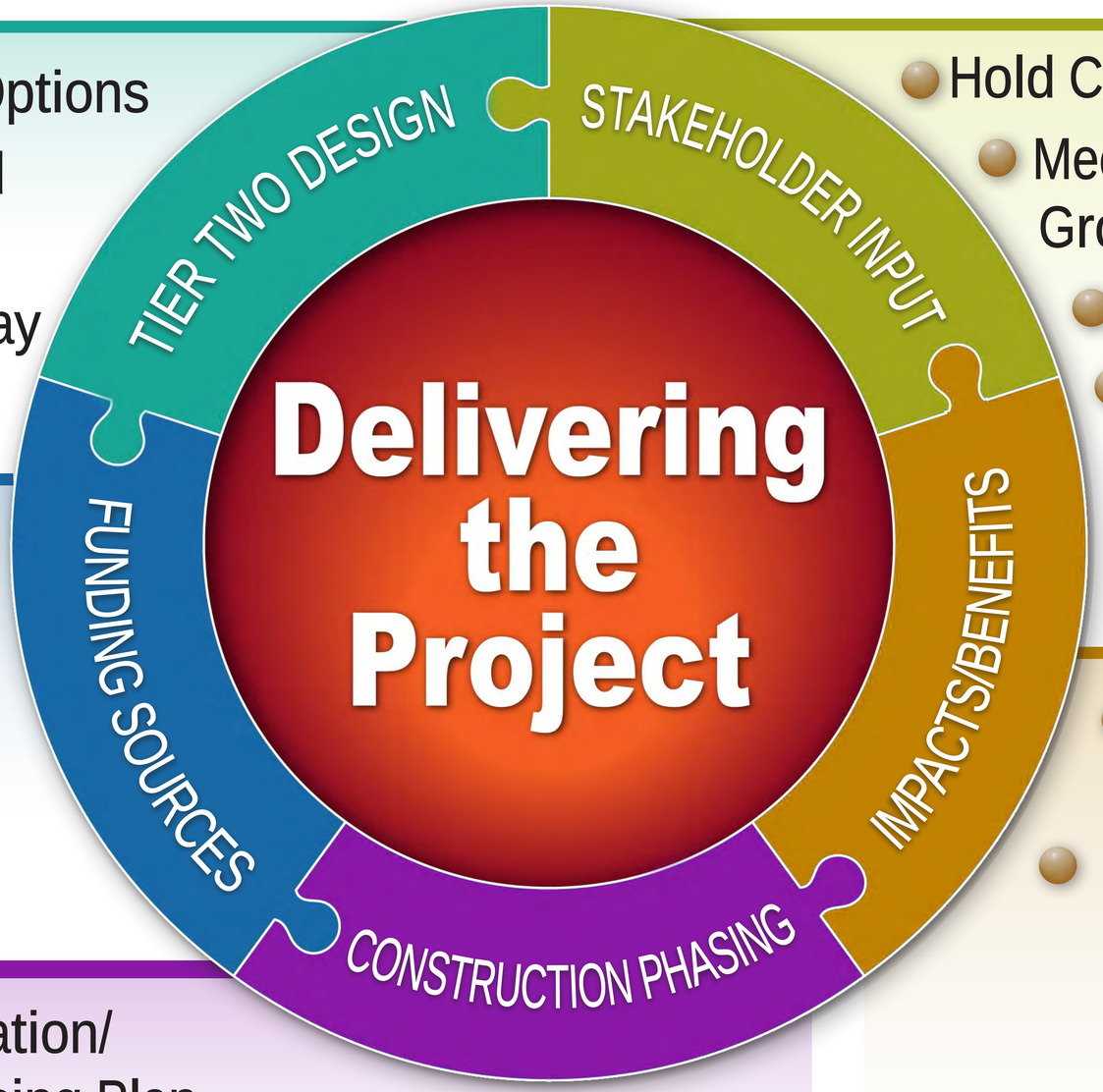
Next Steps

- Evaluate Design Options
- Develop Proposed Drainage Plan
- Define Right-of-Way Requirements

- Determine Financing Strategy

- Refine Implementation/ Construction Phasing Plan



- Hold CAAT Meetings
  - Meet with Corridor Planning Group and Task Forces
    - Distribute Newsletters
    - Conduct Public Hearing (Winter 2011/2012)

- Coordinate with Regulatory Agencies
- Publish Tier Two Draft EIS (Fall/Winter 2011/2010)

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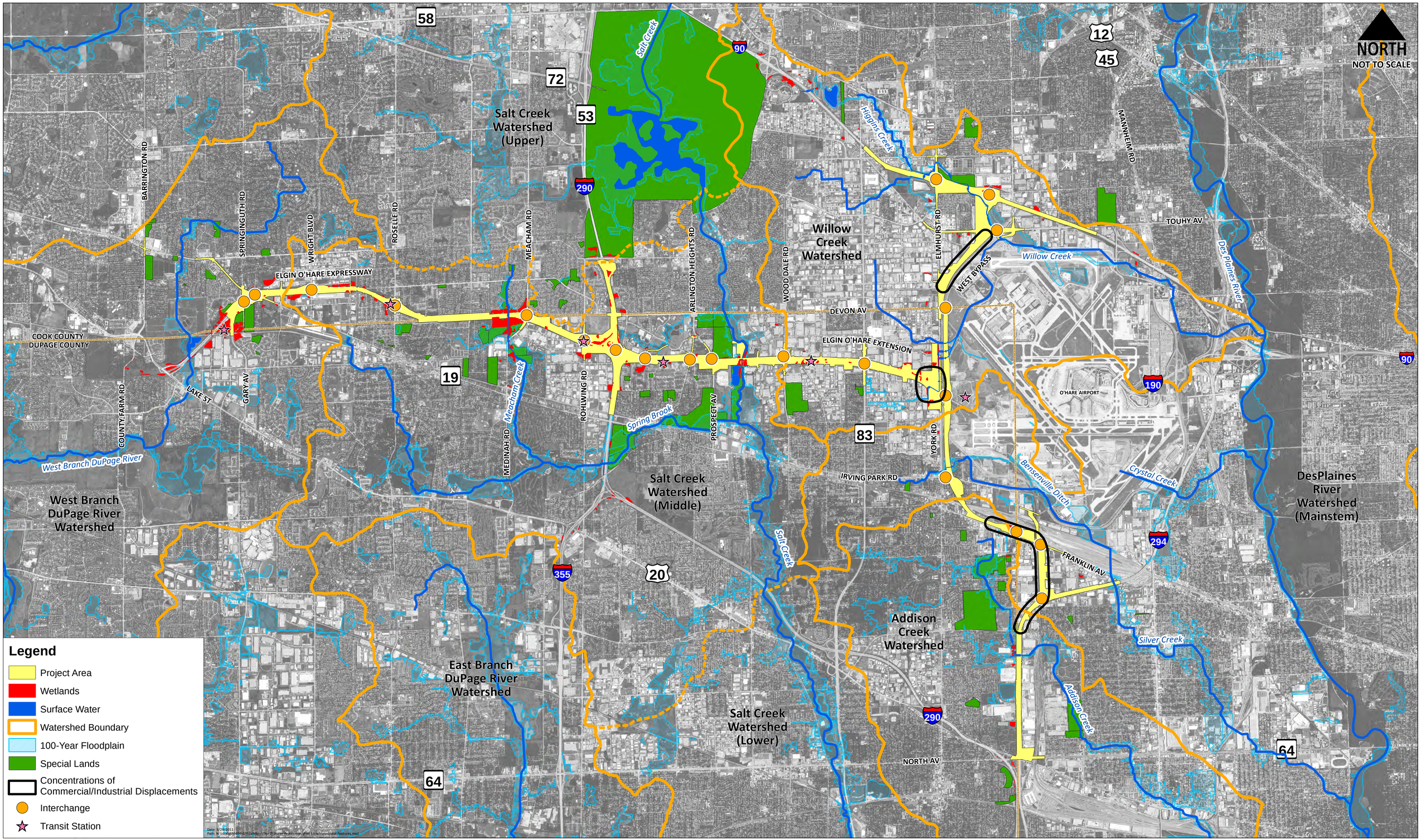

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Elgin O'Hare - West Bypass
Environmental Features

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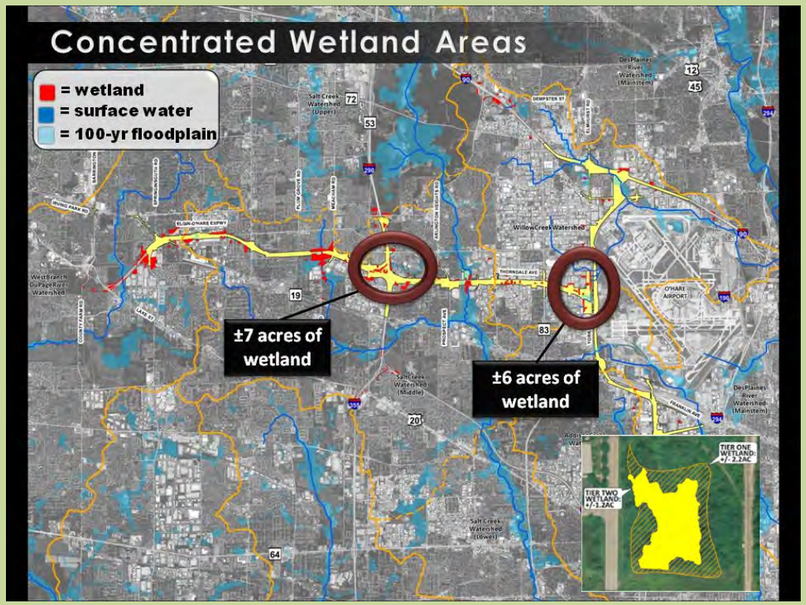
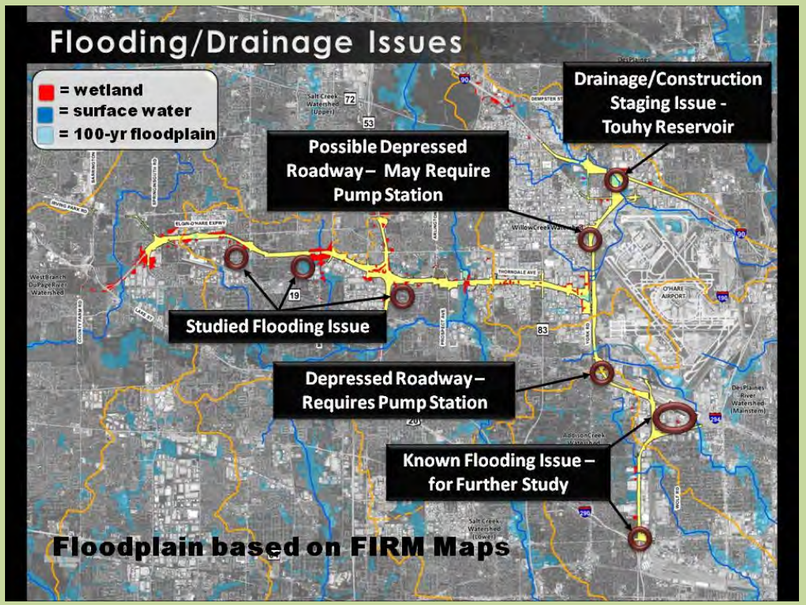
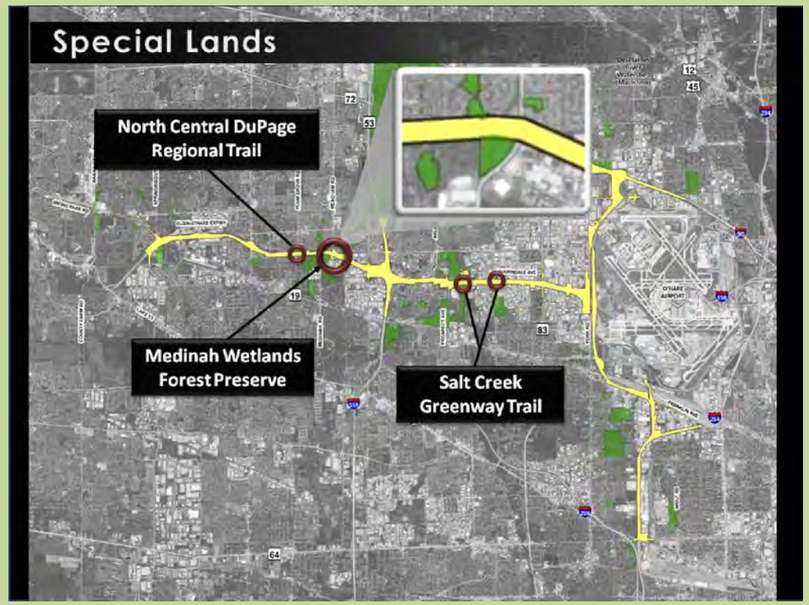
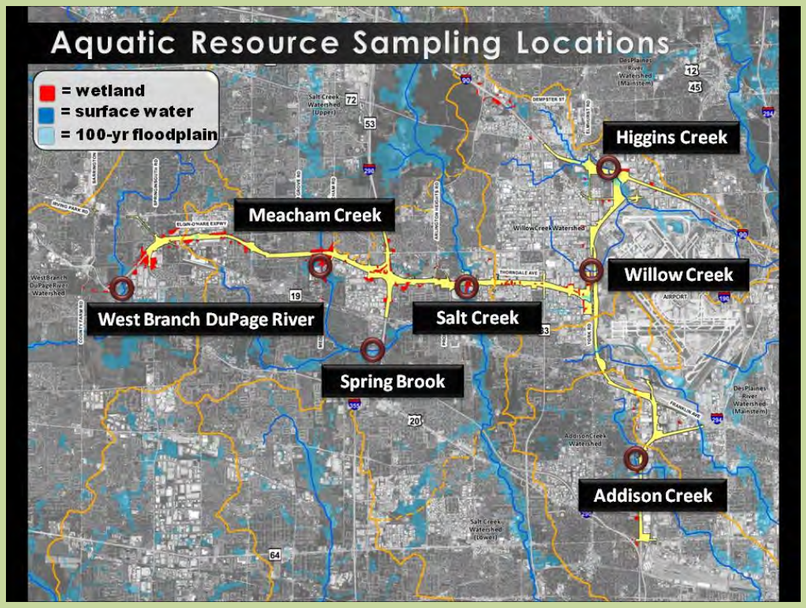
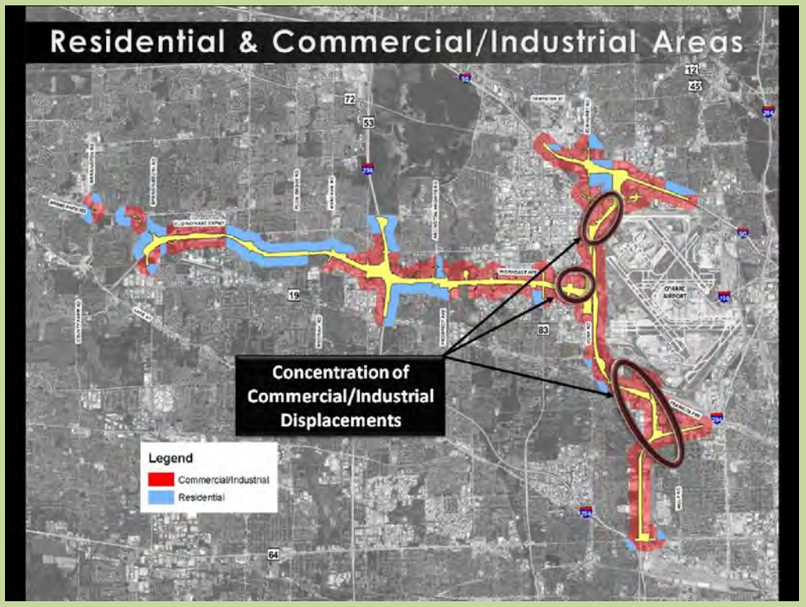
TIER TWO ENVIRONMENTAL FEATURES/ISSUES





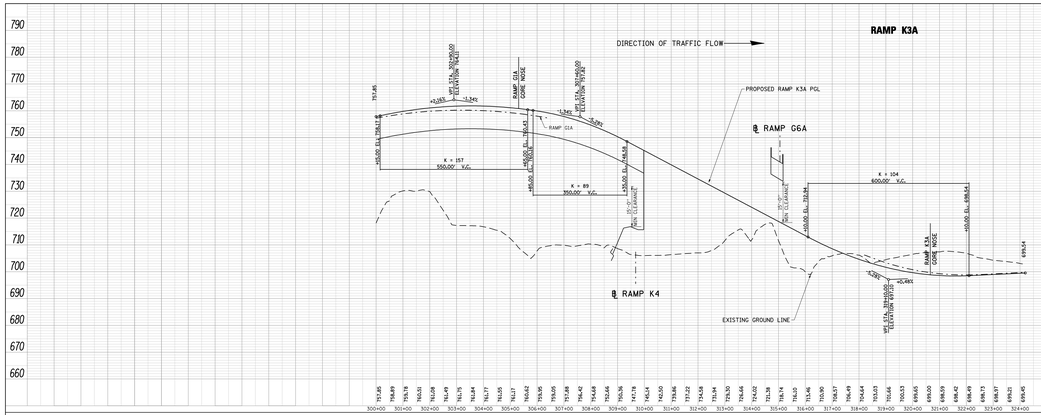


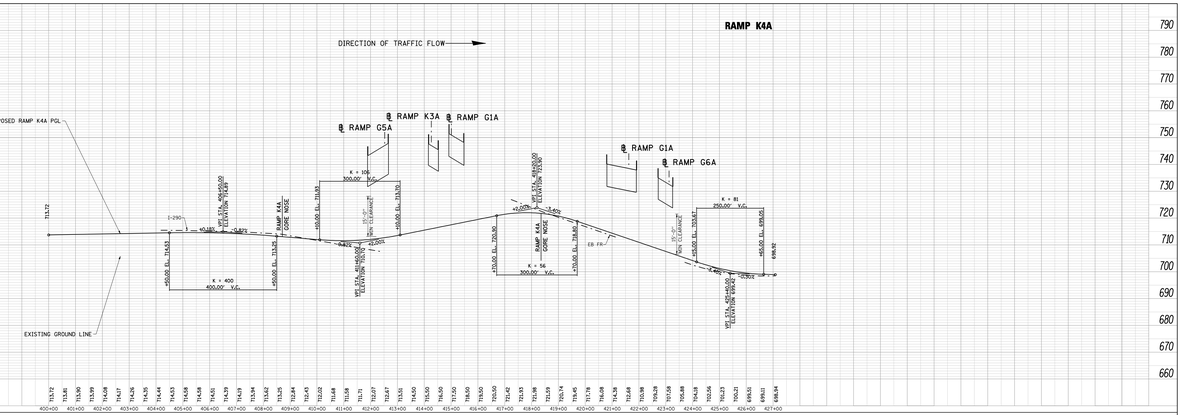




Notes:

- **Wetlands are primarily low to fair quality**
- **Creeks are generally impaired and/or degraded**
- **No identified Threatened or Endangered Species**
- **No Structures or Archaeological Resources listed on or eligible for the National Register of Historic Places have been found**





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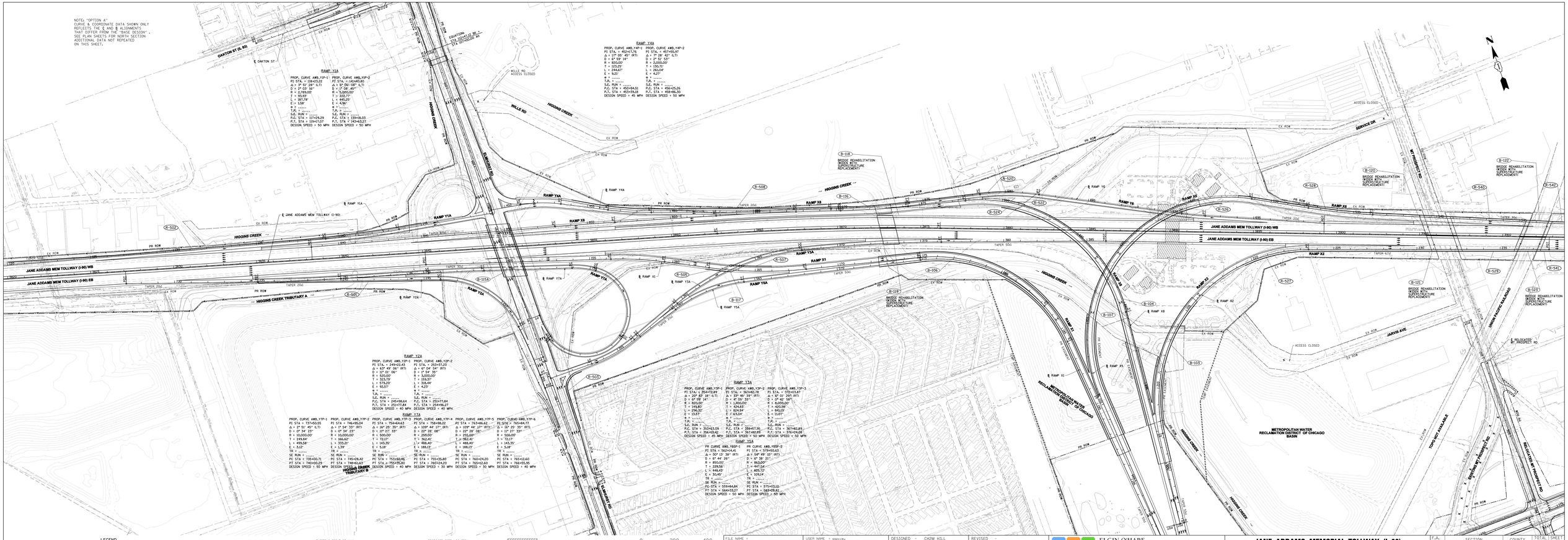
		DRAWN - CH2M HILL	REVISED -		
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -		
	PLOT DATE = 4/5/2011	DATE - 3/29/2011	REVISED -		SCALES SHEET NO. 8 OF 12 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			12	8
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART A – OPTION A


NOTE: "OPTION A"
CURVE & COORDINATE DATA SHOWN ONLY
REFLECTS RAMPS AND & ALIGNMENTS
SHOWN WITH A "A" IN THE "RAMP DESIGN".
SEE PLAN SHEETS FOR NORTH SECTION
ADDITIONAL DATA NOT REPEATED
ON THIS SHEET.
OAKTON ST (S. RD)
OAKTON ST
WILLE RD
HIGGINS CREEK
RAMP Y4A
RAMP Y1A
RAMP Y2A
RAMP Y3A
RAMP X1
RAMP X2
RAMP X3
RAMP X4
RAMP X5
RAMP X6
RAMP Y5
RAMP Y6
JANE ADDAMS MEM TOLLWAY (I-90)
JANE ADDAMS MEM TOLLWAY (I-90) WB
JANE ADDAMS MEM TOLLWAY (I-90) EB
HIGGINS CREEK TRIBUTARY A
ELMHURST RD
SERVICE DR
JARVIS AVE
UNION PACIFIC RAILROAD
RELOCATED ST PROSPECT RD
METROPOLITAN WATER RECLAMATION DISTRICT OF CHICAGO BASIN
TOWN-NOT AVAILABLE
ACCESS CLOSED
B-103
B-104
B-105
B-106
B-107
B-108
B-109
B-110
B-111
B-112
B-113
B-114
B-115
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B-118
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B-120
B-121
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R-506
R-507
R-508
R-520
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R-527
R-528
R-529
R-540
R-541
R-542
R-543
RAMP Y4A
PROP. CURVE AMB_Y4P-1
PI STA. = 452+17.76
Δ = 17° 00' 45" (RT)
D = 6° 59' 19"
R = 820.00'
T = 123.20'
L = 244.67'
E = 9.21'
PROP. CURVE AMB_Y4P-2
PI STA. = 457+55.97
Δ = 7° 28' 42" (LT)
D = 2° 51' 53"
R = 2,000.00'
T = 130.70'
L = 261.04'
E = 4.27'
RAMP Y1A
PROP. CURVE AMB_Y1P-1
PI STA. = 118+53.22
Δ = 3° 51' 28" (LT)
D = 1° 09' 30"
R = 5,000.00'
T = 93.93'
L = 187.79'
E = 1.58'
PROP. CURVE AMB_Y1P-2
PI STA. = 145+40.80
Δ = 5° 06' 08" (LT)
D = 1° 09' 30"
R = 5,000.00'
T = 223.77'
L = 445.29'
E = 4.96'
RAMP Y2A
PROP. CURVE AMB_Y2P-1
PI STA. = 249+22.43
Δ = 63° 49' 06" (RT)
D = 11° 00' 06"
R = 520.00'
T = 323.79'
L = 579.19'
E = 50.57'
PROP. CURVE AMB_Y2P-2
PI STA. = 253+37.20
Δ = 61° 04' 54" (RT)
D = 1° 54' 35"
R = 3,000.00'
T = 1,776.57'
L = 3,198.51'
E = 4.23'
RAMP Y3A
PROP. CURVE AMB_Y3P-1
PI STA. = 744+72.83
Δ = 29° 47' 48" (LT)
D = 6° 59' 19"
R = 820.00'
T = 149.80'
L = 296.32'
E = 13.51'
PROP. CURVE AMB_Y3P-2
PI STA. = 746+95.04
Δ = 1° 54' 35" (RT)
D = 0° 57' 23"
R = 6,000.00'
T = 166.62'
L = 333.21'
E = 1.39'
PROP. CURVE AMB_Y3P-3
PI STA. = 750+44.63
Δ = 39° 25' 39" (RT)
D = 10° 00' 00"
R = 572.96'
T = 72.17'
L = 143.35'
E = 5.18'
PROP. CURVE AMB_Y3P-4
PI STA. = 758+98.22
Δ = 109° 44' 17" (RT)
D = 29° 28' 08"
R = 194.40'
T = 362.40'
L = 488.40'
E = 188.13'
PROP. CURVE AMB_Y3P-5
PI STA. = 763+86.62
Δ = 109° 44' 17" (RT)
D = 29° 28' 08"
R = 194.40'
T = 362.40'
L = 488.40'
E = 188.13'
PROP. CURVE AMB_Y3P-6
PI STA. = 765+84.77
Δ = 39° 25' 39" (RT)
D = 10° 00' 00"
R = 572.96'
T = 72.17'
L = 143.35'
E = 5.18'
RAMP Y5A
PROP. CURVE AMB_Y5P-1
PI STA. = 362+14.41
Δ = 30° 13' 36" (RT)
D = 6° 44' 26"
R = 850.00'
T = 229.56'
L = 448.43'
E = 30.49'
PROP. CURVE AMB_Y5P-2
PI STA. = 371+50.63
Δ = 54° 49' 35" (RT)
D = 6° 38' 21"
R = 863.00'
T = 447.56'
L = 825.72'
E = 101.14'
RAMP Y6A
PROP. CURVE AMB_Y6P-1
PI STA. = 559+84.84
PT STA = 564+53.27
DESIGN SPEED = 50 MPH
PROP. CURVE AMB_Y6P-2
PI STA. = 575+03.10
PT STA = 580+75.82
DESIGN SPEED = 50 MPH
LEGEND
B-1 BRIDGE DESIGNATION
R-101 RETAINING WALL DESIGNATION
TRAFFIC FLOW ARROWS
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED EASEMENT
TEMPORARY EASEMENT
PROPOSED PIER LOCATION
ACCESS CONTROL
BUILDING DISPLACEMENT
ROADWAY REMOVAL
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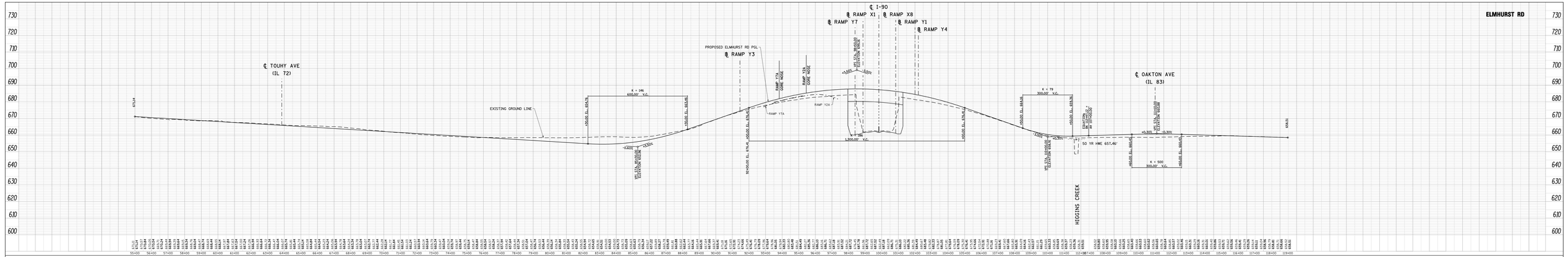
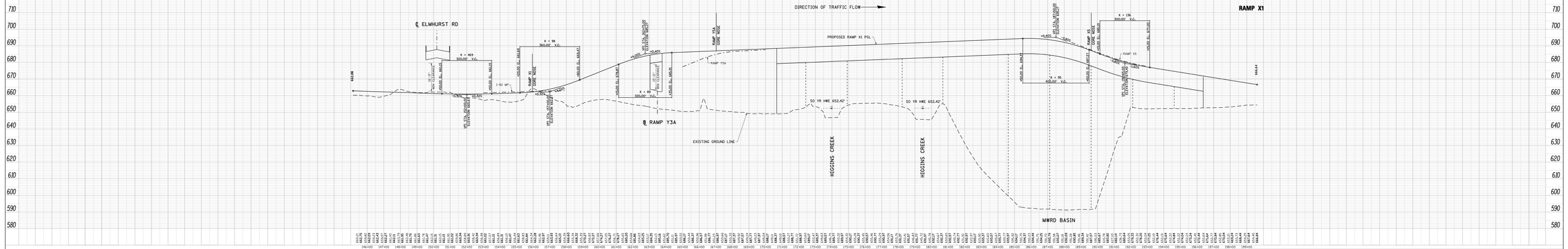
PLOT DATE = 4/5/2011
DESIGNED - CH2M HILL
DRAWN - CH2M HILL
CHECKED - CH2M HILL
DATE - 3/29/2011
REVISED -
ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.
Illinois Department of Transportation
CH2MHILL
JANE ADDAMS MEMORIAL TOLLWAY (I-90)
AT ELMHURST ROAD AND WEST BYPASS
SCALE= SHEET NO. 9 OF 12 SHEETS STA. TO STA.
F.A. RTE. SECTION COUNTY TOTAL SHEET SHEETS NO.
COOK/DUPAGE 12 9
CONTRACT NO.
ILLINOIS FED. AID PROJECT
NORTH SECTION – OPTION A





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ELGIN O'HARE WEST BYPASS
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Virginia Department of Transportation

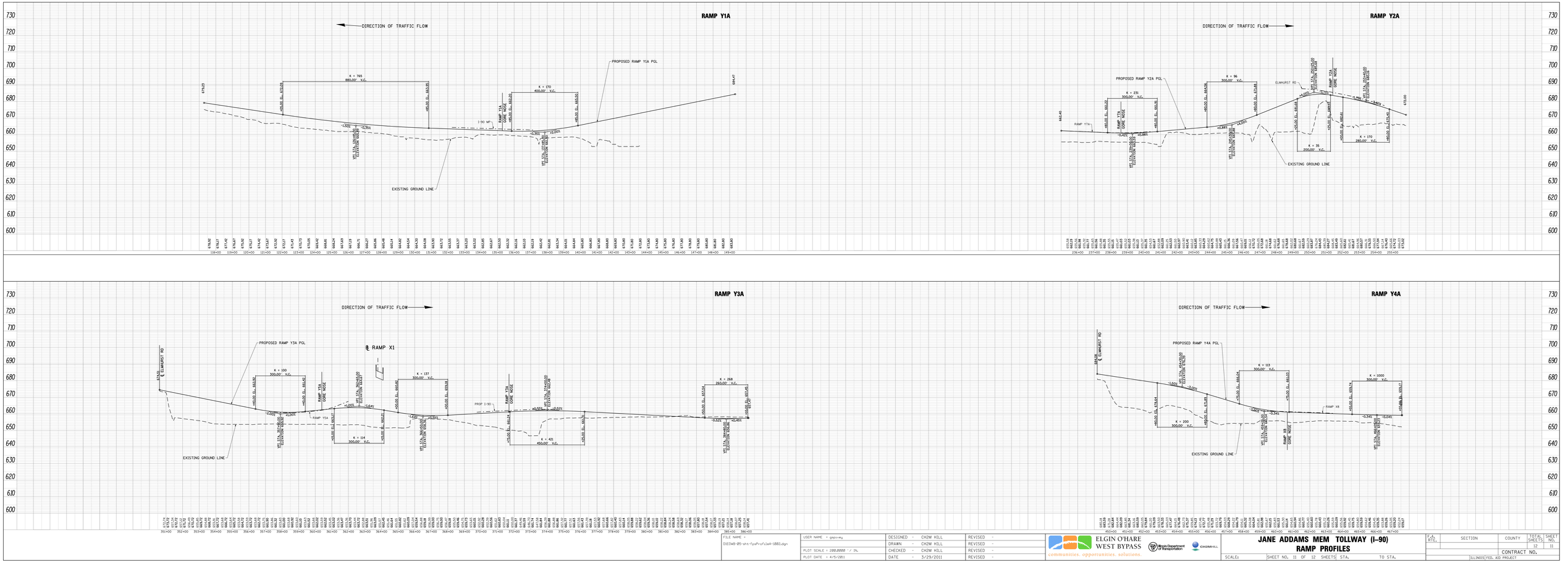
CH2MHILL

JANE ADDAMS MEM TOLLWAY (I-90)
CROSS ROAD AND RAMP PROFILES

SCALES | SHEET NO. 10 OF 12 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			12	10
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

NORTH SECTION – OPTION A



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JANE ADDAMS MEM TOLLWAY (I-90)
RAMP PROFILES

SCALES | SHEET NO. 11 OF 12 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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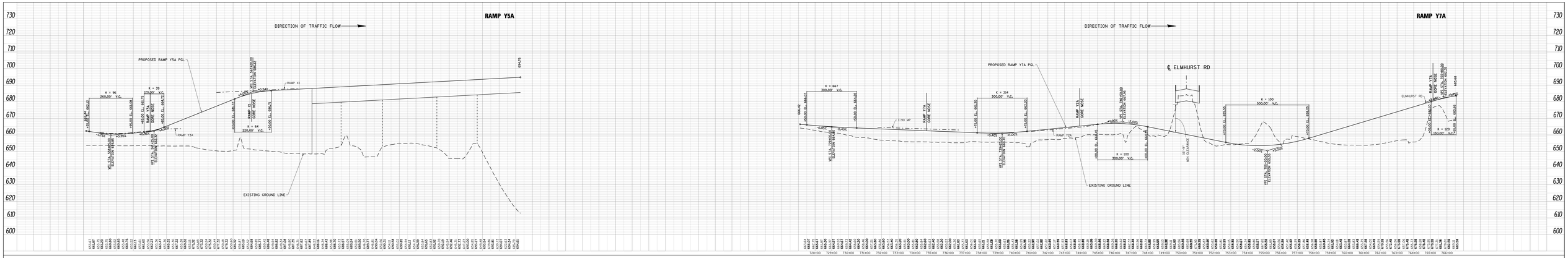
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

NORTH SECTION – OPTION A



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	PLOT DATE = 4/5/2011	DATE - 3/29/2011	REVISED -

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JANE ADDAMS MEM TOLLWAY (I-90)
RAMP PROFILES

SCALE: | SHEET NO. 12 OF 12 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			12	12
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

NORTH SECTION – OPTION A

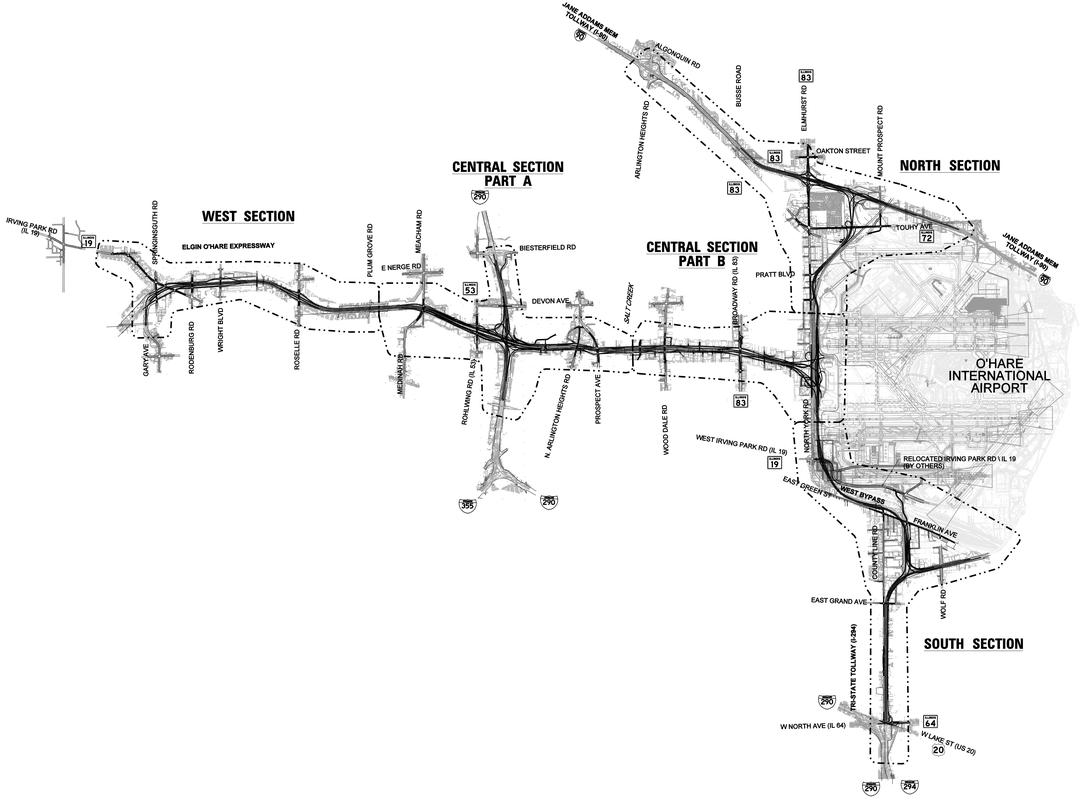
F.A.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			90	1
	ILLINOIS CONTRACT NO.			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

FUNCTIONAL PLANS

DRAFT

MARCH 29, 2011





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Illinois Department of Transportation

CH2MHILL

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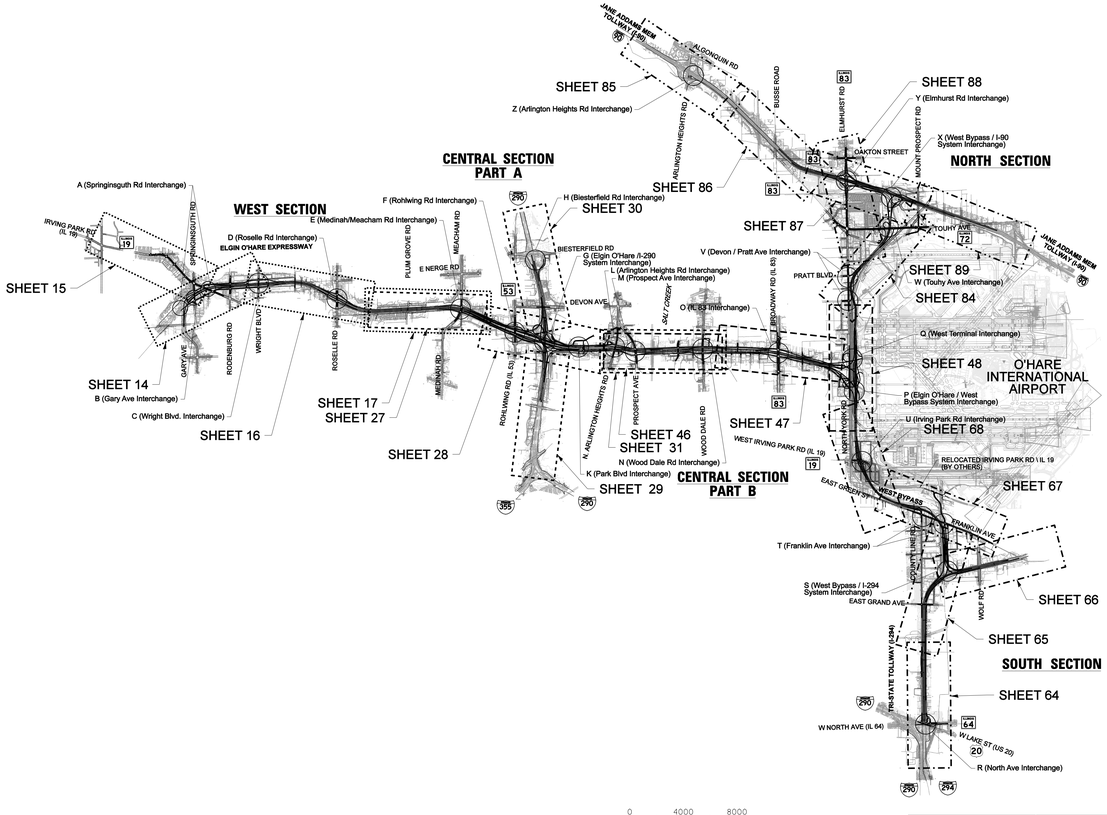

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	WEST SECTION
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	CENTRAL SECTION - PART A
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GENERAL NOTES

1. THESE FUNCTIONAL PLANS ARE FOR THE PURPOSE OF SUPPORTING THE DEVELOPMENT OF THE CEIS BY DEFINING THE FOOT PRINT AREA AND ROADWAY CONFIGURATION. FURTHER REFINEMENTS IN PLAN, PROFILE, AND TYPICAL SECTIONS WILL BE MADE FOR THE GEOMETRIC PLANS.

2. THE FUNCTIONAL PLAN AND PROFILES SHOW ALL LIMITS OF IMPROVEMENTS WITHOUT DIFFERENTIATING RESURFACING, WIDENING, OR RECONSTRUCTION. SPECIFIC TYPES OF CONSTRUCTION IMPROVEMENTS WILL BE SHOWN IN THE GEOMETRIC PLANS.

3. THE SUPERELEVATION DATA PRESENTED IS PER THE 2002 BDE MANUAL PRIOR TO THE RELEASE OF THE 2010 EDITION. THE DESIGN WILL BE UPDATED IN THE GEOMETRIC PLANS ONCE DECISIONS ARE MADE REGARDING THE USE OF THE 2010 BDE MANUAL UPDATES.

4. ON PROFILE SHEETS UNIFORM STRUCTURE DEPTHS ARE ASSUMED BASED ON THE CONTROLLING SPAN LENGTH WITHIN A BRIDGE. BRIDGE DEPTHS SHOWN INCLUDE AN ALLOWANCE FOR CROSS SLOPES AND SUPERELEVATION. THE REQUIRED MINIMUM VERTICAL CLEARANCES ARE LABELED ON THE PROFILE SHEETS.

5. STRATEGIC MILITARY DEFENSE ROUTING (SMDR) IS CONSIDERED WITHIN THE PROJECT LIMITS. DUE TO OTHER SMDR ROUTES AVAILABLE IN THE AREA, A 15-FT MINIMUM VERTICAL CLEARANCE IS USED ON THE ELGIN-O'HARE EXPY, EAST OF I-290, AND THE O'HARE WEST BYPASS, SOUTH OF I-90.

6. ROADWAY DESIGN SHOWN REFLECTS TRAFFIC INFORMATION FROM YEAR 2030 MODEL RUN. TRAFFIC PROJECTIONS FOR YEAR 2040 ARE CURRENTLY UNDER DEVELOPMENT. INCORPORATION OF THE 2040 TRAFFIC VOLUMES AND CORRESPONDING LANE REQUIREMENTS WILL BE REFLECTED IN THE GEOMETRIC PLANS.

7. TYPICAL SECTIONS INCLUDE ADDITIONAL MEDIAN WIDTH RESERVED FOR FUTURE TRANSIT SERVICE (BY OTHERS) ALONG THE ELGIN-O'HARE EXPY, FOR THE NORTH LEG OF THE O'HARE WEST BYPASS THE FUTURE STAR LINE IS ASSUMED TO BE ON THE EAST SIDE OF THE CORRIDOR. NO ADDITIONAL MEDIAN WIDTH IS PROVIDED ALONG I-90, HOWEVER THE FUTURE STAR LINE MAY BE ACCOMMODATED ON THE SOUTH SIDE OF I-90 WITH ADDITIONAL R.O.W. ACQUISITION.

8. ROADWAY DESIGN ASSUMPTIONS HAVE BEEN MADE BASED ON EXISTING DRAINAGE DATA AVAILABLE TO DATE. WITH THE PROPOSED DRAINAGE DESIGN CURRENTLY IN DEVELOPMENT, ROADWAY DESIGN MODIFICATIONS AND DITCH/STORM SEWER DESIGN WILL BE INCLUDED IN GEOMETRIC PLAN SUBMITTALS.

9. PRELIMINARY RAMP PROFILES WERE DEVELOPED TO ASSESS THE NEED FOR ADDITIONAL RIGHT OF WAY. FURTHER REFINEMENT OF THE RAMP PROFILES, INCLUDING THE GORE AREAS, IS REQUIRED AND WILL BE PERFORMED IN THE GEOMETRIC PLANS AND INTERCHANGE DESIGN STUDIES.

10. BRIDGE AND RETAINING WALL LIMITS WILL BE FURTHER STUDIED AND REFINED THROUGH CROSS SECTION DESIGN SUBSEQUENT TO THIS SUBMITTAL.

11. I-88 RAMP CONNECTIONS ASSUME THAT THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY (ISTHA) HAS COMPLETED CONSTRUCTION ON THE I-88 MASTER PLAN CAPACITY IMPROVEMENTS.

12. THE DESIGN SHOWN FOR THE NORTH SECTION OF THE O'HARE WEST BYPASS NEAR DEVON AVE / PRATT BLVD, OVERPASSING THE UNION PACIFIC RAILROAD, ASSUMES THAT THE O'HARE MODERNIZATION PROGRAM HAS DECOMMISSIONED RUNWAY 14R, THEREBY ELIMINATING THE RESULTING AIRSPACE CONSTRAINT.

13. TWO OPTIONS AT THE I-90/MUSTANG RD (I-90 INTERCHANGE REMAIN UNDER EVALUATION.

14. TWO OPTIONS AT THE I-290/ELGIN-O'HARE EXPRESSWAY INTERCHANGE REMAIN UNDER EVALUATION.

15. BASE PLANIMETRIC MAPPING FOR THE PROJECT DISPLAYS SEVERAL HOMES ALONG THE SW EDGE OF THE O'HARE AIRPORT PROPERTY. THESE HOMES HAVE ALREADY BEEN ACQUIRED AND DEMOLISHED BY THE O'HARE MODERNIZATION PROGRAM AND WILL NOT BE DOCUMENTED AS AN IMPACT TO THE PROJECT.

16. CAPACITY IMPROVEMENTS AT THE IL 19/YORK RD. INTERSECTION AND REALIGNMENT OF IL 19, ALONG THE SOUTH EDGE OF THE O'HARE AIRPORT, HAVE BEEN DESIGNED AND WILL BE CONSTRUCTED BY OTHERS. FUTURE TURN LANE IMPROVEMENTS AT INTERSECTIONS ALONG IL 19 ARE PROPOSED AS A PART OF THE ELGIN-O'HARE WEST BYPASS PROJECT.

17. THE RAILROAD BRIDGES PROPOSED WITHIN THE BENSENVILLE RAIL YARD WILL REQUIRE MULTIPLE TRACK REALIGNMENT STAGES TO ACCOMPLISH THE CONSTRUCTION OF THE ROADWAY.

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	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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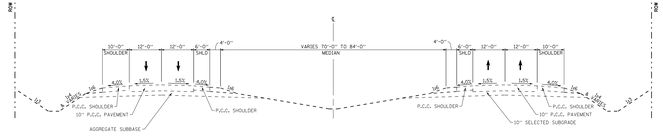
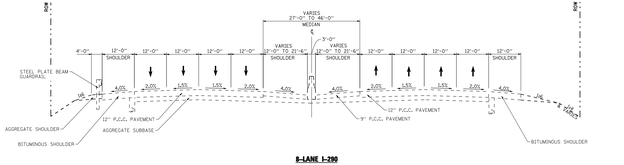
ROADWAY PLAN SHEET LAYOUT
ELGIN O'HARE AND WEST BYPASS

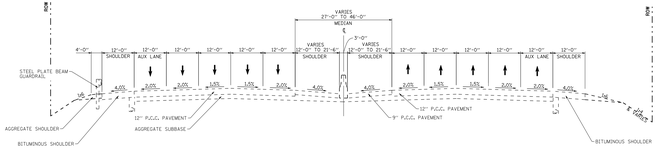
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	2
		CONTRACT NO.		
SCALE=	SHEET NO. 2 OF 99 SHEETS STA.	TO STA.	ILLINOIS	FED. AID PROJECT



ELGIN-O'HARE EXPRESSWAY



8-LANE I-290



10-LANE I-290

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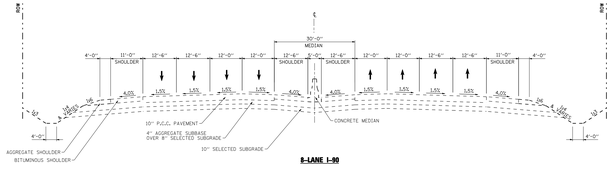
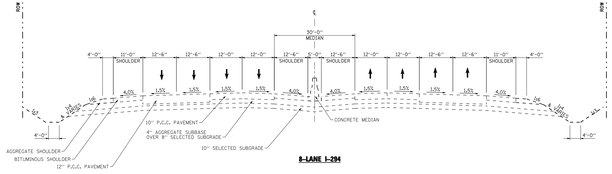


8-LANE I-90



8-LANE I-294

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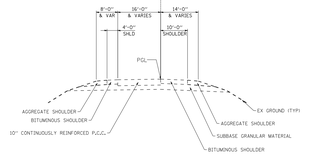

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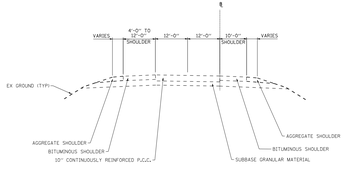

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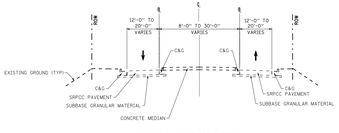

EXISTING 2-LANE LOCAL ROAD
WITH RAISED MEDIAN
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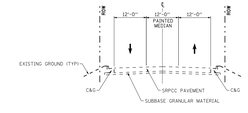
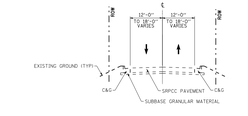


EXISTING 2-LANE LOCAL ROAD
WITH PAINTED MEDIAN
(COUNTY LINE RD)



EXISTING 2-LANE LOCAL ROAD
WITH NO MEDIAN
(MITCHELL BLVD, LIVELY BLVD, NORTHWEST AVE, FRANKLIN AVE, WOLF RD)

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	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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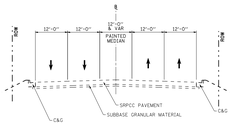
TYPICAL SECTIONS

SCALE: | SHEET NO. 3 OF 99 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	3
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



EXISTING 4-LANE LOCAL ROAD
WITH PAINTED MEDIAN
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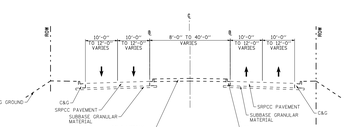
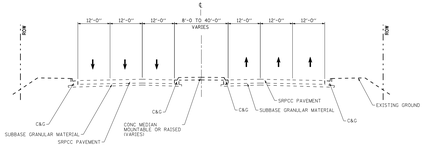
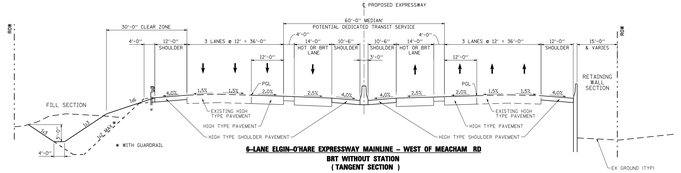


EXISTING 4-LANE LOCAL ROAD
WITH RAISED MEDIAN
(RODENBURG RD, WRIGHT BLVD,
MEDINAH RD/MEACHAM RD, ROHWLING RD,
SPRINGINSOUTH RD, YORK RD/ELMHURST RD, MT. PROSPECT RD)

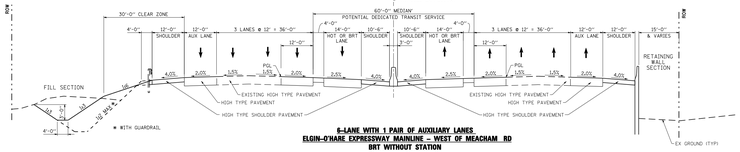


EXISTING 6-LANE LOCAL ROAD
WITH RAISED MEDIAN
(IL 19, ROSELLE RD, IL 83, HIGGINS/TOUHY RD)

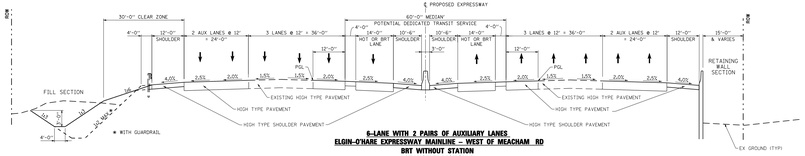
EXISTING TYPICAL SECTIONS



6-LANE ELGIN-O'HARE EXPRESSWAY MAINLINE – WEST OF MEACHAM RD
BRT WITHOUT STATION
(TANGENT SECTION)

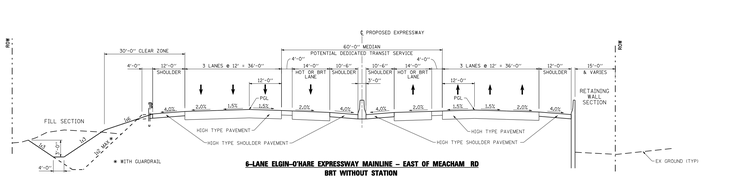


6-LANE WITH 1 PAIR OF AUXILIARY LANES
ELGIN-O'HARE EXPRESSWAY MAINLINE – WEST OF MEACHAM RD
BRT WITHOUT STATION
(TANGENT SECTION)

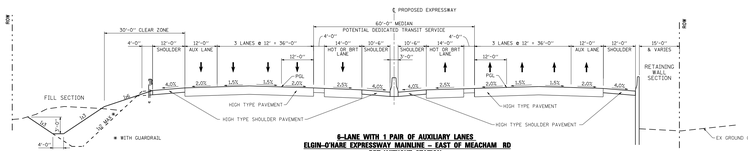


6-LANE WITH 2 PAIRS OF AUXILIARY LANES
ELGIN-O'HARE EXPRESSWAY MAINLINE – WEST OF MEACHAM RD
BRT WITHOUT STATION
(TANGENT SECTION)

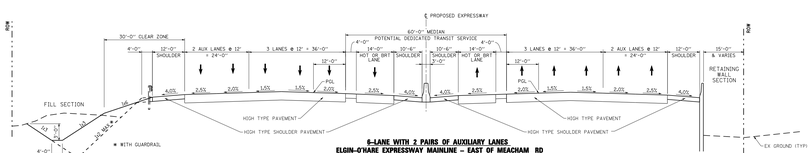
PROPOSED TYPICAL SECTIONS



6-LANE ELGIN-O'HARE EXPRESSWAY MAINLINE – EAST OF MEACHAM RD
BRT WITHOUT STATION
(TANGENT SECTION)



6-LANE WITH 1 PAIR OF AUXILIARY LANES
ELGIN-O'HARE EXPRESSWAY MAINLINE – EAST OF MEACHAM RD
BRT WITHOUT STATION
(TANGENT SECTION)



6-LANE WITH 2 PAIRS OF AUXILIARY LANES
ELGIN-O'HARE EXPRESSWAY MAINLINE – EAST OF MEACHAM RD
BRT WITHOUT STATION
(TANGENT SECTION)

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	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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TYPICAL SECTIONS

SCALE=

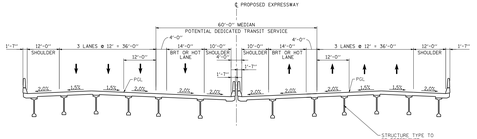
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	4
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

SHEET NO. 4 OF 99 SHEETS STA. TO STA.

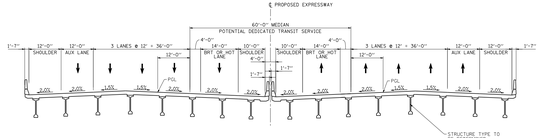
FOR RIGHT SECTION OF
ONE EXPRESSWAY
M RD / MEDINAH RD AND

OF EXISTING WEST SECTION
ARE SHOWN. THESE
RATED INTO THE PROPOSED
SEE FUNCTIONAL PLANS FOR
AL DETAILS.

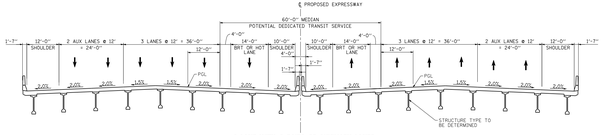
T SECTION 6-LANE MAINLINES
AUXILIARY LANES, SHOWN
D AND EASTBOUND
FROM WEST TO DOWNTOWN.
WAY TYPICAL SECTIONS FOR
ELGIN-O'HARE EXPRESSWAY
MEADOWS RD" FOR APPROPRIATE



6-LANE ELGIN-O'HARE EXPRESSWAY MAINLINE*
BRT WITHOUT STATION
(BRIDGE SECTION)



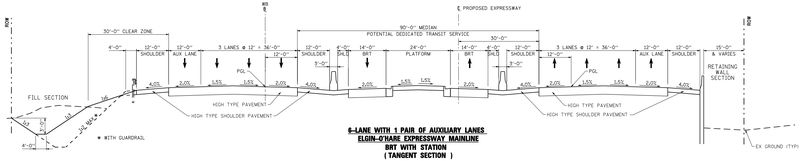
6-LANE WITH 1 PAIR OF AUXILIARY LANES
ELGIN-O'HARE EXPRESSWAY MAINLINE
BRT WITHOUT STATION
(BRIDGE SECTION)



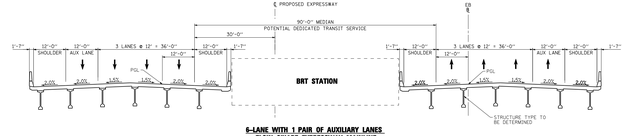
6-LANE WITH 2 PAIRS OF AUXILIARY LANES
ELGIN-O'HARE EXPRESSWAY MAINLINE
BRT WITHOUT STATION
(BRIDGE SECTION)

PROPOSED TYPICAL SECTIONS

* SEE ABOVE NOTES FOR LOCATIONS AT AND WEST OF THE MEADOWS RD / MEDINAH RD INTERCHANGE

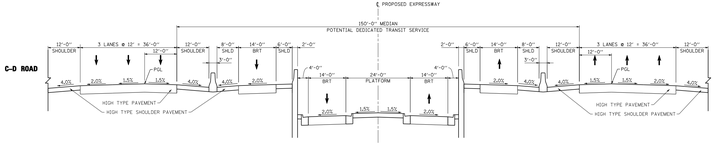


6-LANE WITH 1 PAIR OF AUXILIARY LANES
ELGIN-O'HARE EXPRESSWAY MAINLINE
BRT WITH STATION
(TANGENT SECTION)

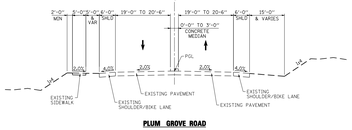


6-LANE WITH 1 PAIR OF AUXILIARY LANES
ELGIN-O'HARE EXPRESSWAY MAINLINE
BRT WITH STATION
(BRIDGE SECTION)

PROPOSED TYPICAL SECTIONS



6-LANE ELGIN-O'HARE MAINLINE
BRT WITH STATION AND EXCLUSIVE RAMPS TO/FROM IL 53
ELGIN-O'HARE EXPRESSWAY AT IL 53
(TANGENT SECTION)



PLUM GROVE ROAD

PROPOSED TYPICAL SECTIONS

FILE NAME = D:\EOW\0-00-sht-fpst\general-tbl.dgn	USER NAME = gapsway	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

ELGIN O'HARE WEST BYPASS
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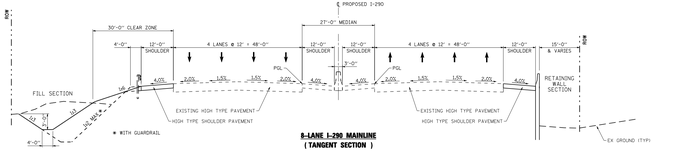
Virginia Department of Transportation
CH2MHILL

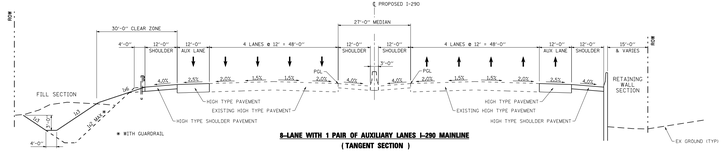
TYPICAL SECTIONS

SCALE= | SHEET NO. 5 OF 99 SHEETS | STA. | TO STA.

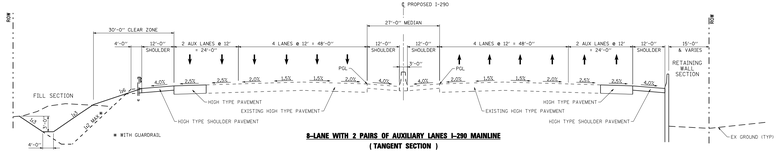
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	5
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



8-LANE I-290 MAINLINE
(TANGENT SECTION)

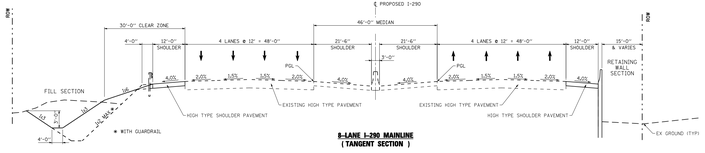


8-LANE WITH 1 PAIR OF AUXILIARY LANES I-290 MAINLINE
(TANGENT SECTION)

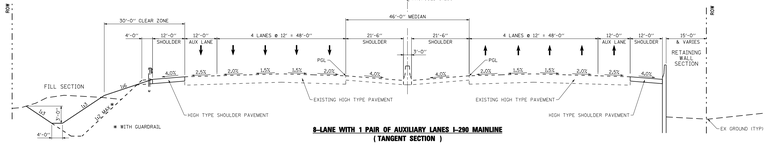


8-LANE WITH 2 PAIRS OF AUXILIARY LANES I-290 MAINLINE
(TANGENT SECTION)

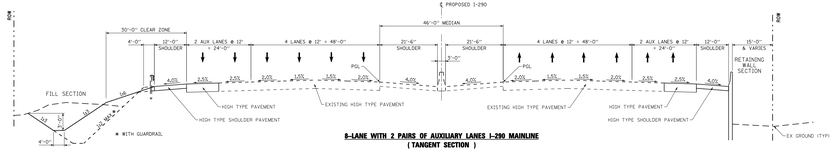
PROPOSED TYPICAL SECTIONS



8-LANE I-290 MAINLINE
(TANGENT SECTION)

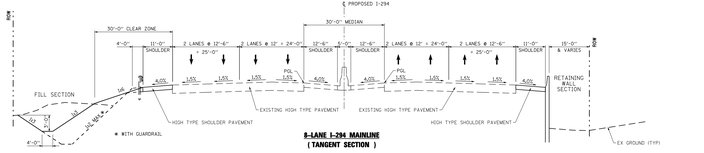


8-LANE WITH 1 PAIR OF AUXILIARY LANES I-290 MAINLINE
(TANGENT SECTION)

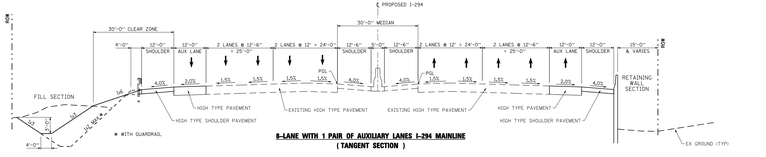


8-LANE WITH 2 PAIRS OF AUXILIARY LANES I-290 MAINLINE
(TANGENT SECTION)

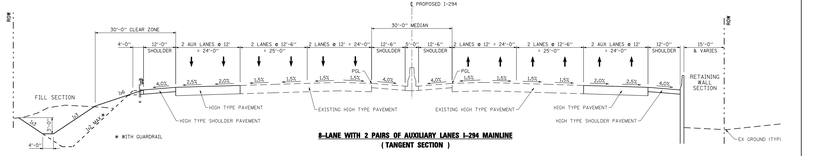
PROPOSED TYPICAL SECTIONS



8-LANE I-294 MAINLINE
(TANGENT SECTION)



8-LANE WITH 1 PAIR OF AUXILIARY LANES I-294 MAINLINE
(TANGENT SECTION)



8-LANE WITH 2 PAIRS OF AUXILIARY LANES I-294 MAINLINE
(TANGENT SECTION)

PROPOSED TYPICAL SECTIONS

FILE NAME = DIEGW8-00-sht-fpstypsecal-IBNL.dgn	USER NAME = gapsway	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

ELGIN O'HARE WEST BYPASS
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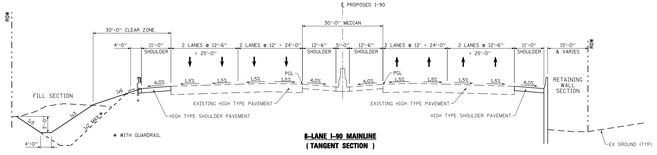
Illinois Department of Transportation
CH2MHILL

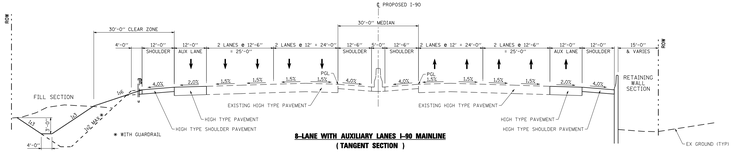
TYPICAL SECTIONS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	6
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

SCALES | SHEET NO. 6 OF 99 SHEETS | STA. | TO STA.

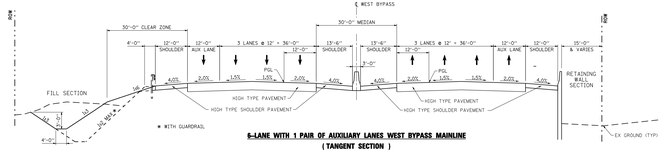


8-LANE I-90 MAINLINE
(TANGENT SECTION)

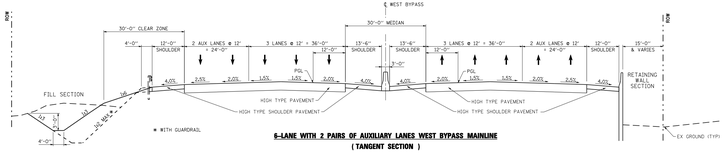


8-LANE WITH AUXILIARY LANES I-90 MAINLINE
(TANGENT SECTION)

PROPOSED TYPICAL SECTIONS



6-LANE WITH 1 PAIR OF AUXILIARY LANES WEST BYPASS MAINLINE
(TANGENT SECTION)

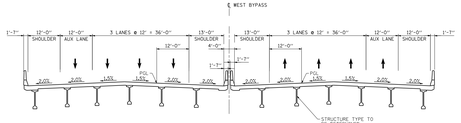


6-LANE WITH 2 PAIRS OF AUXILIARY LANES WEST BYPASS MAINLINE
(TANGENT SECTION)

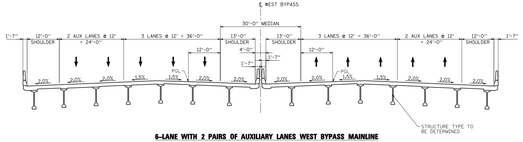
PROPOSED TYPICAL SECTIONS

FILE NAME = DIEOW3-00-sht-fpstypsecal-IDNI.dgn	USER NAME = gapsway	DESIGNED - CH2M HILL	REVISED -	ELGIN O'HARE WEST BYPASS communities. opportunities. solutions.	**TYPICAL SECTIONS**
		DRAWN - CH2M HILL	REVISED -		
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -		SCALES SHEET NO. 7 OF 99 SHEETS STA. TO STA.
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	7
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

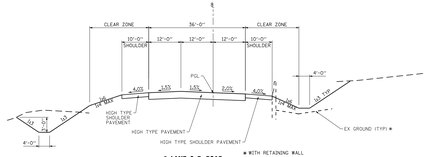


6-LANE WITH 1 PAIR OF AUXILIARY LANES WEST BYPASS MAINLINE
(BRIDGE SECTION)

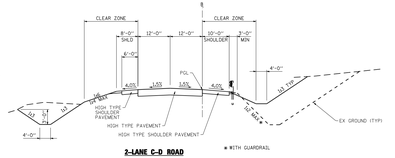


6-LANE WITH 2 PAIRS OF AUXILIARY LANES WEST BYPASS MAINLINE
(BRIDGE SECTION)

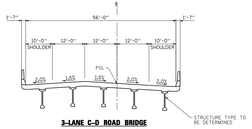
PROPOSED TYPICAL SECTIONS



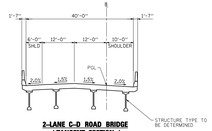
3-LANE C-D ROAD
(TANGENT SECTION)



2-LANE C-D ROAD
(TANGENT SECTION)



3-LANE C-D ROAD BRIDGE
(TANGENT SECTION)

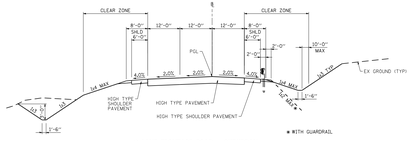


2-LANE C-D ROAD BRIDGE
(TANGENT SECTION)

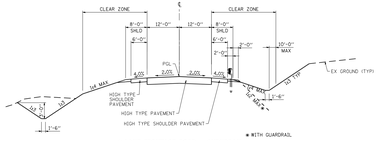
PROPOSED TYPICAL SECTIONS

FILE NAME = DIEOWB-00-sht-fpstypsecal-1001.dgn	USER NAME = gapsway	DESIGNED - CH2M HILL	REVISED -	ELGIN O'HARE WEST BYPASS communities. opportunities. solutions.	**TYPICAL SECTIONS**
		DRAWN - CH2M HILL	REVISED -		
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -		
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -		SCALES SHEET NO. 8 OF 99 SHEETS STA. TO STA.

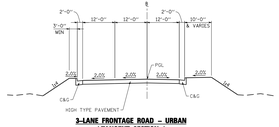
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	8
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



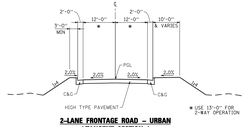
3-LANE FRONTAGE ROAD – SUBURBAN
(TANGENT SECTION)



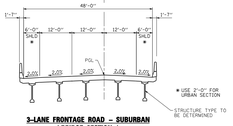
2-LANE FRONTAGE ROAD – SUBURBAN
(TANGENT SECTION)



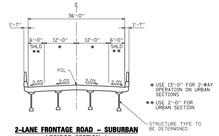
3-LANE FRONTAGE ROAD – URBAN
(TANGENT SECTION)



2-LANE FRONTAGE ROAD – URBAN
(TANGENT SECTION)

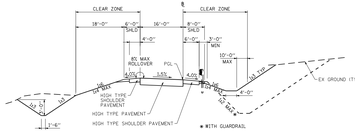


3-LANE FRONTAGE ROAD – SUBURBAN
(BRIDGE SECTION)

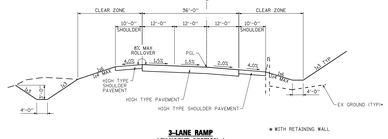


2-LANE FRONTAGE ROAD – SUBURBAN
(BRIDGE SECTION)

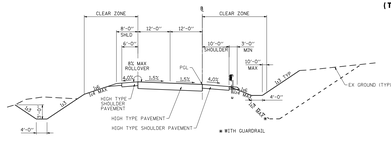
PROPOSED TYPICAL SECTIONS



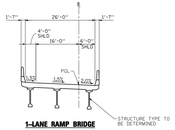
1-LANE RAMP
(TANGENT SECTION)



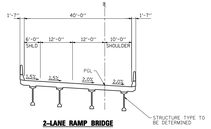
2-LANE RAMP
(TANGENT SECTION)



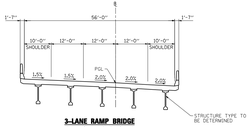
2-LANE RAMP
(TANGENT SECTION)



1-LANE RAMP BRIDGE
(TANGENT SECTION)

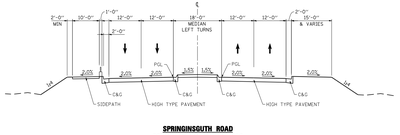


2-LANE RAMP BRIDGE
(TANGENT SECTION)

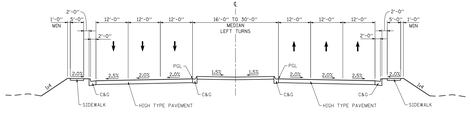


3-LANE RAMP BRIDGE
(TANGENT SECTION)

PROPOSED TYPICAL SECTIONS



SPRINGINGSOUTH ROAD
BETWEEN RAMP TERMINALS



IRVING PARK ROAD (IL 19)
WISE RD TO SPRING SOUTH RD



IRVING PARK ROAD (IL 19)
SPRING SOUTH RD TO RODENBURG RD

PROPOSED TYPICAL SECTIONS

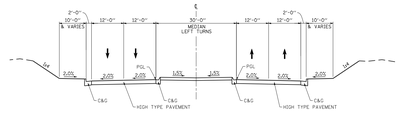
FILE NAME = D:\EOWB-00-sht-(pst)gensol-1INT.dgn	USER NAME = gopinwg	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.
Virginia Department of Transportation
CH2MHILL

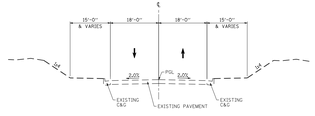
TYPICAL SECTIONS

SCALE: | SHEET NO. 9 OF 99 SHEETS | STA. | TO STA.

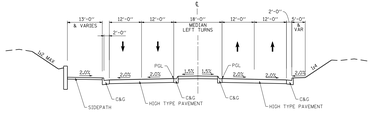
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	9
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



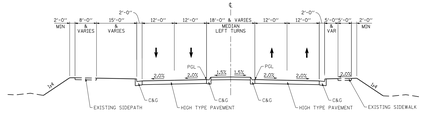
RODENBURG ROAD
BETWEEN FRONTAGE ROADS



MITCHELL BLVD

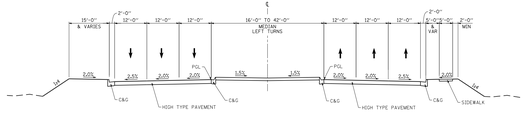


WRIGHT BLVD
BETWEEN RAMP TERMINALS

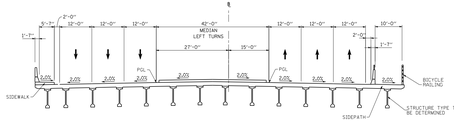


WRIGHT BLVD
CP RAILROAD SPUR CROSSING TO EB FRONTAGE RD

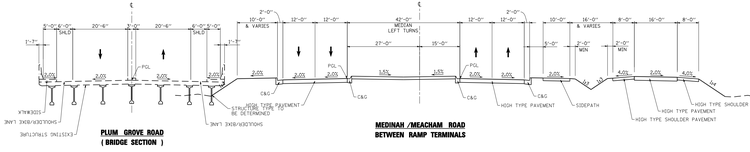
PROPOSED TYPICAL SECTIONS



ROSELLE ROAD
DEVON AVE TO NERGE RD



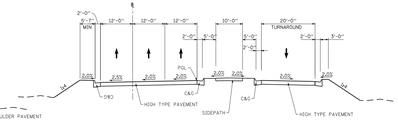
ROSELLE ROAD
BETWEEN RAMP TERMINALS
(BRIDGE SECTION)



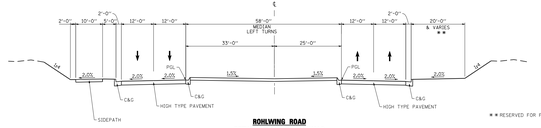
PLUM GROVE ROAD
(BRIDGE SECTION)

MEDINAH /MEACHAM ROAD
BETWEEN RAMP TERMINALS

PROPOSED TYPICAL SECTIONS

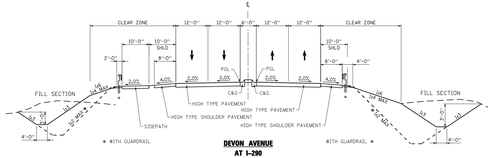


PARK BLVD
BETWEEN FRONTAGE ROADS

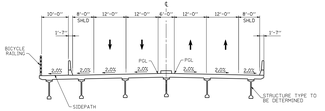


** RESERVED FOR FUTURE SIDEWALK

ROHLWING ROAD
BETWEEN RAMP TERMINALS



DEVON AVENUE
AT I-290



DEVON AVENUE
AT I-290
(BRIDGE SECTION)

PROPOSED TYPICAL SECTIONS

FILE NAME = DIE0W0-00-sht-(pst)general-IBNI.dgn	USER NAME = gapiway	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

ELGIN O'HARE WEST BYPASS
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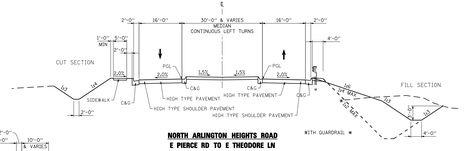
CH2MHILL

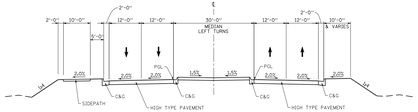
TYPICAL SECTIONS

SCALES | SHEET NO. 10 OF 99 SHEETS | STA. | TO STA.

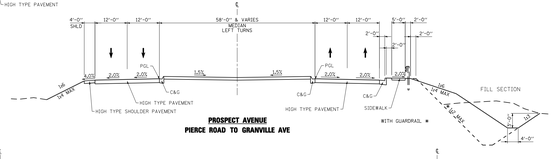
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	10
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



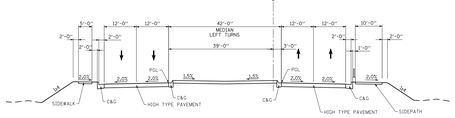
NORTH ARLINGTON HEIGHTS ROAD
E PIERCE RD TO E THEODORE LN



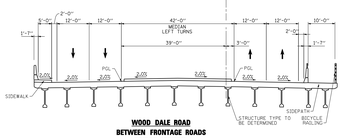
MITTEL BLVD
BETWEEN FRONTAGE ROADS



PROSPECT AVENUE
PIERCE ROAD TO GRANVILLE AVE

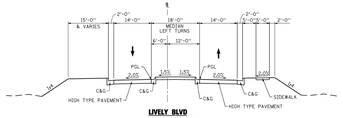


WOOD DALE ROAD
BETWEEN FRONTAGE ROADS

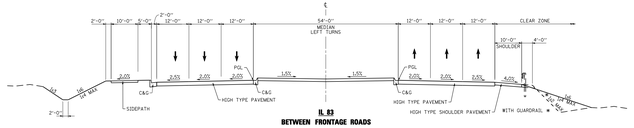


WOOD DALE ROAD
BETWEEN FRONTAGE ROADS
(BRIDGE SECTION)

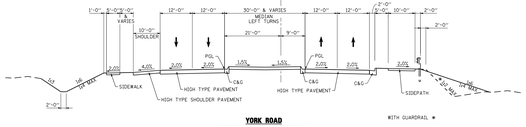
PROPOSED TYPICAL SECTIONS



LIVELY BLVD
BETWEEN FRONTAGE ROADS

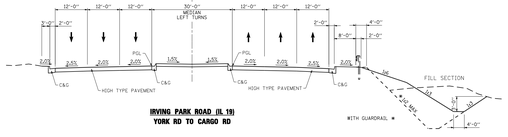


IL 83
BETWEEN FRONTAGE ROADS

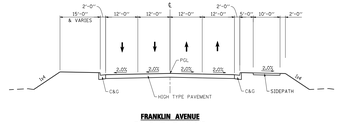


YORK ROAD
BETWEEN RAMP TERMINALS

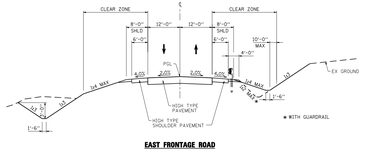
PROPOSED TYPICAL SECTIONS



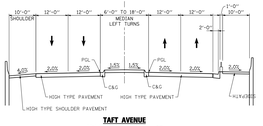
IRVING PARK ROAD (IL 19)
YORK RD TO CARGO RD



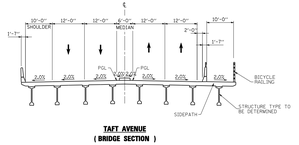
FRANKLIN AVENUE
TAFT RD TO WOLF RD



EAST FRONTAGE ROAD
WEST BYPASS AT I-294



TAFT AVENUE
FRANKLIN AVE TO IL 19



TAFT AVENUE
(BRIDGE SECTION)

PROPOSED TYPICAL SECTIONS

FILE NAME = DIEOWB-BR-sht-fpstypsecal-IBNL.dgn	USER NAME = gapsway	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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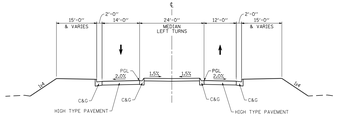
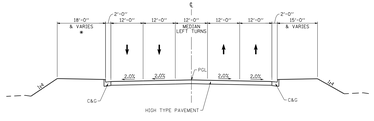
TYPICAL SECTIONS

SCALES | SHEET NO. 11 OF 99 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	11
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

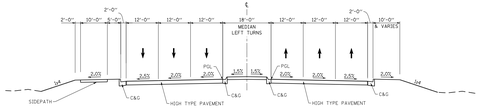


COUNTY LINE ROAD
AT GREEN ST/FRANKLIN AVE

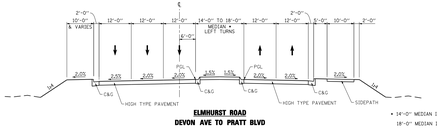


* RESERVED FOR FUTURE SIDEPATH

EAST GRAND AVENUE

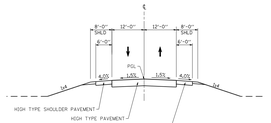


TOUHY AVENUE
ELMHURST RD TO WEST BYPASS

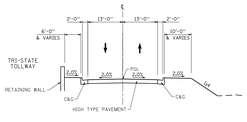


ELMHURST ROAD
DEVON AVE TO PRATT BLVD

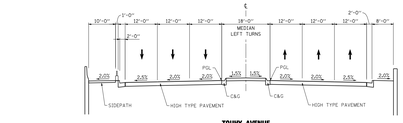
* 14'-0" MEDIAN IS PAINTED OR MOUNTABLE
18'-0" MEDIAN IS RAISED



COUNTY LINE ROAD
LAKE ST TO GRAND AVE

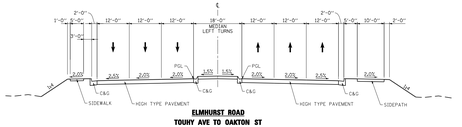


NORTHWEST AVENUE
DOMINICK'S TO GRAND AVE

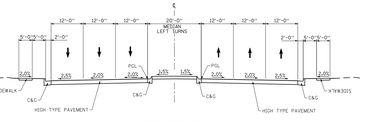


* RESERVED FOR FUTURE PED/BIKE TRAIL MAY REQUIRE BARRIERS

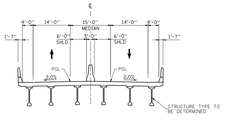
TOUHY AVENUE
WEST BYPASS TO MT. PROSPECT RD



ELMHURST ROAD
TOUHY AVE TO OAKTON ST

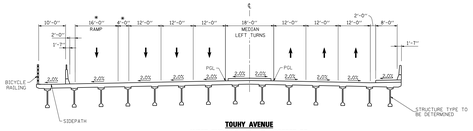


NORTH AVENUE (IL 64)
I-290 TO RAILROAD AVE



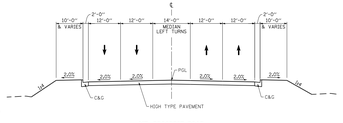
US 20 (LAKE ST)
AT NORTH AVE

PROPOSED TYPICAL SECTIONS



* RAMP AND 4 FT OFFSET NOT PROPOSED AT RAILROAD BRIDGE

TOUHY AVENUE
WEST BYPASS TO MT. PROSPECT RD
(BRIDGE SECTIONS OVER WEST BYPASS & RR)



MT. PROSPECT ROAD
AT TOUHY AVE

PROPOSED TYPICAL SECTIONS



ELMHURST ROAD
OVER I-90
(BRIDGE SECTION)

PROPOSED TYPICAL SECTIONS

FILE NAME = DIEGW8-00-sht-fpstypsecsl-10NL.dgn	USER NAME = gapsway	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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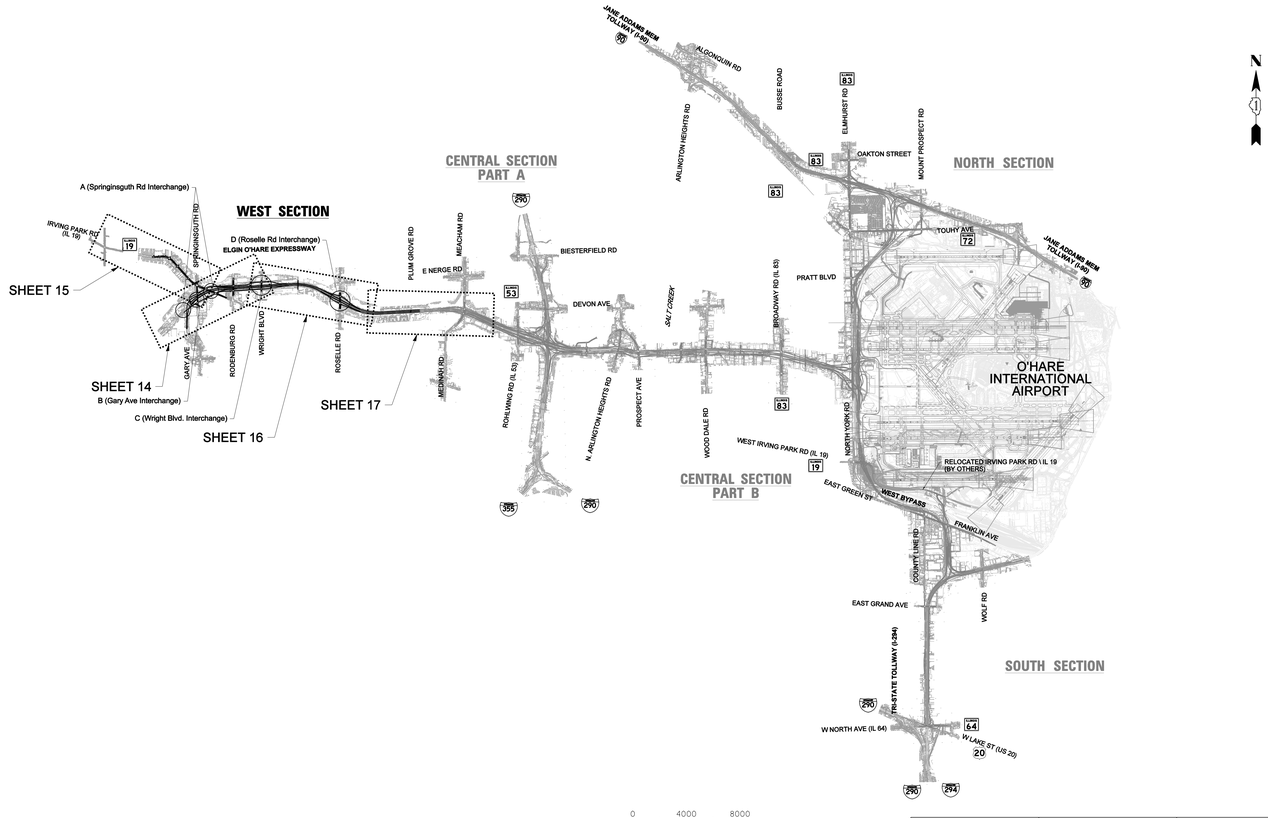
TYPICAL SECTIONS

SCALES | SHEET NO. 12 OF 99 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	12
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



INDEX OF SHEETS

1	COVER SHEET
2	ROADWAY PLAN SHEET LAYOUT
3 - 12	TYPICAL SECTION SHEETS
	WEST SECTION
13	ROADWAY PLAN SHEET LAYOUT
14 - 17	ROADWAY PLAN SHEETS
18 - 25	ROADWAY PROFILE SHEETS
	CENTRAL SECTION - PART A
26	ROADWAY PLAN SHEET LAYOUT
27 - 31	ROADWAY PLAN SHEETS
32 - 44	ROADWAY PROFILE SHEETS
	CENTRAL SECTION - PART B
45	ROADWAY PLAN SHEET LAYOUT
46 - 48	ROADWAY PLAN SHEETS
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	SOUTH SECTION
63	ROADWAY PLAN SHEET LAYOUT
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69 - 82	ROADWAY PROFILE SHEETS
	NORTH SECTION
83	ROADWAY PLAN SHEET LAYOUT
84 - 89	ROADWAY PLAN SHEETS
90 - 99	ROADWAY PROFILE SHEETS

FILE NAME = DIEOW8-01-wht-fpnPlan-1000.dgn	USER NAME = gnpivey	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 4000.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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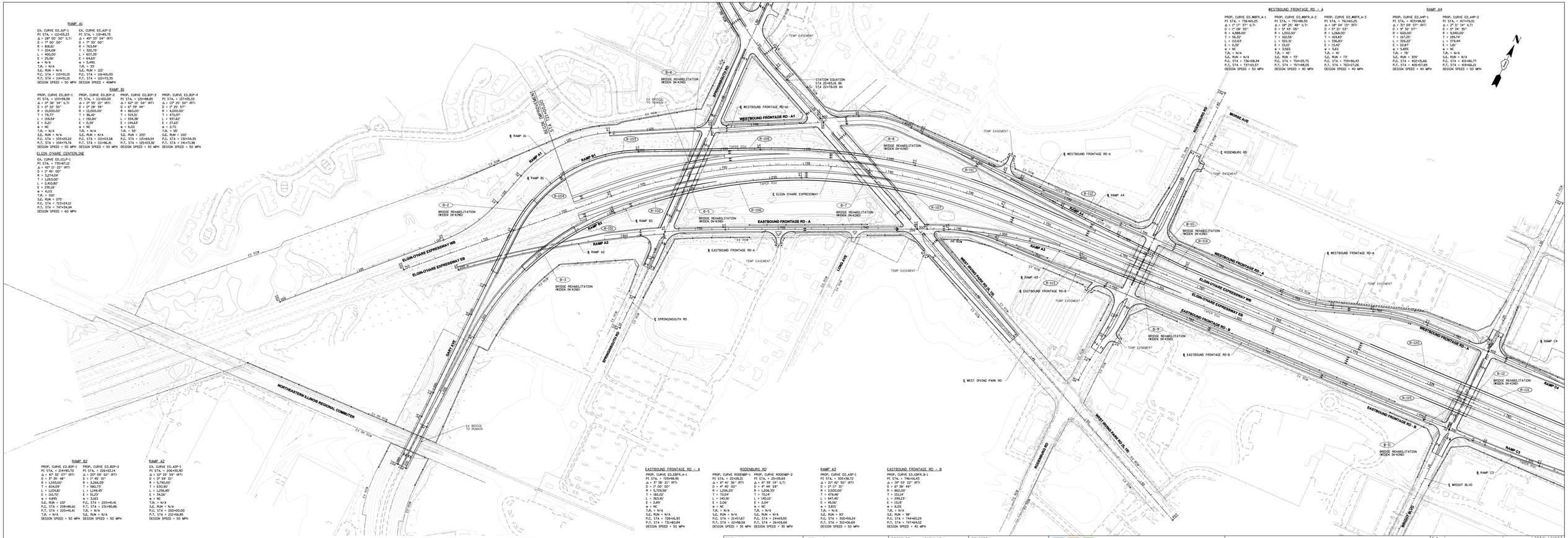
ROADWAY PLAN SHEET LAYOUT
ELGIN O'HARE AND WEST BYPASS

SCALE: | SHEET NO. 13 OF 99 SHEETS | STA. TO STA.

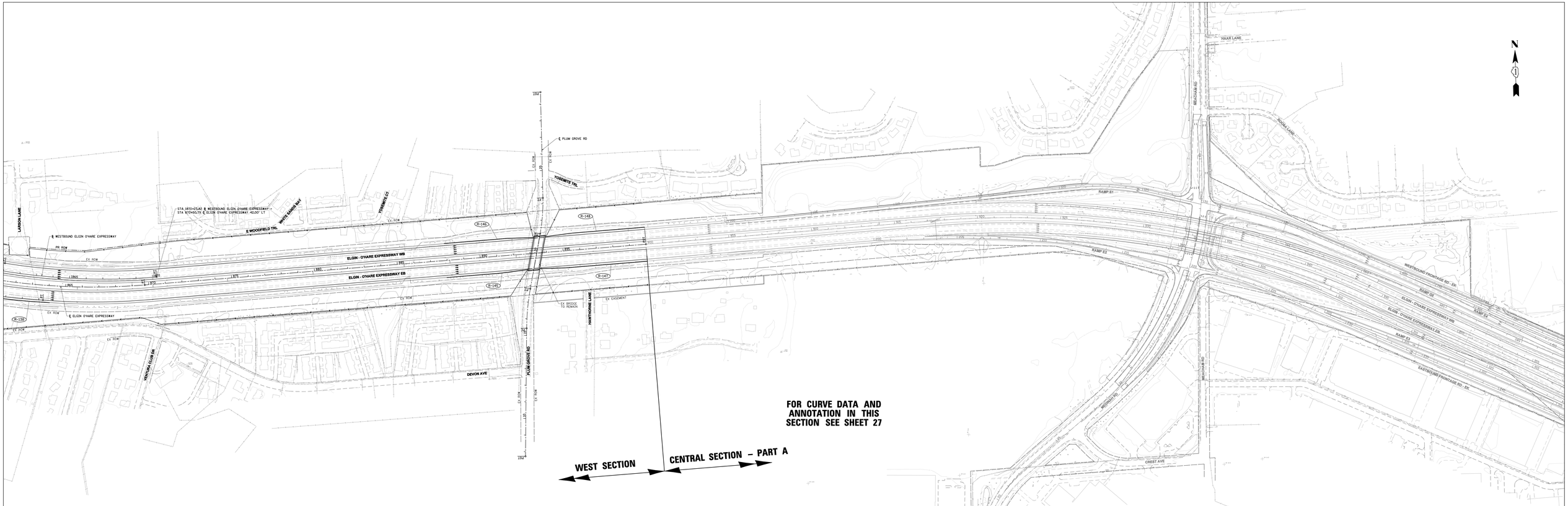
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	13
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

WEST SECTION


RAMP A1
EX. CURVE EO_A1P-1
PI STA. = 112+55.23
Δ = 28° 00' 00" (LT)
D = 7° 00' 00"
R = 818.51'
T = 204.08'
L = 400.00'
E = 25.26'
e = 4.00%
TJR. = N/A
S.E. RUN = N/A
P.C. STA = 110+51.15
P.T. STA = 114+51.15
DESIGN SPEED = 50 MPH
EX. CURVE EO_A1P-2
PI STA. = 119+85.75
Δ = 45° 30' 04" (RT)
D = 7° 30' 00"
R = 763.94'
T = 320.75'
L = 607.35'
E = 64.80'
e = 4.00%
TJR. = 33'
S.E. RUN = 122'
P.C. STA = 116+65.00
P.T. STA = 122+72.35
DESIGN SPEED = 40MPH
RAMP B1
PROP. CURVE EO_B1P-1
PI STA. = 103+98.39
Δ = 0° 36' 34" (LT)
D = 0° 22' 55"
R = 15,000.00'
T = 79.77'
L = 159.54'
E = 0.21'
e = NC
TJR. = N/A
S.E. RUN = N/A
P.C. STA = 103+20.22
P.T. STA = 104+79.76
DESIGN SPEED = 50 MPH
PROP. CURVE EO_B1P-2
PI STA. = 111+00.00
Δ = 0° 55' 15" (RT)
D = 0° 28' 39"
R = 12,000.00'
T = 96.40'
L = 192.84'
E = 0.39'
e = NC
TJR. = N/A
S.E. RUN = N/A
P.C. STA = 110+03.58
P.T. STA = 111+96.41
DESIGN SPEED = 50 MPH
PROP. CURVE EO_B1P-3
PI STA. = 120+88.85
Δ = 62° 15' 04" (RT)
D = 6° 39' 44"
R = 860.00'
T = 515.31'
L = 934.38'
E = 154.58'
e = 6.00%
TJR. = 55'
S.E. RUN = 220'
P.C. STA = 115+93.54
P.T. STA = 125+53.92
DESIGN SPEED = 50 MPH
PROP. CURVE EO_B1P-4
PI STA. = 137+05.33
Δ = 13° 25' 50" (RT)
D = 1° 25' 57"
R = 4,000.00'
T = 470.31'
L = 937.62'
E = 27.59'
e = 2.7%
TJR. = 55'
S.E. RUN = 100'
P.C. STA = 132+34.35
P.T. STA = 142+71.98
DESIGN SPEED = 50 MPH
ELGIN O'HARE CENTERLINE
EX. CURVE EO_01LP-1
PI STA. = 735+87.12
Δ = 42° 31' 22" (RT)
D = 3° 00' 00"
R = 1,234.04'
T = 1,263.06'
L = 2,410.82'
E = 276.36'
e = 4.11%
TJR. = 100'
S.E. RUN = 275'
P.C. STA = 723+24.12
P.T. STA = 747+34.94
DESIGN SPEED = 60 MPH
RAMP B2
PROP. CURVE EO_B2P-1
PI STA. = 204+90.70
Δ = 45° 52' 07" (RT)
D = 3° 35' 48"
R = 1,595.00'
T = 604.09'
L = 1,064.81'
E = 115.70'
e = 4.89%
S.E. RUN = 122'
P.C. STA = 208+86.61
P.T. STA = 220+41.41
TJR. = N/A
DESIGN SPEED = 50 MPH
PROP. CURVE EO_B2P-2
PI STA. = 226+02.14
Δ = 120° 02' 36" (RT)
D = 1° 45' 35"
R = 3,246.05'
T = 580.73'
L = 1,696.45'
E = 51.23'
e = 5.16%
P.C. STA = 220+40.41
P.T. STA = 237+90.86
TJR. = N/A
S.E. RUN = N/A
DESIGN SPEED = 50 MPH
RAMP A2
EX. CURVE EO_A2P-1
PI STA. = 206+30.90
Δ = 2° 00' 00" (RT)
D = 0° 59' 37"
R = 5,750.00'
T = 100.80'
L = 1,256.85'
E = 34.26'
e = NC
TJR. = N/A
S.E. RUN = N/A
P.C. STA = 200+00.00
P.T. STA = 212+56.85
DESIGN SPEED = 50 MPH
WESTBOUND FRONTAGE RD - A
PROP. CURVE EO_WBFR_A-1
PI STA. = 736+48.30
Δ = 18° 29' 48" (LT)
D = 1° 08' 55"
R = 4,988.00'
T = 56.32'
L = 112.63'
E = 0.32'
e = NC
TJR. = N/A
S.E. RUN = N/A
P.C. STA = 736+08.94
P.T. STA = 737+01.57
DESIGN SPEED = 50 MPH
PROP. CURVE EO_WBFR_A-2
PI STA. = 750+48.30
Δ = 18° 29' 48" (LT)
D = 5° 43' 00"
R = 1,002.00'
T = 163.90'
L = 322.51'
E = 13.36'
e = 3.56%
TJR. = 42'
S.E. RUN = 73'
P.C. STA = 754+25.75
P.T. STA = 757+48.25
DESIGN SPEED = 40 MPH
PROP. CURVE EO_WBFR_A-3
PI STA. = 761+40.25
Δ = 18° 04' 13" (RT)
D = 5° 21' 53"
R = 1,068.00'
T = 169.83'
L = 336.83'
E = 13.63'
e = 3.62%
TJR. = 42'
S.E. RUN = 73'
P.C. STA = 759+90.43
P.T. STA = 763+27.26
DESIGN SPEED = 40 MPH
RAMP A4
PROP. CURVE EO_A4P-1
PI STA. = 403+98.92
Δ = 31° 09' 07" (RT)
D = 9° 32' 57"
R = 600.00'
T = 167.25'
L = 326.22'
E = 22.66'
e = 5.89%
TJR. = 78'
S.E. RUN = 305'
P.C. STA = 402+31.66
P.T. STA = 405+57.89
DESIGN SPEED = 40 MPH
PROP. CURVE EO_A4P-2
PI STA. = 417+76.51
Δ = 2° 11' 14" (LT)
D = 0° 34' 35"
R = 9,945.00'
T = 189.74'
L = 379.44'
E = 1.81'
e = NC
TJR. = N/A
S.E. RUN = N/A
P.C. STA = 415+86.77
P.T. STA = 419+66.21
DESIGN SPEED = 50 MPH
EASTBOUND FRONTAGE RD - A
PROP. CURVE EO_EBFR_A-1
PI STA. = 729+98.95
Δ = 3° 38' 21" (RT)
D = 1° 00' 00"
R = 5,729.58'
T = 182.02'
L = 363.90'
E = 2.89'
e = NC
TJR. = N/A
S.E. RUN = N/A
P.C. STA = 729+16.93
P.T. STA = 731+80.84
DESIGN SPEED = 50 MPH
RODDENBURG RD
PROP. CURVE RODDNBP-1
PI STA. = 22+28.21
Δ = 6° 41' 36" (RT)
D = 4° 45' 00"
R = 1,206.25'
T = 70.54'
L = 140.51'
E = 2.06'
e = NC
TJR. = N/A
S.E. RUN = N/A
P.C. STA = 21+57.67
P.T. STA = 22+98.18
DESIGN SPEED = 35 MPH
PROP. CURVE RODDNBP-2
PI STA. = 25+39.49
Δ = 6° 39' 19" (LT)
D = 4° 44' 59"
R = 1,206.37'
T = 70.14'
L = 140.12'
E = 2.04'
e = NC
TJR. = N/A
S.E. RUN = N/A
P.C. STA = 24+68.55
P.T. STA = 26+09.68
DESIGN SPEED = 35 MPH
RAMP A3
PROP. CURVE EO_A3P-1
PI STA. = 305+38.72
Δ = 25° 40' 50" (RT)
D = 2° 17' 31"
R = 2,500.00'
T = 479.49'
L = 947.49'
E = 45.56'
e = 5.85%
TJR. = N/A
S.E. RUN = 83'
P.C. STA = 300+59.24
P.T. STA = 310+06.69
DESIGN SPEED = 50 MPH
EASTBOUND FRONTAGE RD - B
PROP. CURVE EO_EBFR_B-1
PI STA. = 746+16.43
Δ = 18° 53' 22" (RT)
D = 6° 38' 49"
R = 862.00'
T = 151.14'
L = 299.23'
E = 13.15'
e = 6.00%
TJR. = N/A
S.E. RUN = 98'
P.C. STA = 744+65.29
P.T. STA = 747+64.52
DESIGN SPEED = 40 MPH
STATION EQUATION
STA 22+83.18 BK
STA 22+78.09 AH
B-1 BRIDGE REHABILITATION WIDEN (N+KIND)
B-2 BRIDGE REHABILITATION WIDEN (N+KIND)
B-3 BRIDGE REHABILITATION WIDEN (N+KIND)
B-4 BRIDGE REHABILITATION WIDEN (N+KIND)
B-5 BRIDGE REHABILITATION WIDEN (N+KIND)
B-6 BRIDGE REHABILITATION WIDEN (N+KIND)
B-7 BRIDGE REHABILITATION WIDEN (N+KIND)
B-8 BRIDGE REHABILITATION WIDEN (N+KIND)
B-9 BRIDGE REHABILITATION WIDEN (N+KIND)
B-10 BRIDGE REHABILITATION WIDEN (N+KIND)
B-11 BRIDGE REHABILITATION WIDEN (N+KIND)
B-12 BRIDGE REHABILITATION WIDEN (N+KIND)
EX BRIDGE TO REMAIN
EX BRIDGE TO REMAIN
R-101
R-102
R-103
R-104
R-105
R-106
R-107
R-108
R-109
R-110
R-111
R-112
R-113
R-114
R-115
R-120
R-121
RAMP A1
RAMP B1
RAMP B2
RAMP A2
RAMP A3
RAMP A4
RAMP C4
RAMP C2
RAMP C3
WESTBOUND FRONTAGE RD - A1
WESTBOUND FRONTAGE RD-A1
WESTBOUND FRONTAGE RD-A
EASTBOUND FRONTAGE RD - A
EASTBOUND FRONTAGE RD-A
EASTBOUND FRONTAGE RD-B
ELGIN O'HARE EXPRESSWAY
ELGIN-O'HARE EXPRESSWAY WB
ELGIN-O'HARE EXPRESSWAY EB
SPRINGINGSOUTH RD
SPRINGINGSOUTH RD
SPRINGINGSOUTH RD
SPRINGINGSOUTH RD
RODDENBURG RD
RODDENBURG RD
RODDENBURG RD
RODDENBURG RD
MORSE AVE
LORA AVE
LORA AVE
OAKY AVE
OAKY AVE
WEST IRVING PARK RD
WEST IRVING PARK RD
WEST IRVING PARK RD
WEST IRVING PARK RD
NORTHEASTERN ILLINOIS REGIONAL COMMUTER
NORTHEASTERN ILLINOIS REGIONAL COMMUTER
TEMP EASTBOUND FRONTAGE RD-A
TEMP EASTBOUND FRONTAGE RD-B
TEMP WESTBOUND FRONTAGE RD-A
TEMP WESTBOUND FRONTAGE RD-A1
TEMP ELGIN O'HARE EXPRESSWAY
TEMP RODDENBURG RD
TEMP WRIGHT BLVD
TEMP
TAPER 300
TAPER 400
TAPER 500
TAPER 600
TAPER 700
TAPER 800
TAPER 900
TAPER 1000
TAPER 1100
TAPER 1200
TAPER 1300
TAPER 1400
TAPER 1500
TAPER 1600
TAPER 1700
TAPER 1800
TAPER 1900
TAPER 2000
TAPER 2100
TAPER 2200
TAPER


EX. CURVE WIRVINGP-1
PI STA. = 383+45.18
Δ = 14° 19' 40" (LT)
D = 2° 06' 05"
R = 2,726.57'
T = 342.70'
L = 681.82'
E = 21.45'
M = 21.20'
S.E. = 0.10
S.E. RUN = 83'
P.C. STA = 380+22.48
P.T. STA = 387+04.30
DESIGN SPEED = 40 MPH
WEST IRVING PARK RD
PROP. CURVE WIRVINGP-2
PI STA. = 396+25.32
Δ = 51° 05' 14" (RT)
D = 5° 20' 38"
R = 1,072.06'
T = 512.40'
L = 955.98'
E = 116.05'
M = 101.70'
S.E. = 0.10
S.E. RUN = 83'
P.C. STA = 391+12.92
P.T. STA = 400+68.90
DESIGN SPEED = 40 MPH
EX. CURVE WIRVINGP-3
PI STA. = 164+89.02
Δ = 25° 33' 24" (LT)
D = 2° 30' 00"
R = 2,292.83'
T = 519.78'
L = 1,022.27'
E = 58.20'
M = 51.60'
S.E. = 0.10
S.E. RUN = 83'
P.C. STA = 159+69.24
P.T. STA = 169+91.51
DESIGN SPEED = 40 MPH
OLDE SALEM CIR
WISE RD
NORTHWAY CIR
OLDE SALEM RD
COVENTRY CIR
PRINCETON CIR DR
WEST IRVING PARK RD (IL 19)
KEYSTONE PL
GEORGETOWN DR
BRIGHTON CIR
ORCHARD LN
COUNTRYSIDE DR
GLENWOOD LN
HAWTHORNE LN
EDGEBROOK LA
MEADOWBROOK LN
FAIRLANE DR
SPRINGSOUTH RD
STATION EQUATION
STA 404+15.79T BK
STA 0+00.00 AH
STATION EQUATION
STA 22+83.16 BK
STA 21+78.09 AH
WEST IRVING PARK RD
(IL 19)
EASTBOUND FRONTAGE RD A
EASTBOUND FRONTAGE RD B
WESTBOUND FRONTAGE RD A
ELGIN O'HARE EXPRESSWAY
ELGIN O'HARE EXPRESSWAY EB
ELGIN O'HARE EXPRESSWAY WB
RAMP A1
RAMP B1
RAMP A2
RAMP B2
RAMP A3
RAMP B3
B-1
B-2
B-3
B-4
B-5
B-6
B-7
B-8
R-101
R-102
R-103
R-104
R-105
R-106
TEMP. EASTBOUND ELGIN O'HARE EXPRESSWAY
TEMP. WESTBOUND ELGIN O'HARE EXPRESSWAY
TEMP. EASTBOUND FRONTAGE RD A
TEMP. WESTBOUND FRONTAGE RD A
TEMP. EASTBOUND FRONTAGE RD B
TEMP. WESTBOUND FRONTAGE RD B
TEMP. RAMP A1
TEMP. RAMP B1
TEMP. RAMP A2
TEMP. RAMP B2
TEMP. RAMP A3
TEMP. RAMP B3
TEMP. EASTBOUND ELGIN O'HARE EXPRESSWAY EB
TEMP. WESTBOUND ELGIN O'HARE EXPRESSWAY EB
TEMP. EASTBOUND FRONTAGE RD A EB
TEMP. WESTBOUND FRONTAGE RD A EB
TEMP. EASTBOUND FRONTAGE RD B EB
TEMP. WESTBOUND FRONTAGE RD B EB
TEMP. RAMP A1 EB
TEMP. RAMP B1 EB
TEMP. RAMP A2 EB
TEMP. RAMP B2 EB
TEMP. RAMP A3 EB
TEMP. RAMP B3 EB
TEMP. EASTBOUND ELGIN O'HARE EXPRESSWAY WB
TEMP. WESTBOUND ELGIN O'HARE EXPRESSWAY WB
TEMP. EASTBOUND FRONTAGE RD A WB
TEMP. WESTBOUND FRONTAGE RD A WB
TEMP. EASTBOUND FRONTAGE RD B WB
TEMP. WESTBOUND FRONTAGE RD B WB
TEMP. RAMP A1 WB
TEMP. RAMP B1 WB
TEMP. RAMP A2 WB
TEMP. RAMP B2 WB
TEMP. RAMP A3 WB
TEMP. RAMP B3 WB
TEMP. EASTBOUND ELGIN O'HARE EXPRESSWAY EB
TEMP. WESTBOUND ELGIN O'HARE EXPRESSWAY EB
TEMP. EASTBOUND FRONTAGE RD A EB
TEMP. WESTBOUND FRONTAGE RD A EB
TEMP. EASTBOUND FRONTAGE RD B EB
TEMP. WESTBOUND FRONTAGE RD B EB
TEMP. RAMP A1 EB
TEMP. RAMP B1 EB
TEMP. RAMP A2 EB
TEMP. RAMP B2 EB
TEMP. RAMP A3 EB
TEMP. RAMP B3 EB
BRIDGE REHABILITATION
WIDEN (N+2)NB
BRIDGE REHABILITATION
WIDEN (N+2)SB
BRIDGE REHABILITATION
WIDEN (N+2)EB
BRIDGE REHABILITATION
WIDEN (N+2)WB
EX BRIDGE TO REMAIN
EX. ROW
PR. ROW
TEMP. EASTBOUND ELGIN O'HARE EXPRESSWAY
TEMP. WESTBOUND ELGIN O'HARE EXPRESSWAY
TEMP. EASTBOUND FRONTAGE RD A
TEMP. WESTBOUND FRONTAGE RD A
TEMP. EASTBOUND FRONTAGE RD B
TEMP. WESTBOUND FRONTAGE RD B
TEMP. RAMP A1
TEMP. RAMP B1
TEMP. RAMP A2
TEMP. RAMP B2
TEMP. RAMP A3
TEMP. RAMP B3
TEMP. EASTBOUND ELGIN O'HARE EXPRESSWAY EB
TEMP. WESTBOUND ELGIN O'HARE EXPRESSWAY EB
TEMP. EASTBOUND FRONTAGE RD A EB
TEMP. WESTBOUND FRONTAGE RD A EB
TEMP. EASTBOUND FRONTAGE RD B EB
TEMP. WESTBOUND FRONTAGE RD B EB
TEMP. RAMP A1 EB
TEMP. RAMP B1 EB
TEMP. RAMP A2 EB
TEMP. RAMP B2 EB
TEMP. RAMP A3 EB
TEMP. RAMP B3 EB
TEMP. EASTBOUND ELGIN O'HARE EXPRESSWAY WB
TEMP. WESTBOUND ELGIN O'HARE EXPRESSWAY WB
TEMP. EASTBOUND FRONTAGE RD A WB
TEMP. WESTBOUND FRONTAGE RD A WB
TEMP. EASTBOUND FRONTAGE RD B WB
TEMP. WESTBOUND FRONTAGE RD B WB
TEMP. RAMP A1 WB
TEMP. RAMP B1 WB
TEMP. RAMP A2 WB
TEMP. RAMP B2 WB
TEMP. RAMP A3 WB
TEMP. RAMP B3 WB


RAMP C4
PROP. CURVE ED_C4P-1
PI STA. = 407+20.02
Δ = 18° 05' 19" (RT)
D = 6° 12' 15"
R = 923.50'
T = 146.96'
L = 291.48'
E = 11.62'
e = 5.87%
TJL = 30'
S.E. RUN = 140'
P.C. STA = 405+73.05
P.T. STA = 408+64.54
DESIGN SPEED = 50 MPH
PROP. CURVE ED_C4P-2
PI STA. = 412+61.52
Δ = 18° 03' 15" (LT)
D = 5° 12' 30"
R = 1,100.00'
T = 175.13'
L = 346.70'
E = 13.88'
e = 5.61%
TJL = 30'
S.E. RUN = 130'
P.C. STA = 411+04.39
P.T. STA = 414+14.61
DESIGN SPEED = 50 MPH
ELGIN O'HARE CENTERLINE
EX. CURVE ED_ECLP-2
PI STA. = 851+87.51
Δ = 30° 09' 13" (RT)
D = 1° 30' 00"
R = 3,819.72'
T = 1,070.81'
L = 2,088.03'
E = 147.25'
e = 5.7%
TJL = 134'
S.E. RUN = 247'
P.C. STA = 840+16.70
P.T. STA = 861+04.72
DESIGN SPEED = 60 MPH
PROP. CURVE ED_ECLP-3
PI STA. = 859+70.02
Δ = 30° 56' 51" (LT)
D = 1° 30' 00"
R = 3,819.72'
T = 1,057.41'
L = 2,063.59'
E = 143.66'
e = 5.7%
TJL = 134'
S.E. RUN = 247'
P.C. STA = 849+12.60
P.T. STA = 869+75.76
DESIGN SPEED = 60 MPH
RAMP D1
PROP. CURVE ED_D1P-1
PI STA. = 104+57.31
Δ = 4° 59' 31" (RT)
D = 1° 00' 47"
R = 5,564.00'
T = 437.51'
L = 873.22'
E = 17.17'
e = 5.7%
TJL = RC
S.E. RUN = 65'
P.C. STA = 100+00.00
P.T. STA = 108+73.22
DESIGN SPEED = 50 MPH
PROP. CURVE ED_D1P-2
PI STA. = 112+98.40
Δ = 17° 13' 26" (LT)
D = 1° 54' 35"
R = 3,000.00'
T = 294.79'
L = 581.68'
E = 14.49'
e = 4.41%
TJL = 50'
S.E. RUN = 108'
P.C. STA = 110+03.62
P.T. STA = 115+85.30
DESIGN SPEED = 50 MPH
ELGIN O'HARE WESTBOUND
PROP. CURVE ED_EOWB-1
PI STA. = 1820+03.29
Δ = 10° 56' 30" (RT)
D = 1° 02' 22"
R = 5,502.00'
T = 527.51'
L = 1,049.40'
E = 25.33'
e = 5.7%
TJL = 134'
S.E. RUN = 250'
P.C. STA = 1814+75.28
P.T. STA = 1825+27.69
DESIGN SPEED = 60 MPH
PROP. CURVE ED_EOWB-2
PI STA. = 1860+43.27
Δ = 30° 56' 51" (LT)
D = 1° 29' 34"
R = 3,838.00'
T = 1,060.47'
L = 2,072.93'
E = 144.35'
e = 5.7%
TJL = 100'
S.E. RUN = 247'
P.C. STA = 1849+50.79
P.T. STA = 1870+23.82
DESIGN SPEED = 60 MPH
RAMP D4
PROP. CURVE ED_D4P-1
PI STA. = 402+83.78
Δ = 17° 27' 40" (RT)
D = 5° 57' 46"
R = 962.00'
T = 295.51'
L = 587.09'
E = 45.89'
e = 5.87%
TJL = RC
S.E. RUN = 154'
P.C. STA = 402+74.60
P.T. STA = 408+61.09
DESIGN SPEED = 50 MPH
PROP. CURVE ED_D4P-2
PI STA. = 416+28.15
Δ = 29° 39' 35" (LT)
D = 5° 57' 46"
R = 962.00'
T = 293.60'
L = 555.60'
E = 103.21'
e = 5.37%
TJL = RC
S.E. RUN = 89'
P.C. STA = 408+34.47
P.T. STA = 413+90.29
DESIGN SPEED = 50 MPH
RAMP D3
PROP. CURVE ED_D3P-1
PI STA. = 318+53.00
Δ = 17° 24' 10" (LT)
D = 5° 57' 46"
R = 962.00'
T = 295.72'
L = 585.30'
E = 45.89'
e = 2.74%
TJL = 57'
S.E. RUN = 103'
P.C. STA = 312+50.01
P.T. STA = 324+04.68
DESIGN SPEED = 50 MPH
RAMP C3
PROP. CURVE ED_C3P-1
PI STA. = 304+09.54
Δ = 3° 00' 00" (LT)
D = 0° 51' 17"
R = 6,704.00'
T = 175.56'
L = 351.00'
E = 2.30'
e = 1.74%
TJL = 39'
S.E. RUN = 46'
P.C. STA = 302+33.97
P.T. STA = 305+85.02
DESIGN SPEED = 50 MPH
PROP. CURVE ED_C3P-2
PI STA. = 310+82.26
Δ = 4° 27' 10" (LT)
D = 0° 54' 35"
R = 5,000.00'
T = 116.63'
L = 233.14'
E = 2.27'
e = 5.37%
TJL = 39'
S.E. RUN = 87'
P.C. STA = 309+65.63
P.T. STA = 311+98.77
DESIGN SPEED = 50 MPH
PROP. CURVE ED_C3P-3
PI STA. = 315+86.38
Δ = 6° 18' 25" (RT)
D = 4° 30' 07"
R = 1,268.00'
T = 69.86'
L = 139.58'
E = 1.92'
e = 5.43%
TJL = N/A
S.E. RUN = 96'
P.C. STA = 315+16.52
P.T. STA = 316+56.10
DESIGN SPEED = 50 MPH
PROP. CURVE ED_C3P-4
PI STA. = 326+30.65
Δ = 1° 36' 37" (RT)
D = 1° 31' 53"
R = 3,741.72'
T = 237.93'
L = 475.22'
E = 7.56'
e = 5.7%
TJL = N/A
S.E. RUN = 100'
P.C. STA = 323+92.72
P.T. STA = 328+67.94
DESIGN SPEED = 50 MPH
RAMP D2
PROP. CURVE ED_D2P-1
PI STA. = 203+50.14
Δ = 3° 59' 03" (RT)
D = 1° 31' 53"
R = 3,741.72'
T = 130.14'
L = 260.18'
E = 2.26'
e = 5.7%
TJL = MATCH MAINLINE
S.E. RUN = MATCH MAINLINE
P.C. STA = 200+00.00
P.T. STA = 202+60.18
DESIGN SPEED = 50 MPH
PROP. CURVE ED_D2P-2
PI STA. = 209+71.92
Δ = 7° 08' 15" (RT)
D = 1° 54' 35"
R = 3,000.00'
T = 124.74'
L = 249.91'
E = 3.89'
e = 4.34%
TJL = RC
S.E. RUN = 107'
P.C. STA = 208+47.18
P.T. STA = 210+96.33
DESIGN SPEED = 50 MPH
PROP. CURVE ED_D2P-3
PI STA. = 213+94.70
Δ = 10° 00' 00" (LT)
D = 5° 43' 46"
R = 1,045.92'
T = 100.26'
L = 200.00'
E = 4.38'
e = 5.64%
TJL = 38'
S.E. RUN = 142'
P.C. STA = 212+94.44
P.T. STA = 214+94.44
DESIGN SPEED = 50 MPH
WESTBOUND FRONTAGE RD-A
EASTBOUND FRONTAGE RD-B
MORSE AVE
PRATT AVE
PRATT BLVD
MERGE RD
ROSELLE RD
WRIGHT BLVD
WESTBOUND FRONTAGE RD-A
EASTBOUND FRONTAGE RD-B
ELGIN O'HARE EXPRESSWAY WB
ELGIN O'HARE EXPRESSWAY EB
ELGIN O'HARE EXPRESSWAY
WESTBOUND ELGIN O'HARE EXPRESSWAY
MITCHELL BLVD
RAMP C4
RAMP C3
RAMP D1
RAMP D2
RAMP D3
RAMP D4
RAMP C5
RAMP D5
RAMP C6
RAMP D6
RAMP C7
RAMP D7
RAMP C8
RAMP D8
RAMP C9
RAMP D9
RAMP C10
RAMP D10
RAMP C11
RAMP D11
RAMP C12
RAMP D12
RAMP C13
RAMP D13
RAMP C14
RAMP



LEGEND

- B-1 BRIDGE DESIGNATION
- R-101 RETAINING WALL DESIGNATION
- TRAFFIC FLOW ARROWS
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED EASEMENT
- TEMPORARY EASEMENT
- PROPOSED PIER LOCATION
- ACCESS CONTROL
- BUILDING DISPLACEMENT
- ROADWAY REMOVAL

0 200 400
SCALE IN FEET

FILE NAME = DIEOVB-01-sht-fpsPlan-1004.dgn	USER NAME = gapsway	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Illinois Department of Transportation

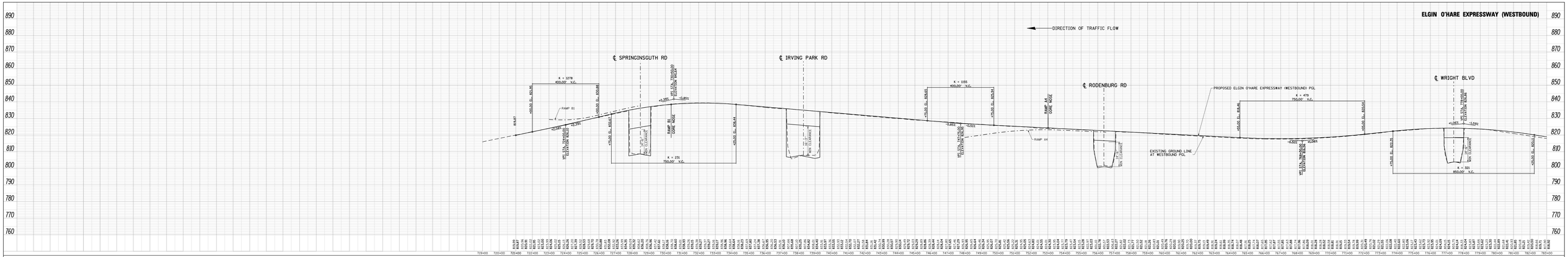
CH2MHILL

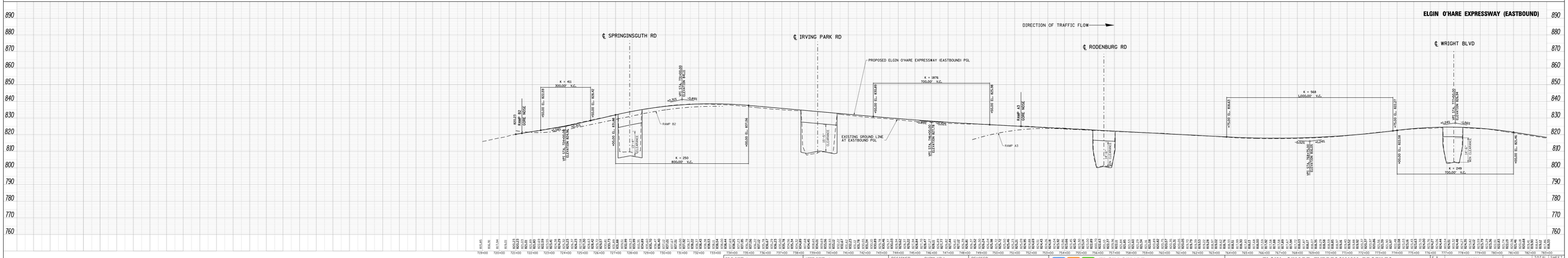
ELGIN O'HARE EXPRESSWAY
PLUM GROVE ROAD TO MEDINAH RD /MEACHAM RD

SCALE: | SHEET NO. 17 OF 99 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	17
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

WEST SECTION





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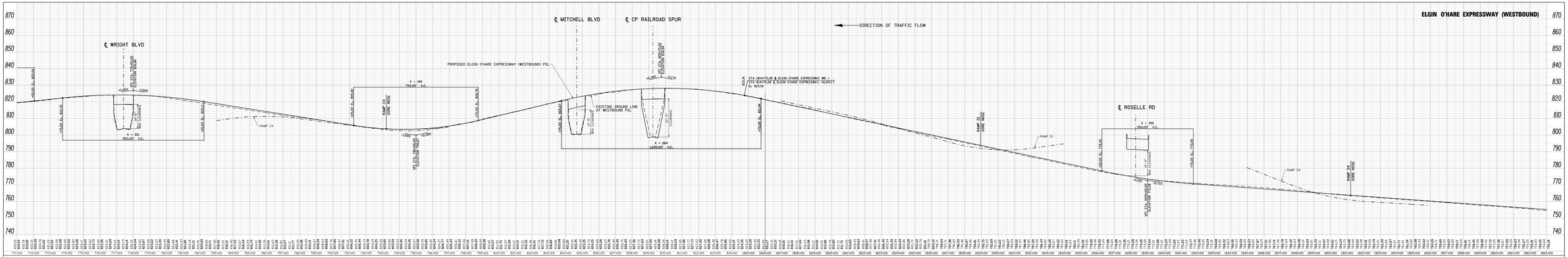
		DRAWN - CH2M HILL	REVISED -			
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -			
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -			

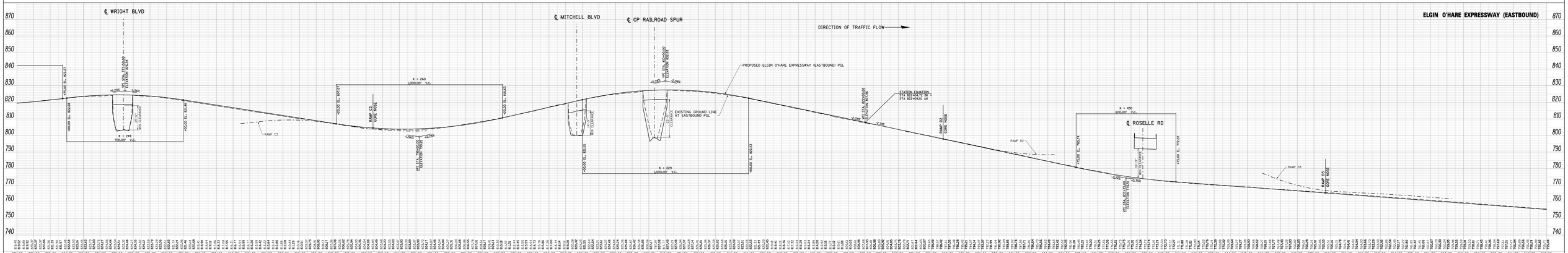
ELGIN O'HARE EXPRESSWAY PROFILES
SPRINGINSGUTH ROAD TO WRIGHT BOULEVARD

SCALES: SHEET NO. 18 OF 99 SHEETS STA. 716+00 TO STA. 783+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
			99 18
		CONTRACT NO.	
		ILLINOIS FED. AID PROJECT	

WEST SECTION





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		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

ELGIN O'HARE WEST BYPASS
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Virginia Department of Transportation

CH2MHILL

ELGIN O'HARE EXPRESSWAY PROFILES
WRIGHT BOULEVARD TO ROSELLE ROAD

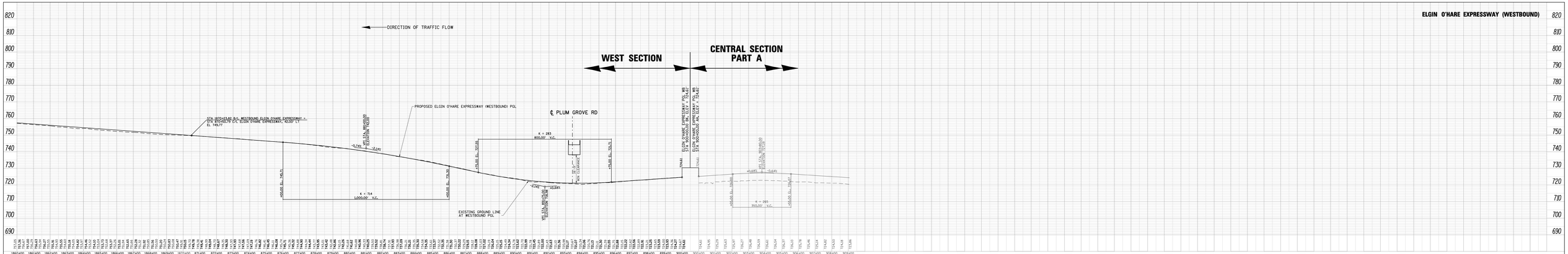
SCALE: | SHEET NO. 19 OF 99 SHEETS | STA. TO STA.

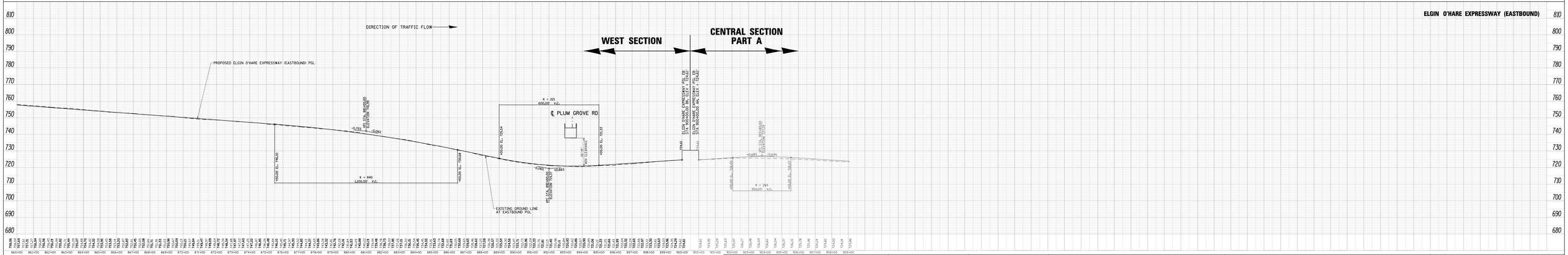
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	19

CONTRACT NO.

ILLINOIS FED. AID PROJECT

WEST SECTION





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	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

ELGIN O'HARE WEST BYPASS
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Illinois Department of Transportation

CH2MHILL

ELGIN O'HARE EXPRESSWAY PROFILES AT PLUM GROVE ROAD

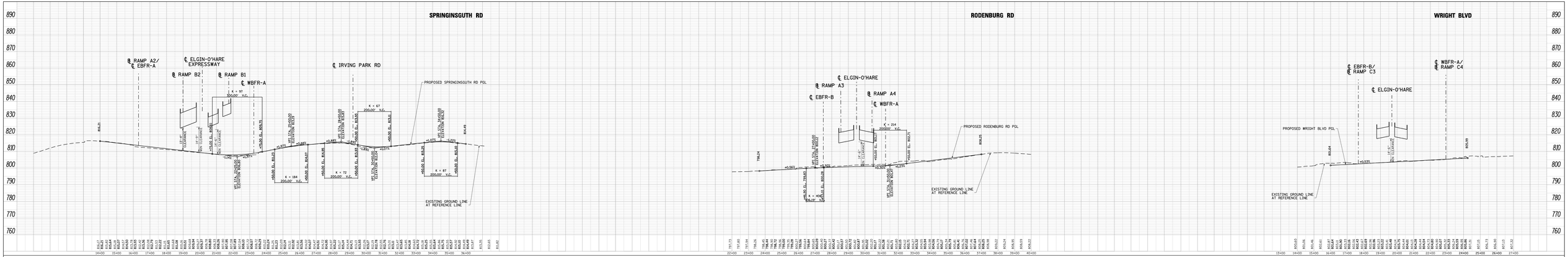
SCALE: | SHEET NO. 20 OF 99 SHEETS | STA. TO STA.

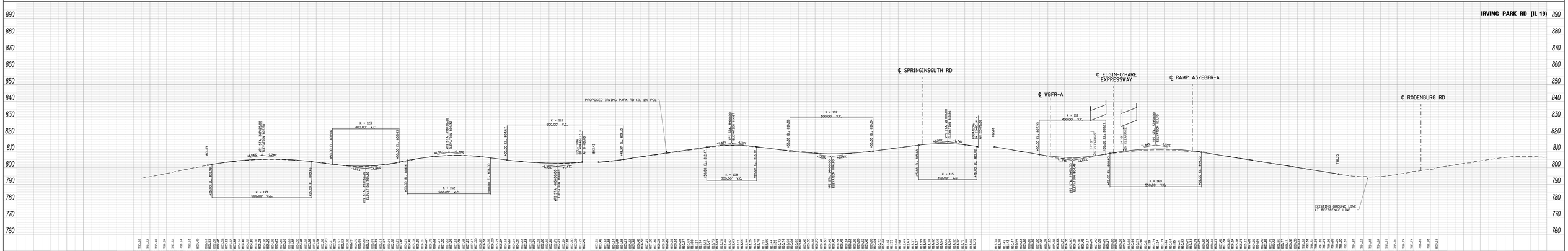
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	20

CONTRACT NO.

ILLINOIS FED. AID PROJECT

WEST SECTION





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USER NAME = gspivey	DESIGNED - CH2M HILL		REVISED -
	DRAWN - CH2M HILL		REVISED -
PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL		REVISED -
PLOT DATE = 4/4/2011	DATE - 3/29/2011		REVISED -

ELGIN O'HARE WEST BYPASS
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Virginia Department of Transportation

CH2MHILL

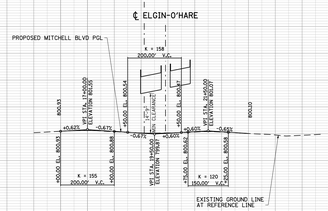
ELGIN O'HARE EXPRESSWAY
CROSSROAD PROFILES

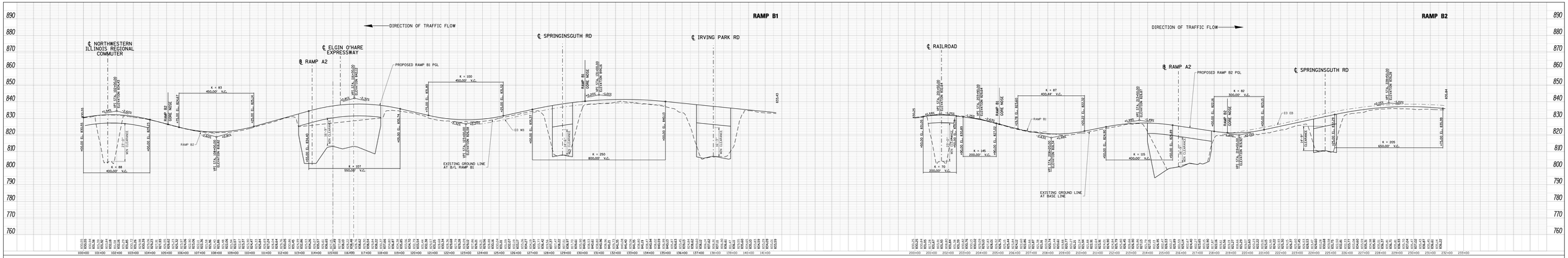
SCALES | SHEET NO. 21 OF 99 SHEETS | STA. | TO STA.

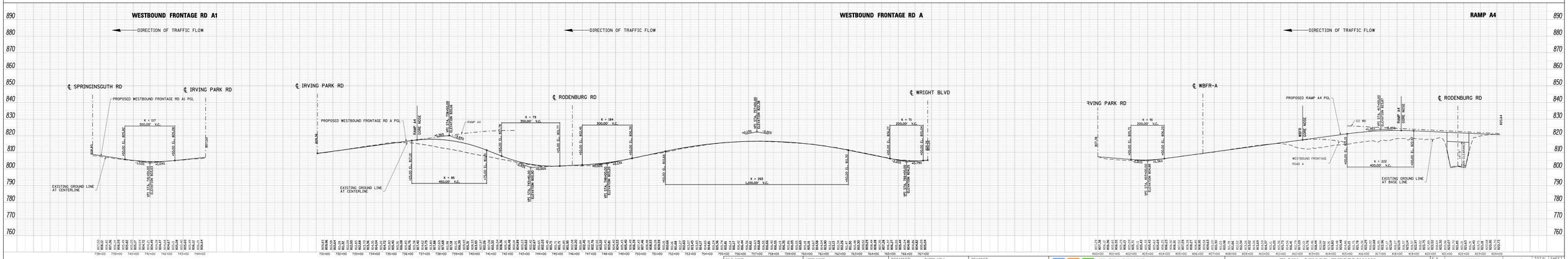
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	21
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

WEST SECTION

MITCHELL BLVD


℄ ELGIN-O'HARE
PROPOSED MITCHELL BLVD PGL
K = 158
200.00' V.C.
805.54
805.54
805.54





FILE NAME = DIEDW8-01-wht-fpsProfile-1006.dgn	USER NAME = gspiesw	DESIGNED - CH2M HILL	REVISED -
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	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

ELGIN O'HARE WEST BYPASS
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Illinois Department of Transportation

CH2MHILL

ELGIN O'HARE EXPRESSWAY
FRONTAGE ROAD AND RAMP PROFILES

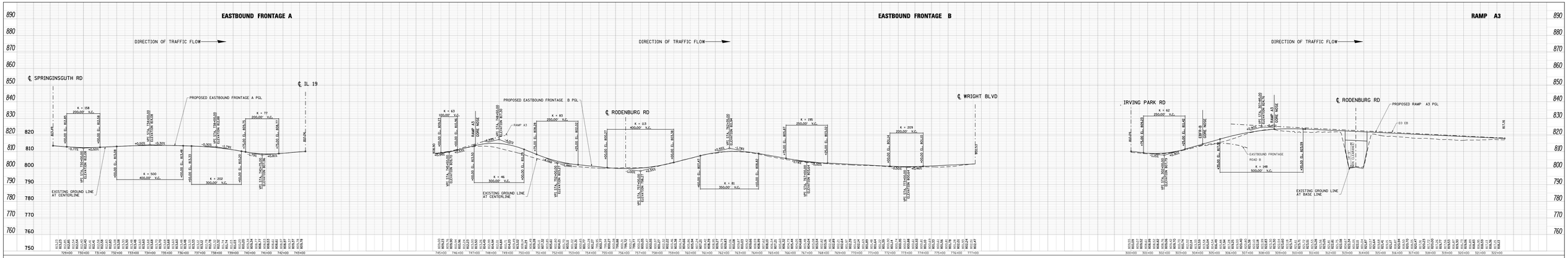
SCALE: | SHEET NO. 23 OF 99 SHEETS | STA. TO STA.

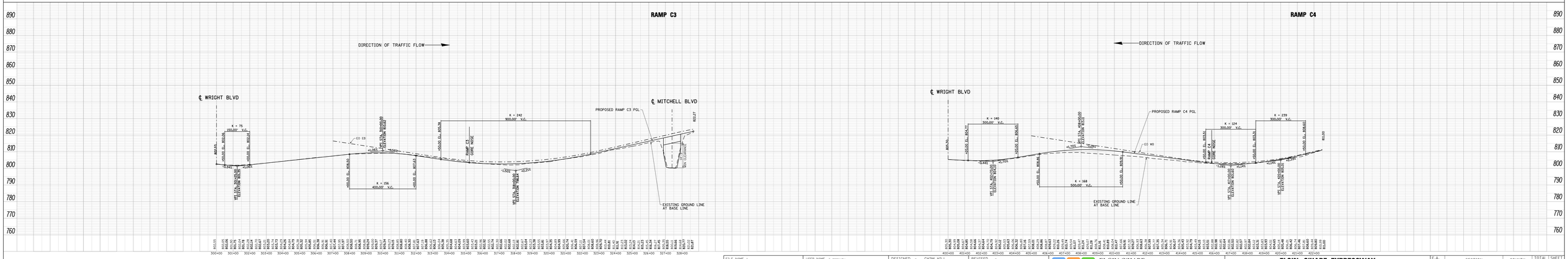
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	23

CONTRACT NO.

ILLINOIS FED. AID PROJECT

WEST SECTION





FILE NAME = DIEOWB-01-wht-fpsProfile-1007.dgn	USER NAME = gspivey	DESIGNED - CH2M HILL	REVISED -
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	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

ELGIN O'HARE WEST BYPASS
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Illinois Department of Transportation
CH2MHILL

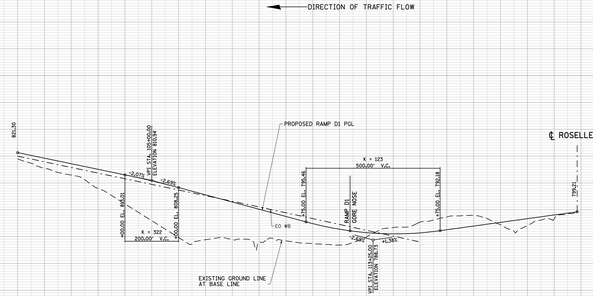
ELGIN O'HARE EXPRESSWAY
FRONTAGE ROAD AND RAMP PROFILES

SCALE: | SHEET NO. 24 OF 99 SHEETS | STA. TO STA.

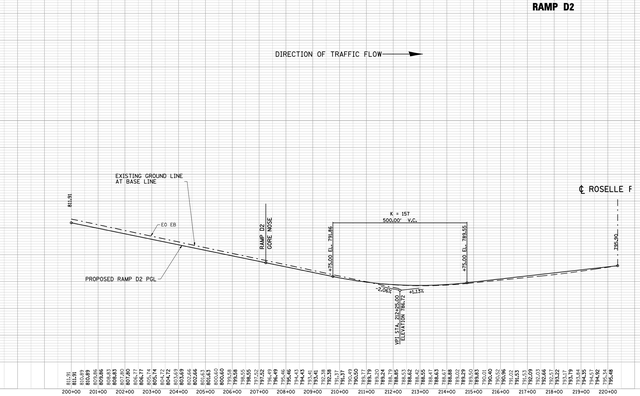
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	24
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

WEST SECTION

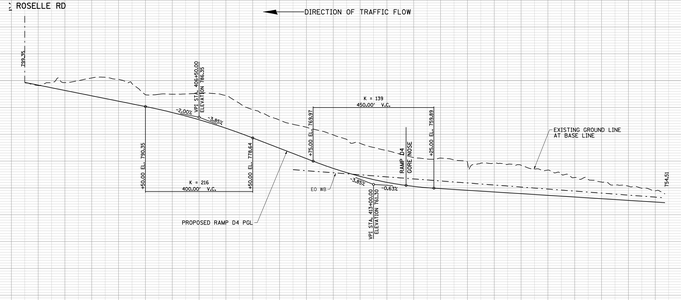
RAMP D1



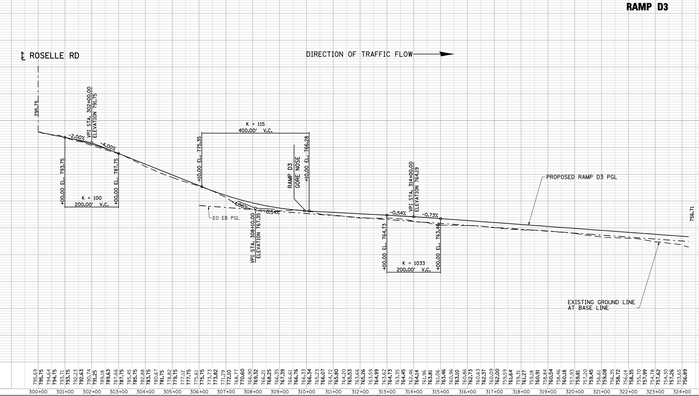
RAMP D2



RAMP D4



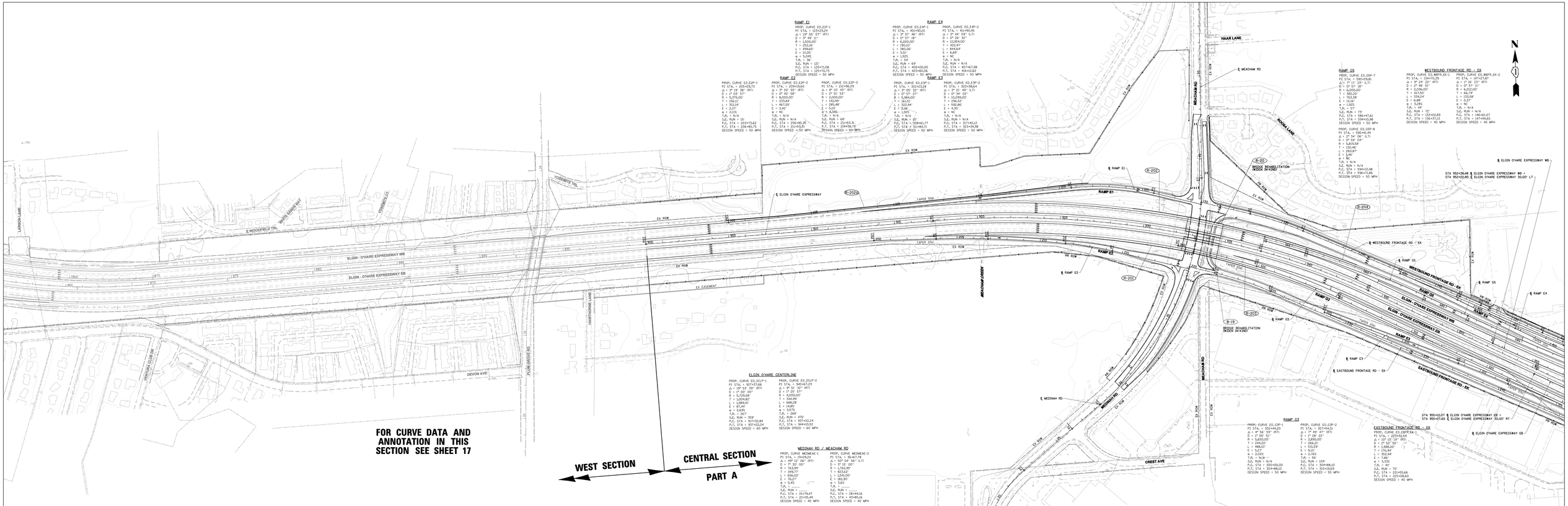
RAMP D3



WEST SECTION

FILE NAME = D:\EOWB-01-sht-finalProfile-10885.dgn	USER NAME = gmpixley	DESIGNED - CH2M HILL	REVISED -	ELGIN O'HARE WEST BYPASS communities. opportunities. solutions.	**ELGIN O'HARE EXPRESSWAY RAMP PROFILES**
		DRAWN - CH2M HILL	REVISED -		
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -		
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -		SCALES SHEET NO. 25 OF 99 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	25
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



LEGEND

B-1 BRIDGE DESIGNATION

R-101 RETAINING WALL DESIGNATION

TRAFFIC FLOW ARROWS

EXISTING RIGHT-OF-WAY

PROPOSED RIGHT-OF-WAY

PROPOSED EASEMENT

TEMPORARY EASEMENT

PROPOSED PIER LOCATION

ACCESS CONTROL

BUILDING DISPLACEMENT

X X ROADWAY REMOVAL

0 200 400
SCALE IN FEET

FILE NAME = DIE0W0-02-sht-fpsPlan-1024.dgn

USER NAME = cpsiewg

PLOT SCALE = 200.0000 ' / IN.

PLOT DATE = 4/4/2011

DESIGNED	-	CH2M HILL	REVISED -
DRAWN	-	CH2M HILL	REVISED -
CHECKED	-	CH2M HILL	REVISED -
DATE	-	3/29/2011	REVISED -

ELGIN O'HARE WEST BYPASS
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Illinois Department of Transportation

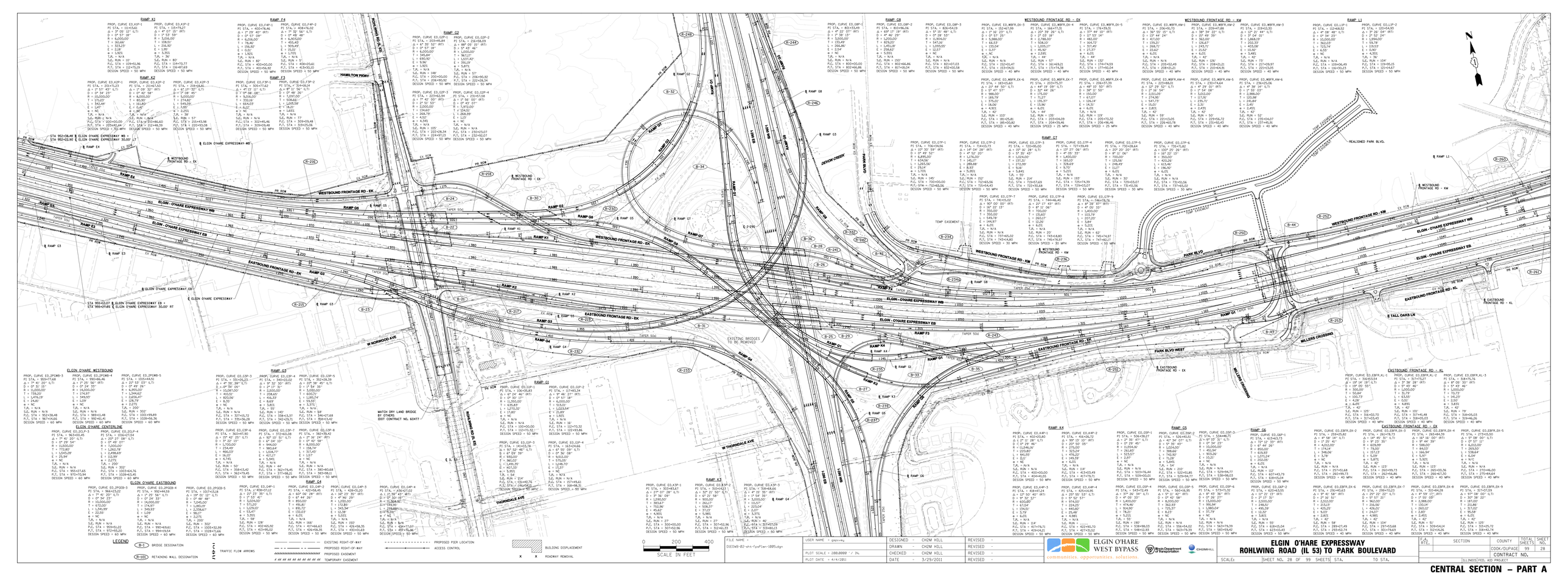
CH2MHILL

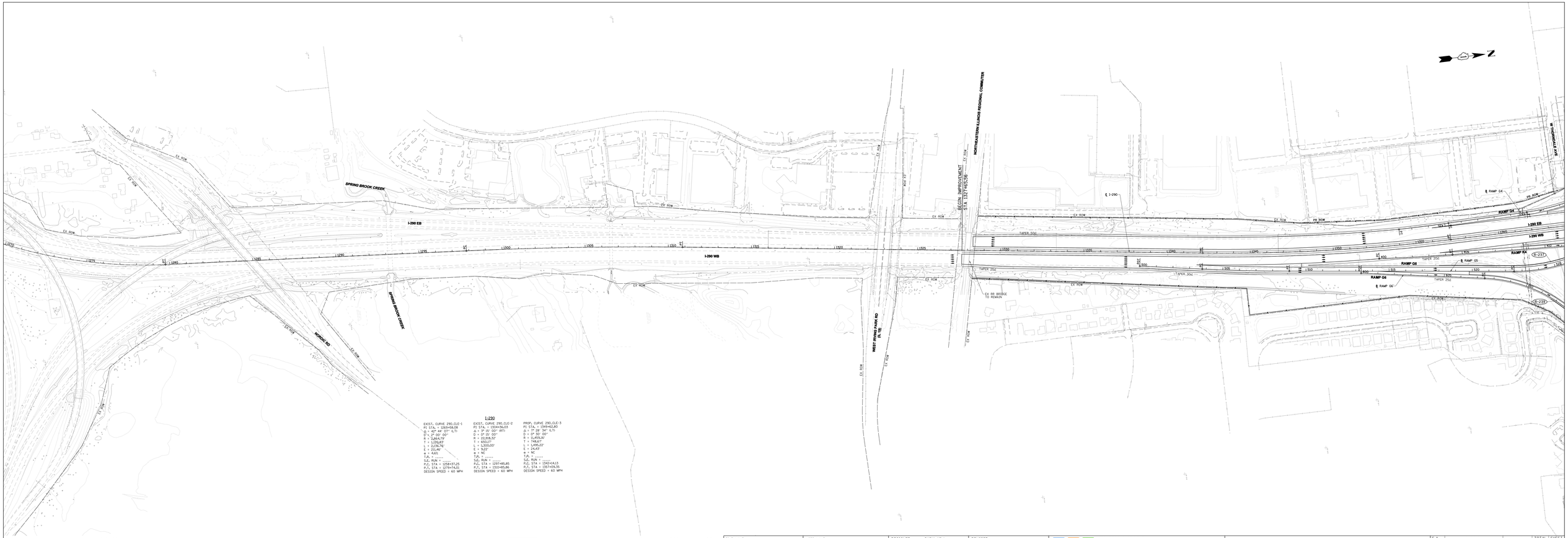
ELGIN O'HARE EXPRESSWAY
PLUM GROVE ROAD TO MEDINAH RD /MEACHAM RD

SCALE= | SHEET NO. 27 OF 99 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	27
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART A


RAMP K1
RAMP K2
RAMP K3
RAMP K4
RAMP K5
RAMP F1
RAMP F2
RAMP F3
RAMP F4
RAMP G1
RAMP G2
RAMP G3
RAMP G4
RAMP G5
RAMP G6
RAMP G7
RAMP G8
RAMP L1
RAMP L2
RAMP L3
RAMP L4
RAMP L5
RAMP L6
RAMP L7
RAMP L8
RAMP L9
RAMP L10
RAMP L11
RAMP L12
RAMP L13
RAMP L14
RAMP L15
RAMP L16
RAMP L17
RAMP L18
RAMP L19
RAMP L20
RAMP


SPRING BROOK CREEK
I-290 EB
I-290 WB
EX ROW
NORDICO RD
SPRING BROOK CREEK
BEGIN IMPROVEMENT STA 1267+00.00
NORTHEASTERN ILLINOIS REGIONAL COMMUTER
WEST IRVING PARK RD (IL 19)
EX RR BRIDGE TO REMAIN
℄ I-290
PR ROW
RAMP G4
RAMP G3
RAMP G6
RAMP K4
RAMP G5
RAMP G6
TAPER 50:1
TAPER 25:1
TAPER 20:1
TAPER 30:1
TAPER 25:1
R-237
R-233
W THORNDALE AVE
1270
1275
1280
1285
1290
1295
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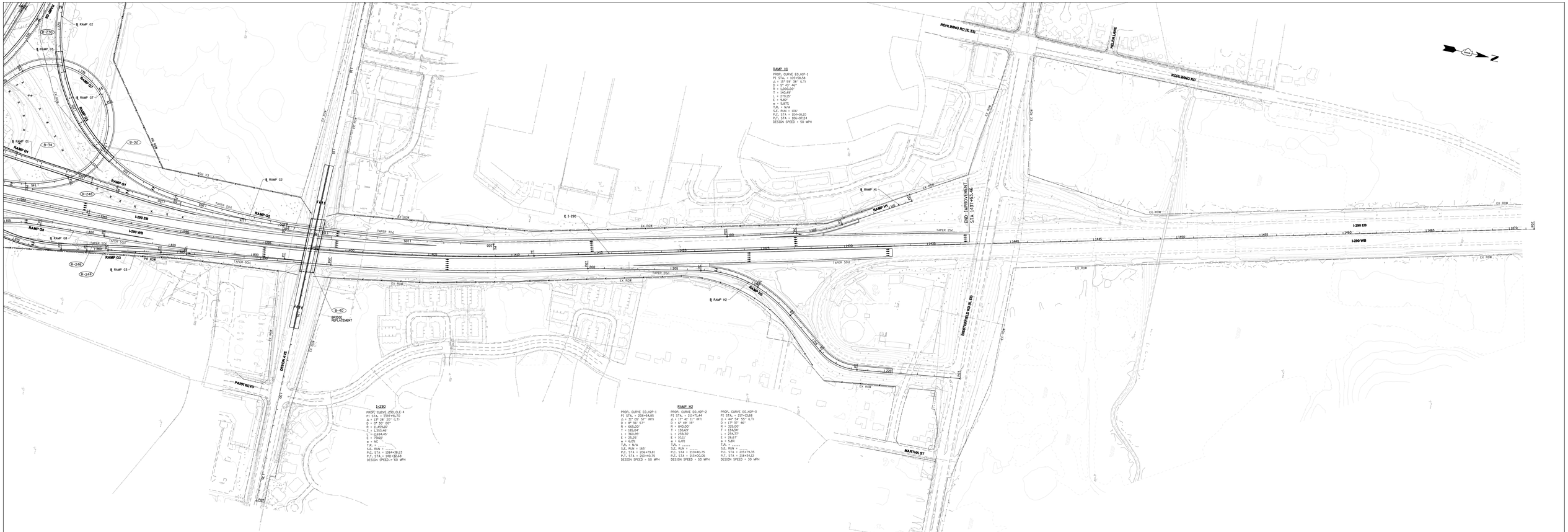

LEGEND

- B-1 BRIDGE DESIGNATION
- R-101 RETAINING WALL DESIGNATION
- TRAFFIC FLOW ARROWS
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED EASEMENT
- TEMPORARY EASEMENT
- PROPOSED PIER LOCATION
- ACCESS CONTROL
- BUILDING DISPLACEMENT
- X X ROADWAY REMOVAL

0 200 400
SCALE IN FEET

FILE NAME = DIEDWB-02-sht-fpsPlan-1207.dgn	USER NAME = gapiveny	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

ELGIN O'HARE WEST BYPASS
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Illinois Department of Transportation

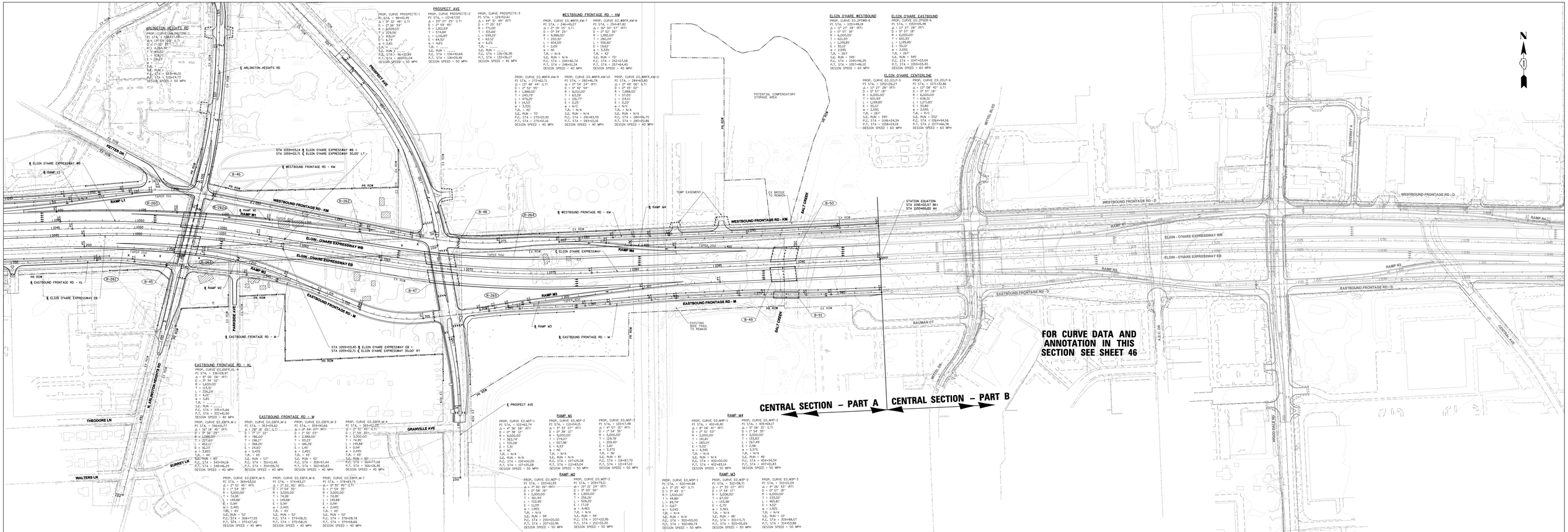
CH2MHILL

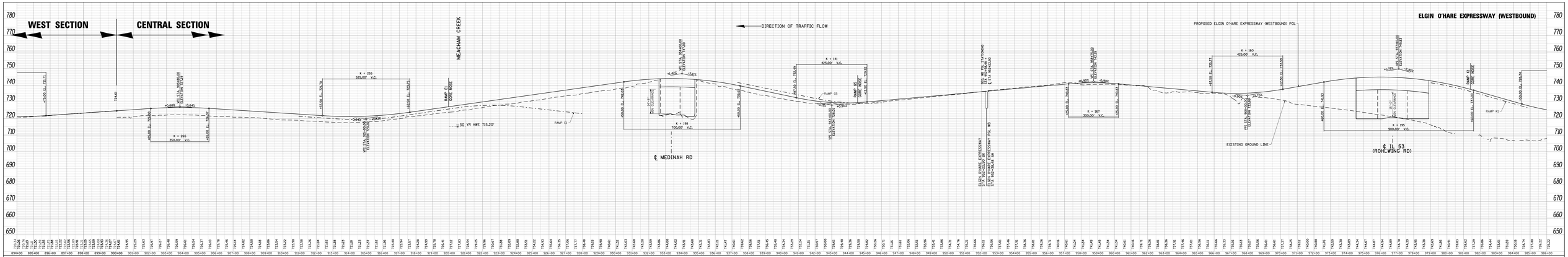
I-290
NORTH OF ELGIN O'HARE EXPRESSWAY

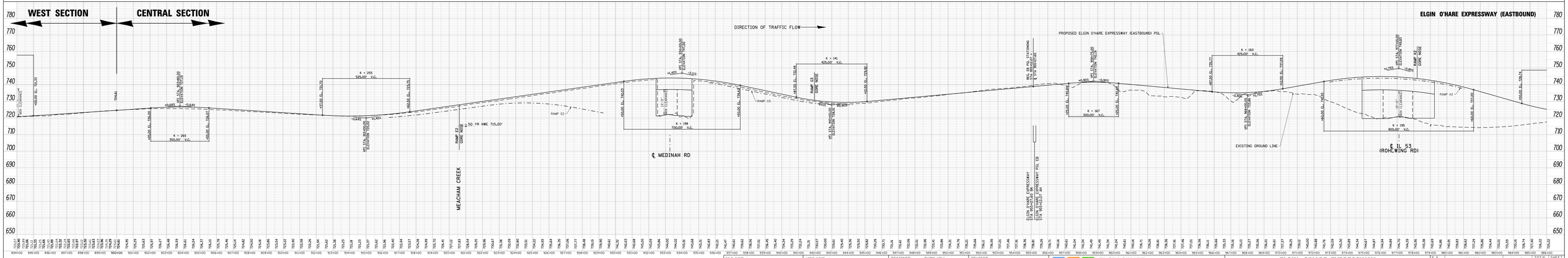
SCALE: | SHEET NO. 30 OF 99 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	30
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART A


ARLINGTON HEIGHTS RD
PROP. CURVE ARLINGTONE-1
PI STA. = 1049+37.08
Δ = 15° 09' 32" (LT)
D = 2° 59' 45"
R = 1,910.00'
T = 253.56'
L = 505.32'
E = 16.29'
e = 5.24%
SE RUN = 55'+46.01
P.T. STA = 56'+73.33
DESIGN SPEED = 50 MPH
PROSPECT AVE
PROP. CURVE PROSPECTE-1
PI STA. = 984+42.45
Δ = 91° 32' 48" (LT)
D = 27.26° 59"
R = 210.00'
T = 209.56'
L = 335.56'
E = 6.73
e = 5.34%
SE RUN = 84'+52.01
P.T. STA = 87'+87.57
DESIGN SPEED = 30 MPH
PROP. CURVE PROSPECTE-2
PI STA. = 1124+57.50
Δ = 33° 27' 25" (LT)
D = 2° 59' 45"
R = 1,910.00'
T = 570.69'
L = 1,116.83'
E = 84.52'
e = 4.6%
T.R. = ------
SE RUN = ------
P.T. STA = 106'+93.66
DESIGN SPEED = 50 MPH
PROP. CURVE PROSPECTE-3
PI STA. = 1219+52.61
Δ = 44° 31' 49" (RT)
D = 7° 25' 53"
R = 770.00'
T = 315.64'
L = 598.23'
E = 62.22'
e = 6.0%
T.R. = ------
SE RUN = ------
P.T. STA = 126'+36.95
DESIGN SPEED = 45 MPH
WESTBOUND FRONTAGE RD - KM
PROP. CURVE EO_WBFR_KM-7
PI STA. = 246+49.07
Δ = 0° 54' 25" (LT)
D = 0° 54' 25"
R = 9,388.00'
T = 202.32'
L = 404.59'
e = NC
T.R. = N/A
SE. RUN = N/A
P.O. STA = 244+46.74
P.T. STA = 248+51.34
DESIGN SPEED = 60 MPH
PROP. CURVE EO_WBFR_KM-8
PI STA. = 254+87.82
Δ = 0° 54' 25" (RT)
D = 0° 54' 25"
R = 1,992.00'
T = 392.24'
L = 556.82'
E = 19.62'
e = 3.33%
T.R. = N/A
SE. RUN = 70'
P.O. STA = 252+57.58
P.T. STA = 257+46.40
DESIGN SPEED = 60 MPH
PROP. CURVE EO_WBFR_KM-9
PI STA. = 270+42.71
Δ = 3° 30' 44" (LT)
D = 0° 52' 30"
R = 1,988.00'
T = 240.79'
L = 479.29'
E = 14.53'
e = 3.33%
T.R. = 40'
SE. RUN = 70'
P.O. STA = 270+21.92
P.T. STA = 275+01.16
DESIGN SPEED = 60 MPH
PROP. CURVE EO_WBFR_KM-10
PI STA. = 282+98.78
Δ = 0° 54' 24" (RT)
D = 0° 54' 24"
R = 9,012.00'
T = 63.39'
L = 126.77'
E = 0.25'
e = N/C
T.R. = N/A
SE. RUN = N/A
P.O. STA = 282+43.39
P.T. STA = 283+55.06
DESIGN SPEED = 60 MPH
PROP. CURVE EO_WBFR_KM-11
PI STA. = 294+43.80
Δ = 0° 54' 25" (LT)
D = 0° 49' 09"
R = 7,988.00'
T = 57.05'
L = 114.01'
E = 0.20'
e = N/C
T.R. = N/A
SE. RUN = N/A
P.O. STA = 294+06.75
P.T. STA = 295+20.86
DESIGN SPEED = 60 MPH
ELGIN O'HARE WESTBOUND
PROP. CURVE EO_EOHWB-6
PI STA. = 1051+48.28
Δ = 0° 57' 31" (RT)
D = 0° 57' 31"
R = 6,000.00'
T = 60.33'
L = 1,199.85'
E = 30.12'
e = 2.50%
T.R. = 24.00'
SE. RUN = 345'
P.O. STA = 1045+46.25
P.T. STA = 1057+46.10
DESIGN SPEED = 60 MPH
ELGIN O'HARE EASTBOUND
PROP. CURVE EO_EOHEB-6
PI STA. = 1053+05.48
Δ = 0° 57' 31" (RT)
D = 0° 57' 31"
R = 6,000.00'
T = 60.33'
L = 1,199.85'
E = 30.12'
e = 2.50%
T.R. = 24.00'
SE. RUN = 345'
P.O. STA = 1047+53.54
P.T. STA = 1059+53.40
DESIGN SPEED = 60 MPH
ELGIN O'HARE CENTERLINE
PROP. CURVE EO_2CLP-5
PI STA. = 1052+16.27
Δ = 11° 27' 28" (RT)
D = 0° 57' 18"
R = 6,000.00'
T = 601.93'
L = 1,199.85'
E = 30.12'
e = 2.50%
T.R. = 267'
S.E. RUN = 345'
P.O. STA = 1046+24.34
P.T. STA = 1058+24.23
DESIGN SPEED = 60 MPH
PROP. CURVE EO_2CLP-6
PI STA. = 1071+52.86
Δ = 12° 08' 42" (LT)
D = 0° 57' 18"
R = 6,000.00'
T = 636.31'
L = 1,271.83'
E = 33.70'
e = 2.50%
T.R. = R/C
S.E. RUN = 252'
P.O. STA = 1064+94.56
P.T. STA = 1077+66.38
DESIGN SPEED = 60 MPH
STA 1059+03.14 ℄ ELGIN O'HARE EXPRESSWAY WB =
STA 1059+02.71 ℄ ELGIN O'HARE EXPRESSWAY 30.00° LT
STA 1059+03.40 ℄ ELGIN O'HARE EXPRESSWAY EB =
STA 1059+02.11 ℄ ELGIN O'HARE EXPRESSWAY 30.00° RT
STATION EQUATION
STA 1105+00.57 BK=
STA 1100+00.00 AH
POTENTIAL COMPENSATORY STORAGE AREA
TEMP EASEMENT
EX BRIDGE TO REMAIN
EXISTING BIKE TRAIL TO REMAIN
SALT CREEK
BAUMAN CT
A.E.C. DR.
MITTEL BLVD
WOODDALE RD
DRIVEWAY A
DRIVEWAY B
WOOD DALE RD
CENTRAL AVE
℄ ELGIN O'HARE EXPRESSWAY
℄ WESTBOUND FRONTAGE RD - KM
℄ EASTBOUND FRONTAGE RD - KL
℄ EASTBOUND FRONTAGE RD - M
℄ WESTBOUND FRONTAGE RD - D
℄ EASTBOUND FRONTAGE RD - D
℄ RAMP M1
℄ RAMP M2
℄ RAMP M3
℄ RAMP M4
℄ RAMP M5
℄ RAMP M6
℄ RAMP M7
℄ RAMP M8
℄ RAMP L1
℄ RAMP L5
℄ PROSPECT AVE
℄ ARLINGTON HEIGHTS RD
℄ PARKSIDE AVE
℄ GRANVILLE AVE
℄ THEODORE LN
℄ WALTERS LN
℄ SURREY LN
℄ N. ARLINGTON HEIGHTS RD
PR ROW
EX ROW
TAPER 50:1
TAPER 30:1
B-45
B-46
B-47
B-48
B-49
B-50
B-51
B-261
B-262
B-263
B-264
B-265
R-261
R-262
R-263
R-264
R-265
FOR CURVE DATA AND ANNOTATION IN THIS SECTION SEE SHEET 46
CENTRAL SECTION – PART A
CENTRAL SECTION – PART B
N
LEGEND
B-1 BRIDGE DESIGNATION
R-101 RETAINING WALL DESIGNATION
TRAFFIC FLOW ARROWS
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED EASEMENT
TEMPORARY EASEMENT
PROPOSED PIER LOCATION
ACCESS CONTROL
BUILDING DISPLACEMENT
ROADWAY REMOVAL
0 200 400
SCALE IN FEET
FILE NAME = D:\EOWB-02-sht-fpsPlan-1200.dgn
USER NAME = gmpiney
PLOT SCALE = 200.0000 ' / IN.
PLOT DATE = 4/4/2011
DESIGNED - CH2M HILL
DRAWN - CH2M HILL
CHECKED - CH2M HILL
DATE - 3/29/2011
REVISED -
ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.
Illinois Department of Transportation
CH2MHILL
ELGIN O'HARE EXPRESSWAY
ARLINGTON HEIGHTS ROAD TO WOOD DALE ROAD
SCALE: SHEET NO. 31 OF 99 SHEETS STA. TO STA.
F.A. RTE. SECTION COUNTY TOTAL SHEETS NO. SHEET NO.
COOK/DUPAGE 99 31
CONTRACT NO.
ILLINOIS FED. AID PROJECT
CENTRAL SECTION – PART A





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		DRAWN - CH2M HILL	REVISED -		
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -		
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -		

ELGIN O'HARE EXPRESSWAY PROFILES

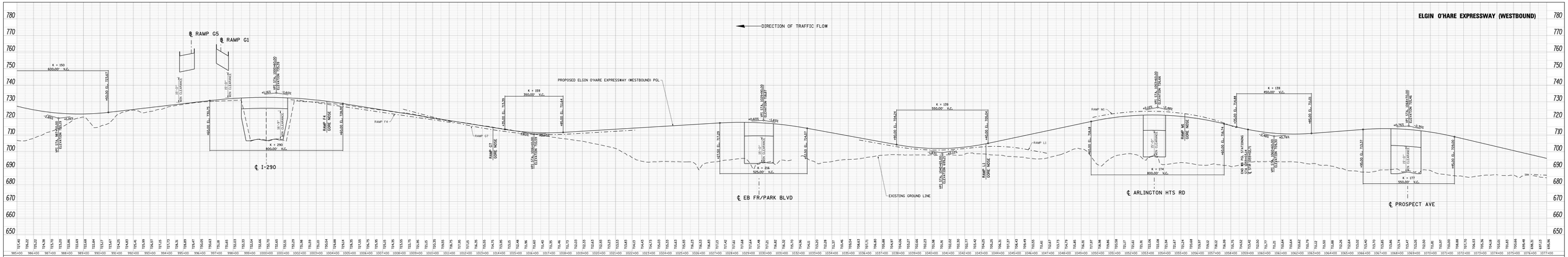
SCALE: | SHEET NO. 32 OF 99 SHEETS | STA. TO STA.

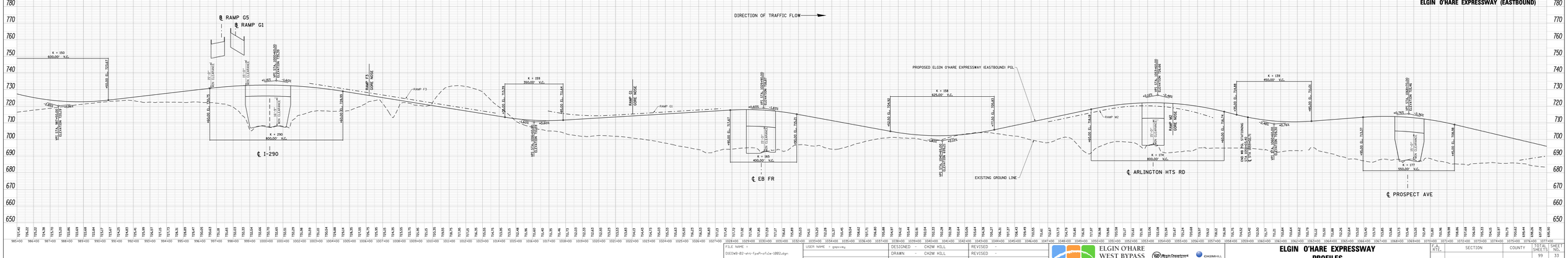
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	32

CONTRACT NO.

ILLINOIS FED. AID PROJECT

CENTRAL SECTION – PART A





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	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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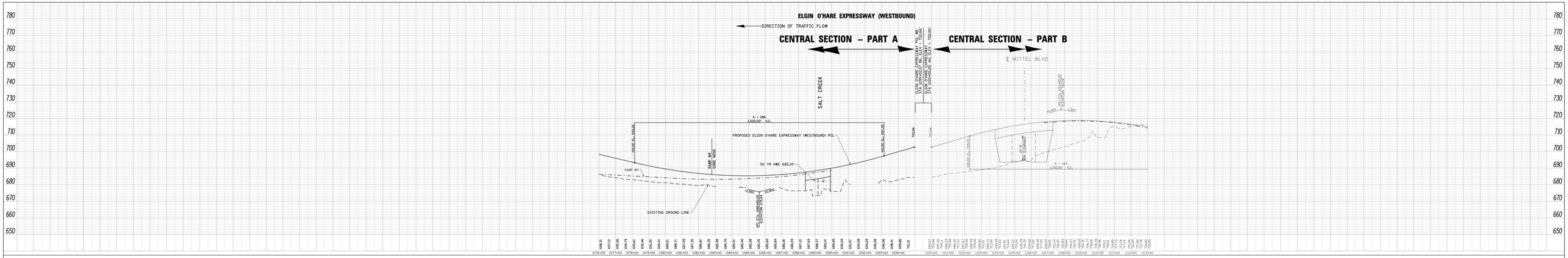
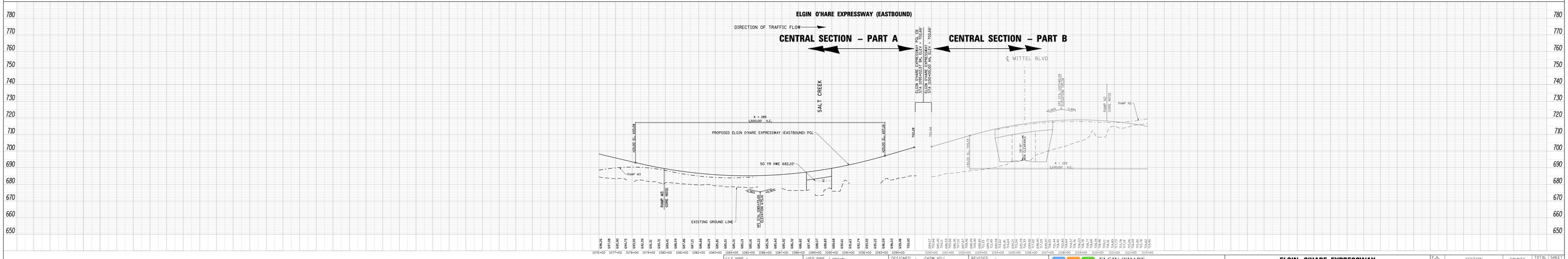
ELGIN O'HARE EXPRESSWAY PROFILES

SCALE: | SHEET NO. 33 OF 99 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
			99 33
		CONTRACT NO.	
	ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART A





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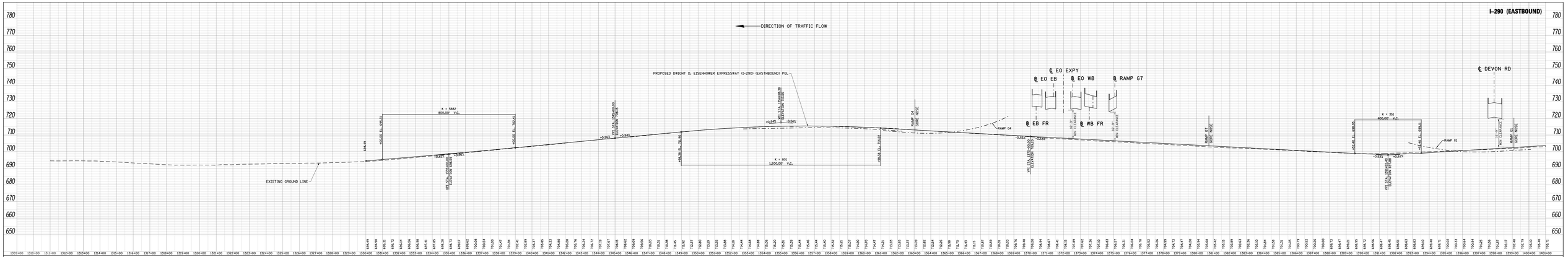
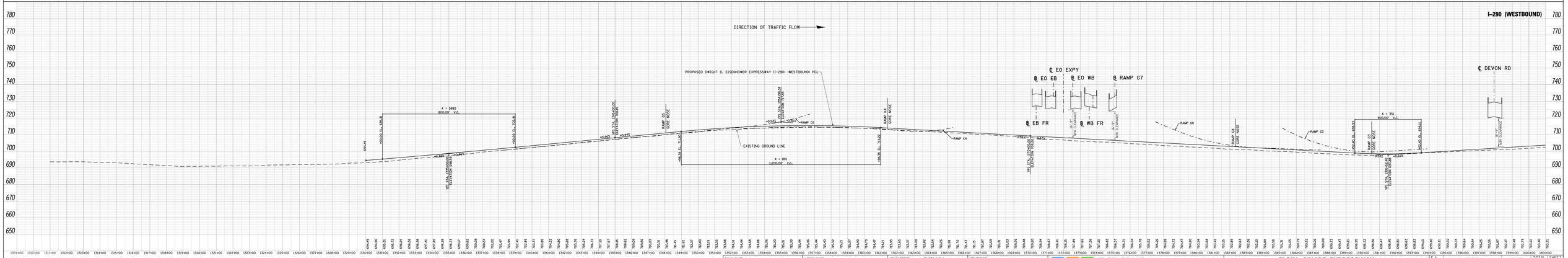
		DRAWN - CH2M HILL	REVISED -		
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -		
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	34
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

SCALE: SHEET NO. 34 OF 99 SHEETS STA. TO STA.

CENTRAL SECTION – PART A





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	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

ELGIN O'HARE WEST BYPASS
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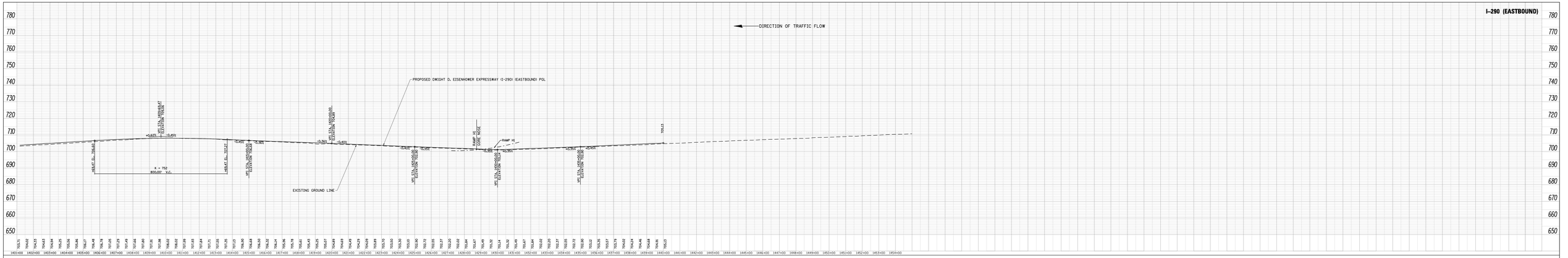
Illinois Department of Transportation
CH2MHILL

ELGIN O'HARE EXPRESSWAY
DWIGHT D. EISENHOWER EXPRESSWAY (I-290) PROFILES

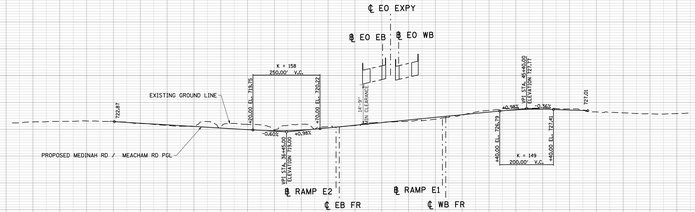
SCALE:	SHEET NO. 35 OF 99 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	35
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

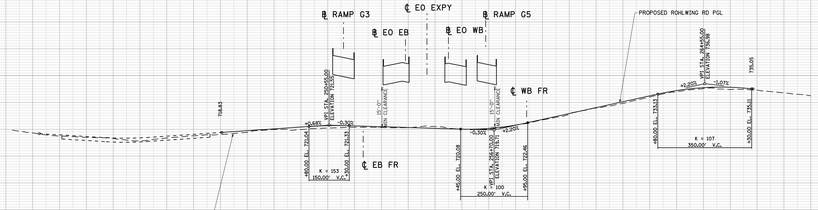
CENTRAL SECTION – PART A


I-290 (EASTBOUND)
DIRECTION OF TRAFFIC FLOW
PROPOSED DWIGHT D. EISENHOWER EXPRESSWAY (I-290) (EASTBOUND) PGL
EXISTING GROUND LINE
RAMP H2
RAMP H1
K = 152
800.00' V.C.
+0.62%
-0.45%
-0.38%
-0.45%
-0.38%
-0.45%
-0.38

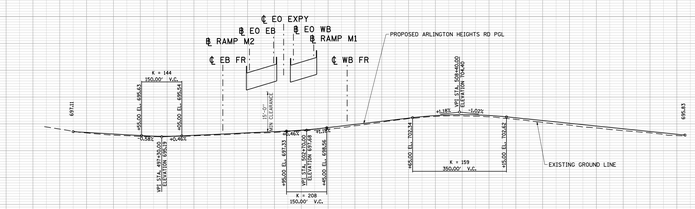
MEDINAH RD / MEACHAM RD



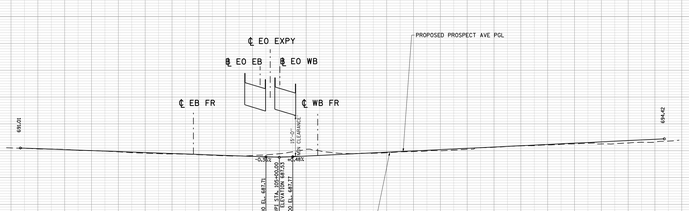
ROHLWING RD



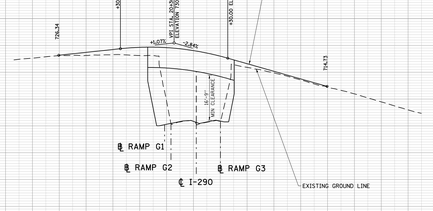
ARLINGTON HEIGHTS RD



PROSPECT AVE



DEVON AVE



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PLOT DATE = 4/4/2011	DRAWN - CH2M HILL		REVISED -
	CHECKED - CH2M HILL		REVISED -
	DATE - 3/29/2011		REVISED -

ELGIN O'HARE WEST BYPASS
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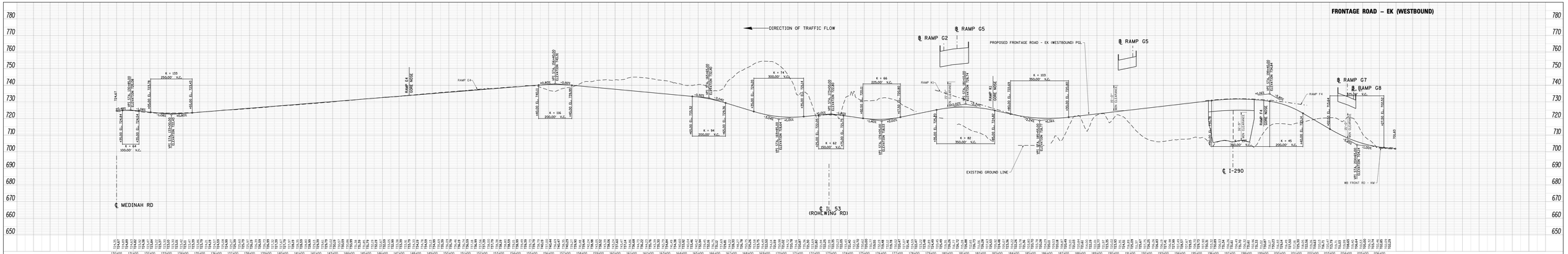
Illinois Department of Transportation
CH2MHILL

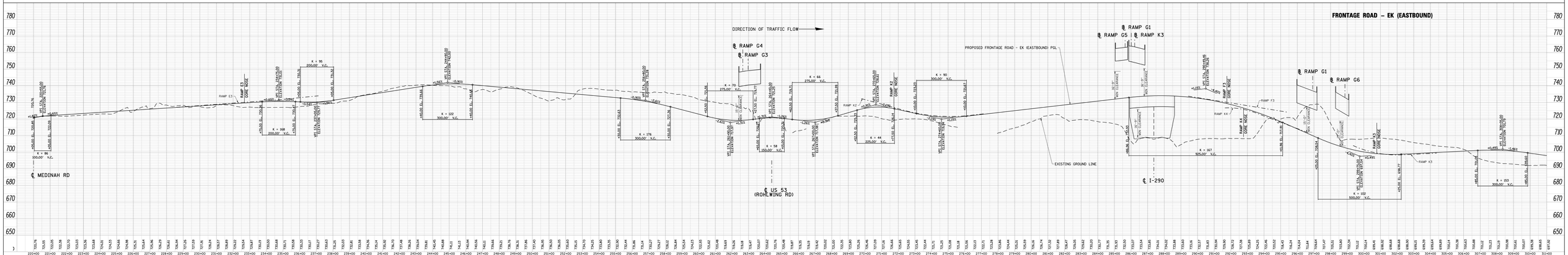
ELGIN O'HARE EXPRESSWAY
CROSSROAD PROFILES

SCALES | SHEET NO. 37 OF 99 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	37
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CENTRAL SECTION – PART A





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		DRAWN - CH2M HILL	REVISED -		
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -		
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -		

ELGIN O'HARE EXPRESSWAY
FRONTAGE ROAD PROFILES

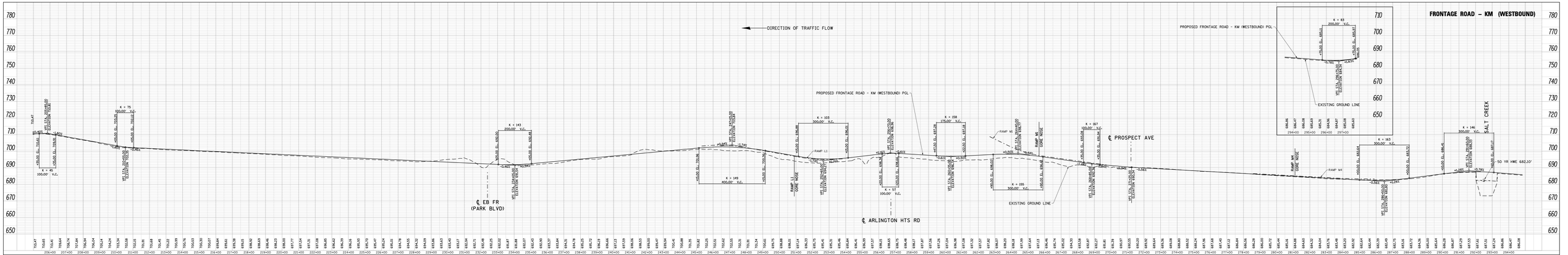
SCALE: | SHEET NO. 38 OF 99 SHEETS | STA. TO STA.

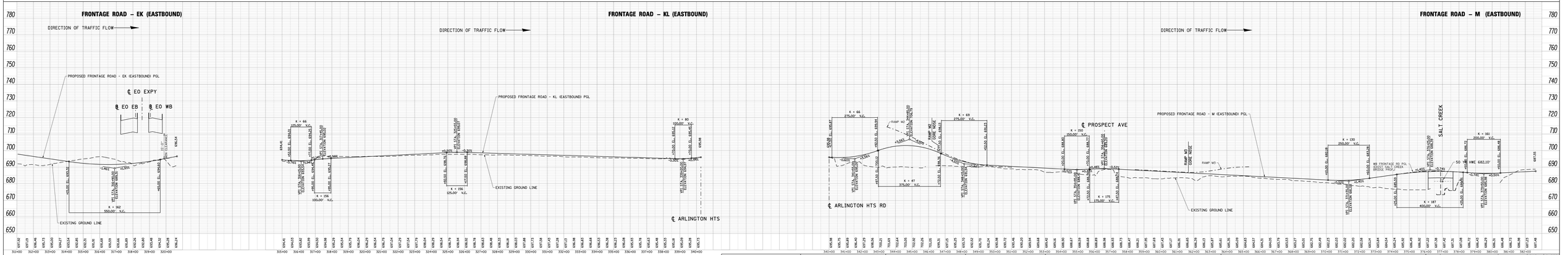
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	38

CONTRACT NO.

ILLINOIS FED. AID PROJECT

CENTRAL SECTION – PART A





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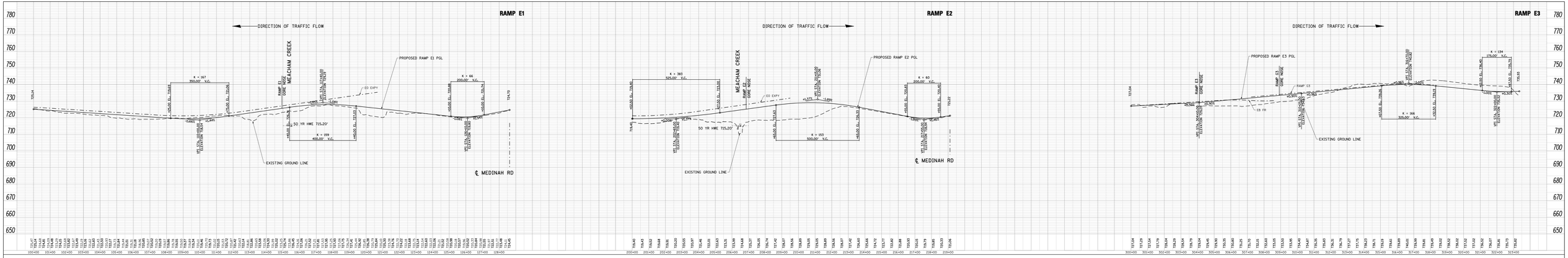
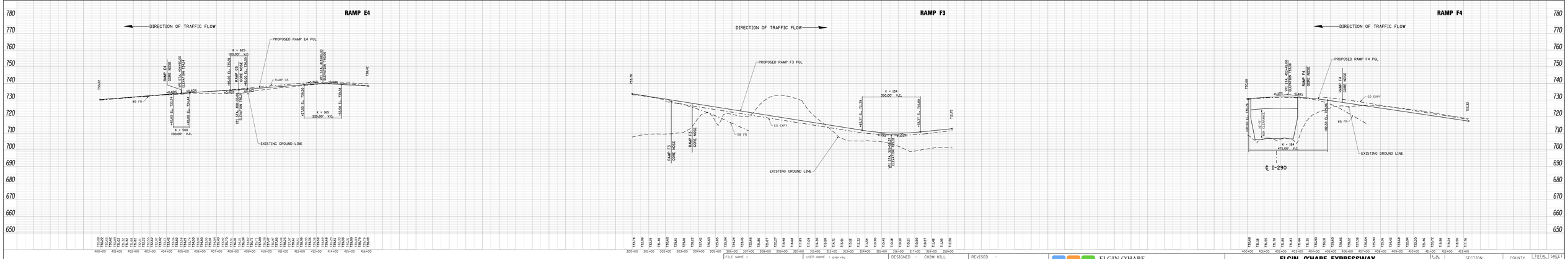
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -		
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -		SCALE: SHEET NO. 39 OF 99 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	39
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART A





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		DRAWN - CH2M HILL	REVISED -		
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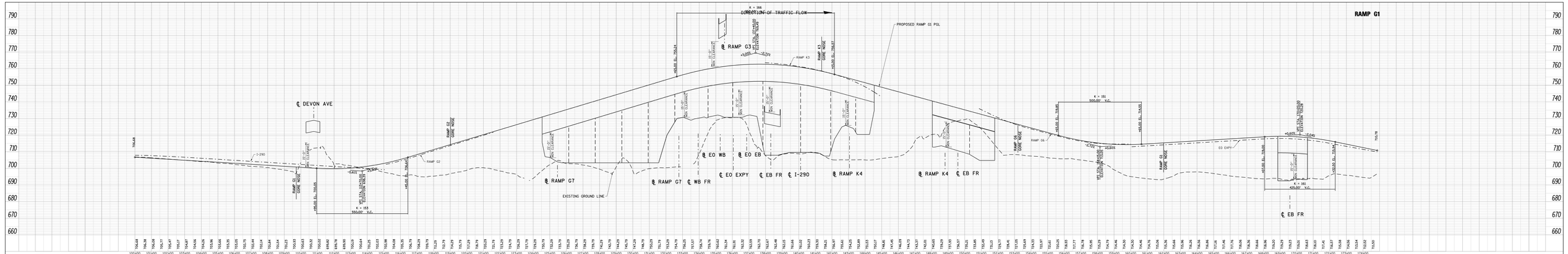
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -		

ELGIN O'HARE EXPRESSWAY
RAMP PROFILES

SCALE: | SHEET NO. 40 OF 99 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	40
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART A



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PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -	
PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -	

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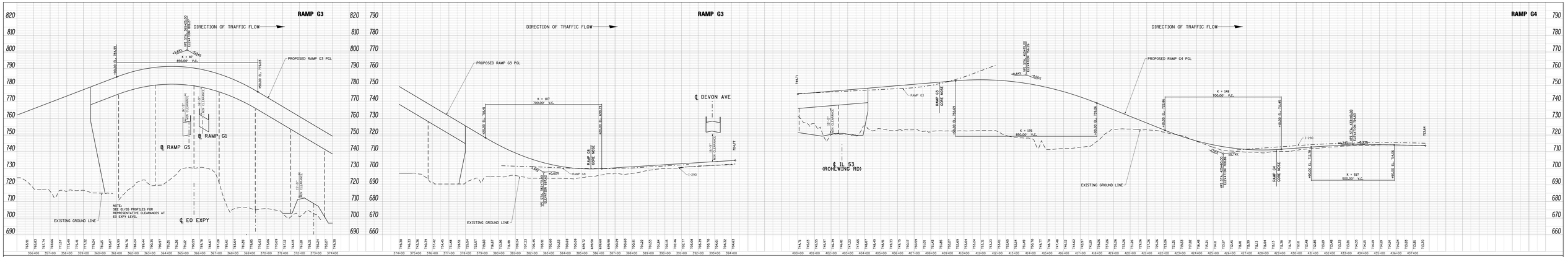
ELGIN O'HARE EXPRESSWAY SYSTEM RAMP PROFILES AT DWIGHT D. EISENHOWER EXPRESSWAY (I-290)

SCALES | SHEET NO. 41 OF 99 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	41
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CENTRAL SECTION – PART A



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	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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Illinois Department of Transportation

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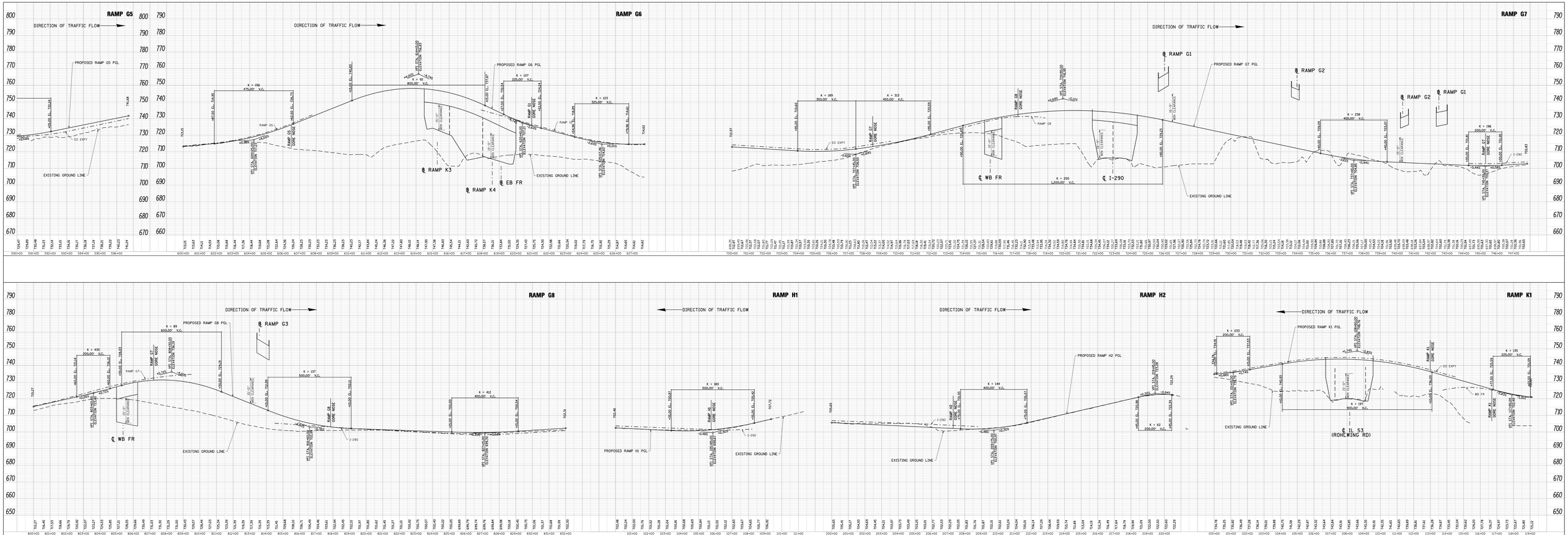
ELGIN O'HARE EXPRESSWAY SYSTEM RAMP PROFILES AT DWIGHT D. EISENHOWER EXPRESSWAY (I-290)

SCALES | SHEET NO. 42 OF 99 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	42
		CONTRACT NO.		
	ILLINOIS TFED. AID PROJECT			

CENTRAL SECTION – PART A



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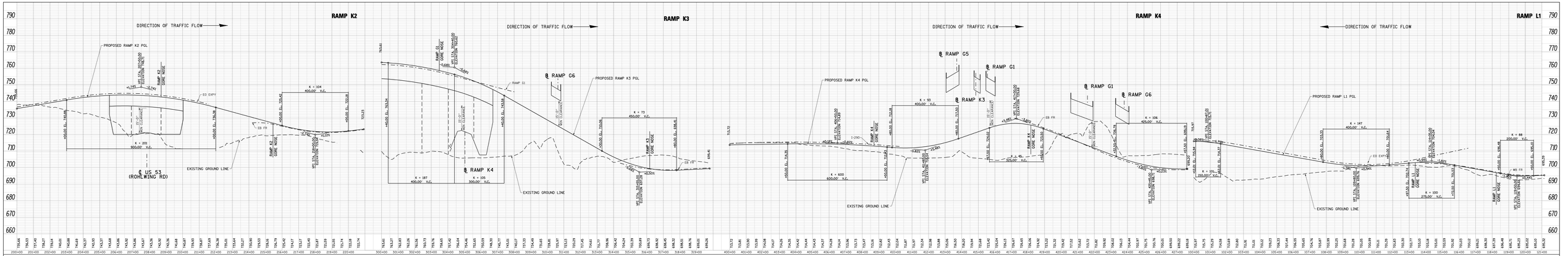
		DRAWN - CH2M HILL	REVISED -		
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -		
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -		

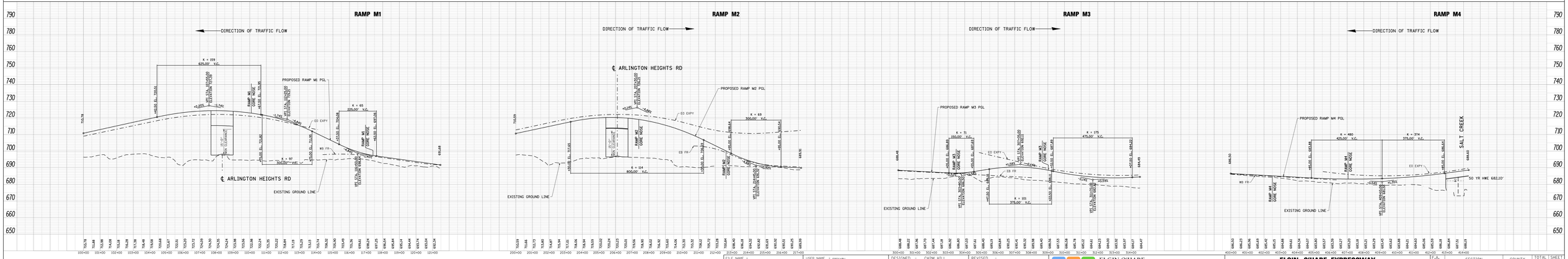
ELGIN O'HARE EXPRESSWAY SYSTEM RAMP PROFILES AT DWIGHT D. EISENHOWER EXPWY (I-290) & RAMP PROFILES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	43
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

SCALE: SHEET NO. 43 OF 99 SHEETS STA. TO STA.

CENTRAL SECTION – PART A





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	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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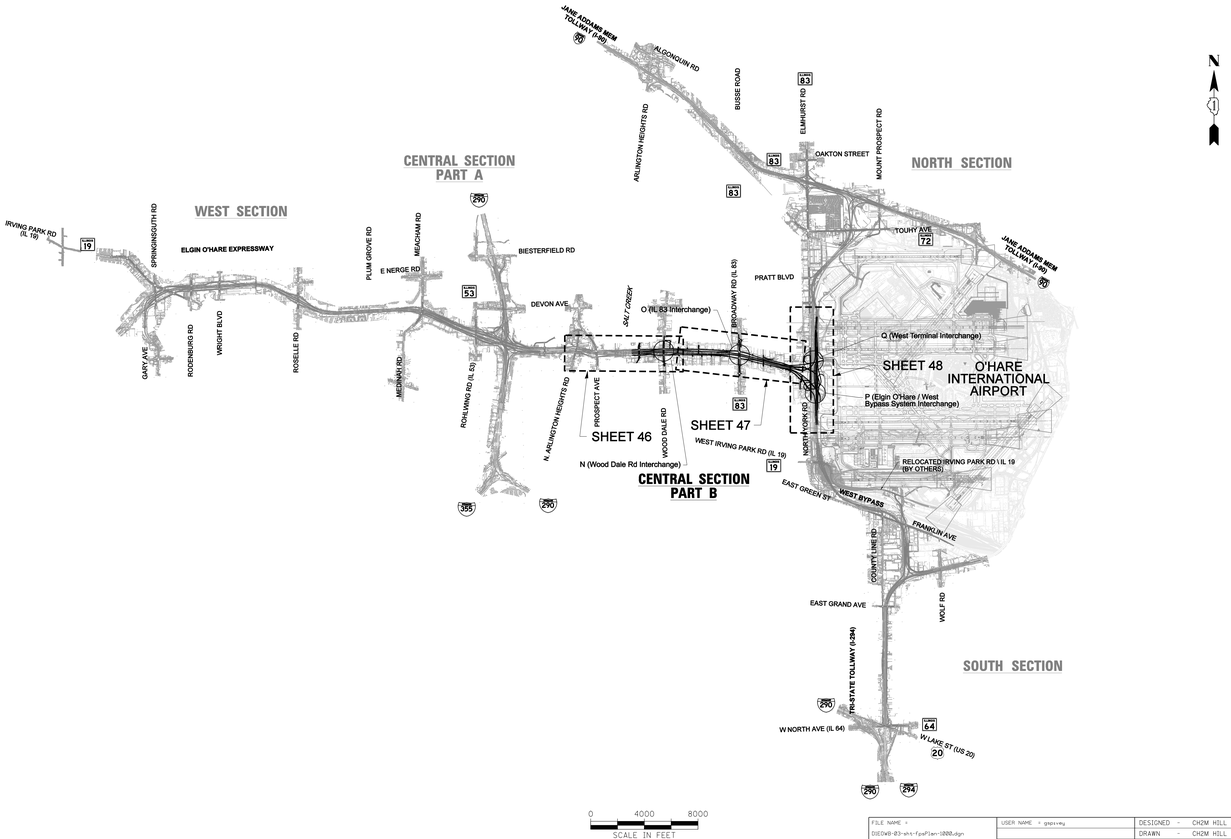
CH2MHILL

ELGIN O'HARE EXPRESSWAY
RAMP PROFILES

SCALE:	SHEET NO. 44 OF 99 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	44
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART A



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1	COVER SHEET
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	WEST SECTION
13	ROADWAY PLAN SHEET LAYOUT
14 - 17	ROADWAY PLAN SHEETS
18 - 25	ROADWAY PROFILE SHEETS
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27 - 31	ROADWAY PLAN SHEETS
32 - 44	ROADWAY PROFILE SHEETS
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63	ROADWAY PLAN SHEET LAYOUT
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	NORTH SECTION
83	ROADWAY PLAN SHEET LAYOUT
84 - 89	ROADWAY PLAN SHEETS
90 - 99	ROADWAY PROFILE SHEETS

FILE NAME = DIEOW8-03-sht-fpsPlan-1000.dgn	USER NAME = gsplvwy	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 4000.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

ELGIN O'HARE WEST BYPASS
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Illinois Department of Transportation

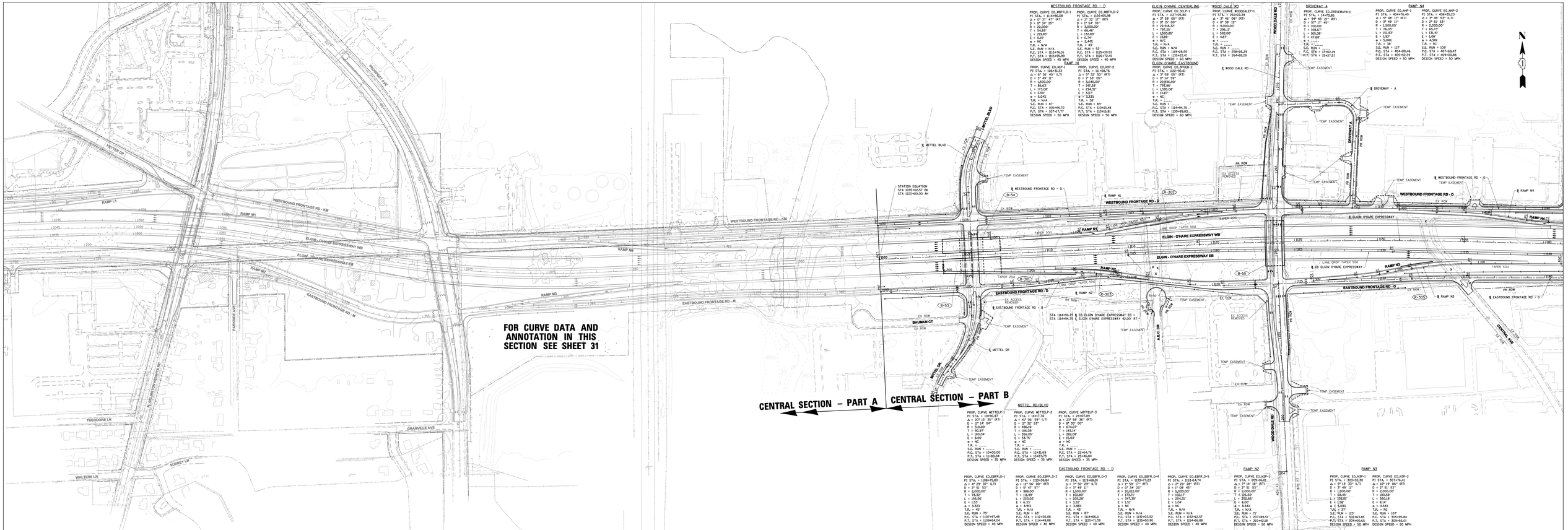
CH2MHILL

ROADWAY PLAN SHEET LAYOUT
ELGIN O'HARE AND WEST BYPASS

SCALE: | SHEET NO. 45 OF 99 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	45
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART B


FOR CURVE DATA AND ANNOTATION IN THIS SECTION SEE SHEET 31
CENTRAL SECTION – PART A
CENTRAL SECTION – PART B
WESTBOUND FRONTAGE RD – D
PROP. CURVE EO_WBFR_D-1
PI STA. = 1114+86.08
Δ = 90° 00' (RT)
D = 0° 54' 35"
R = 2,100.00'
T = 1,543.89'
L = 2,199.83'
E = 0.57'
e = NC
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 1113+76.16
P.T. STA = 1135+95.99
DESIGN SPEED = 40 MPH
PROP. CURVE EO_WBFR_D-2
PI STA. = 1126+05.38
Δ = 90° 00' (RT)
D = 0° 54' 35"
R = 2,100.00'
T = 1,543.89'
L = 2,199.83'
E = 0.57'
e = NC
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 1125+39.52
P.T. STA = 1147+72.40
DESIGN SPEED = 40 MPH
RAMP N1
PROP. CURVE EO_N1P-1
PI STA. = 1106+53.21
Δ = 56° 36' 40" (LT)
D = 3° 49' 11"
R = 1,500.00'
T = 86.63'
L = 173.09'
E = 3.49'
e = 5.04%
T.R. = N/A
S.E. RUN = 87'
P.C. STA = 1105+44.70
P.T. STA = 1107+17.77
DESIGN SPEED = 50 MPH
RAMP N2
PROP. CURVE EO_N2P-2
PI STA. = 1114+65.98
Δ = 5° 32' 00" (RT)
D = 1° 53' 05"
R = 3,040.00'
T = 147.28'
L = 294.10'
E = 3.56'
e = 3.33%
T.R. = 39'
S.E. RUN = 87'
P.C. STA = 1101+21.48
P.T. STA = 1134+15.81
DESIGN SPEED = 50 MPH
ELGIN O'HARE CENTERLINE
PROP. CURVE EO_3CL-P-1
PI STA. = 1127+25.80
Δ = 2° 39' 00" (RT)
D = 0° 15' 00"
R = 22,918.32'
T = 797.20'
L = 1,593.85'
E = 13.90'
e = N/A
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 1119+28.55
P.T. STA = 1135+22.41
DESIGN SPEED = 60 MPH
ELGIN O'HARE EASTBOUND
PROP. CURVE EO_EBCP-1
PI STA. = 1129+93.29
Δ = 7° 59' 25" (RT)
D = 0° 14' 59"
R = 22,936.00'
T = 797.86'
L = 1,596.09'
E = 13.87'
e = NC
T.R. = ---
S.E. RUN = ---
P.C. STA = 1114+94.75
P.T. STA = 1130+89.83
DESIGN SPEED = 60 MPH
WOOD DALE RD
PROP. CURVE WOODDALEP-1
PI STA. = 262+02.93
Δ = 90° 00' 00" (RT)
D = 0° 38' 12"
R = 9,000.00'
T = 296.11'
L = 592.00'
E = 4.83'
e = NC
T.R. = ---
S.E. RUN = ---
P.C. STA = 258+06.29
P.T. STA = 264+18.29
DRIVEWAY A
PROP. CURVE EO_DRIVEWAYA-1
PI STA. = 114+55.85
Δ = 54° 45' 00" (RT)
D = 57° 17' 45"
R = 100.00'
T = 54.69'
L = 165.38'
E = 17.68'
e = NC
T.R. = ---
S.E. RUN = 127'
P.C. STA = 113+62.19
P.T. STA = 115+27.57
RAMP N4
PROP. CURVE EO_N4P-1
PI STA. = 404+76.49
Δ = 5° 49' 11" (RT)
D = 1° 49' 11"
R = 1,500.00'
T = 76.03'
L = 151.93'
E = 3.61'
e = 5.04%
T.R. = 38'
S.E. RUN = 127'
P.C. STA = 404+00.46
P.T. STA = 405+52.39
DESIGN SPEED = 50 MPH
PROP. CURVE EO_N4P-2
PI STA. = 406+15.20
Δ = 3° 45' 53" (LT)
D = 2° 51' 53"
R = 2,000.00'
T = 65.73'
L = 131.41'
E = 2.14'
e = 4.34%
T.R. = NC
S.E. RUN = 109'
P.C. STA = 407+69.47
P.T. STA = 409+00.88
DESIGN SPEED = 50 MPH
MITTEL BLVD
PROP. CURVE MITTELP-1
PI STA. = 14+17.76
Δ = 41° 06' 59" (LT)
D = 11° 32' 53"
R = 496.59'
T = 186.28'
L = 356.05'
E = 33.75'
e = NC
T.R. = ---
S.E. RUN = ---
P.C. STA = 12+31.69
P.T. STA = 15+87.73
DESIGN SPEED = 35 MPH
PROP. CURVE MITTELP-2
PI STA. = 14+17.76
Δ = 41° 06' 59" (LT)
D = 11° 32' 53"
R = 496.59'
T = 186.28'
L = 356.05'
E = 33.75'
e = NC
T.R. = ---
S.E. RUN = ---
P.C. STA = 12+31.69
P.T. STA = 15+87.73
DESIGN SPEED = 35 MPH
PROP. CURVE MITTELP-3
PI STA. = 244+07.89
Δ = 37° 58' 36" (RT)
D = 8° 30' 00"
R = 673.94'
T = 143.14'
L = 282.08'
E = 15.03'
e = NC
T.R. = ---
S.E. RUN = ---
P.C. STA = 22+64.76
P.T. STA = 25+46.84
DESIGN SPEED = 35 MPH
EASTBOUND FRONTAGE RD – D
PROP. CURVE EO_EBFR_D-1
PI STA. = 1108+75.80
Δ = 4° 29' 01" (LT)
D = 1° 27' 00"
R = 3,950.00'
T = 78.32'
L = 156.56'
E = 1.53'
e = 5.32%
T.R. = 45'
S.E. RUN = 75'
P.C. STA = 1107+97.48
P.T. STA = 1109+54.04
DESIGN SPEED = 40 MPH
PROP. CURVE EO_EBFR_D-2
PI STA. = 1131+38.84
Δ = 12° 56' 00" (RT)
D = 5° 43' 57"
R = 998.59'
T = 113.99'
L = 225.02'
E = 6.33'
e = 4.91%
T.R. = N/A
S.E. RUN = 63'
P.C. STA = 1112+26.86
P.T. STA = 1114+49.88
DESIGN SPEED = 40 MPH
PROP. CURVE EO_EBFR_D-3
PI STA. = 1139+48.36
Δ = 7° 50' 25" (LT)
D = 1° 27' 00"
R = 3,950.00'
T = 102.80'
L = 205.29'
E = 3.52'
e = 5.38%
T.R. = 45'
S.E. RUN = 87'
P.C. STA = 1138+46.11
P.T. STA = 1120+71.39
DESIGN SPEED = 40 MPH
PROP. CURVE EO_EBFR_D-4
PI STA. = 1133+17.23
Δ = 1° 59' 17" (RT)
D = 1° 27' 00"
R = 3,950.00'
T = 173.71'
L = 347.39'
E = 1.51'
e = NC
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 1132+43.52
P.T. STA = 1135+90.90
DESIGN SPEED = 40 MPH
PROP. CURVE EO_EBFR_D-5
PI STA. = 1153+44.74
Δ = 1° 20' 28" (RT)
D = 1° 27' 00"
R = 3,950.00'
T = 102.17'
L = 204.37'
E = 1.04'
e = NC
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 1152+42.57
P.T. STA = 1154+16.88
DESIGN SPEED = 40 MPH
RAMP N2
PROP. CURVE EO_N2P-1
PI STA. = 209+06.25
Δ = 7° 14' 18" (RT)
D = 1° 27' 00"
R = 3,950.00'
T = 4 186.50'
L = 352.66'
E = 4.00'
e = 4.34%
T.R. = N/A
S.E. RUN = 75'
P.C. STA = 207+49.51
P.T. STA = 210+42.18
DESIGN SPEED = 50 MPH
RAMP N3
PROP. CURVE EO_N3P-1
PI STA. = 313+52.30
Δ = 5° 13' 33" (LT)
D = 1° 09' 11"
R = 5,000.00'
T = 68.45'
L = 136.50'
E = 1.56'
e = 5.04%
T.R. = 37'
S.E. RUN = 123'
P.C. STA = 312+43.85
P.T. STA = 314+80.65
DESIGN SPEED = 50 MPH
PROP. CURVE EO_N3P-2
PI STA. = 307+76.41
Δ = 10° 19' 06" (RT)
D = 1° 09' 11"
R = 5,000.00'
T = 180.58'
L = 360.18'
E = 8.14'
e = 4.34%
T.R. = NC
S.E. RUN = 107'
P.C. STA = 305+95.84
P.T. STA = 309+56.01
DESIGN SPEED = 50 MPH
STATION EQUATION
STA 1095+02.57 BK
STA 1100+00.00 AH
STA 1114+94.75 ℄ EB ELGIN O'HARE EXPRESSWAY EB =
STA 1114+94.75 ℄ ELGIN O'HARE EXPRESSWAY 42.00° RT
LEGEND
B-1 BRIDGE DESIGNATION
R-101 RETAINING WALL DESIGNATION
TRAFFIC FLOW ARROWS
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED EASEMENT
TEMPORARY EASEMENT
PROPOSED PIER LOCATION
ACCESS CONTROL
BUILDING DISPLACEMENT
ROADWAY REMOVAL
0 200 400
SCALE IN FEET
N
FILE NAME = DIEGW:\03-sht-1\psPlan-1208.dgn
USER NAME = gapsway
PLOT SCALE = 200.0000 ' / IN.
PLOT DATE = 4/4/2011
DESIGNED - CH2M HILL
DRAWN - CH2M HILL
CHECKED - CH2M HILL
DATE - 3/29/2011
REVISED -
ELGIN O'HARE WEST BYPASS
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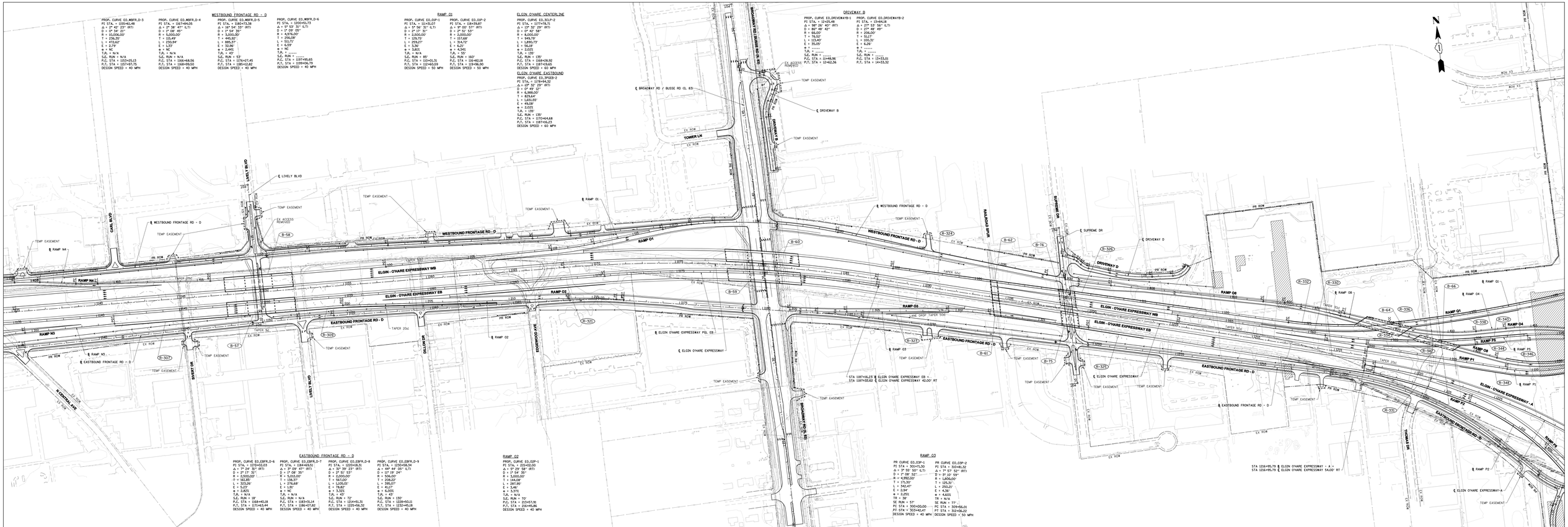
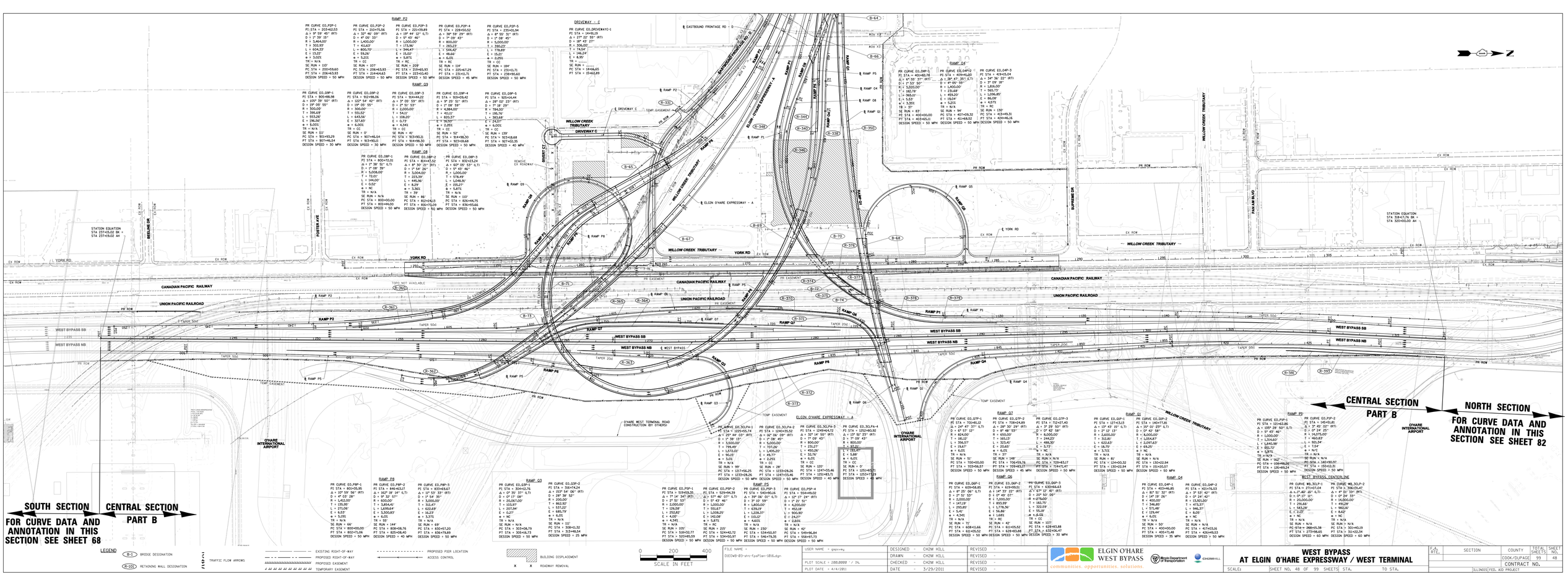
Illinois Department of Transportation
CH2MHILL
ELGIN O'HARE EXPRESSWAY
ARLINGTON HEIGHTS ROAD TO WOOD DALE ROAD
SCALE: SHEET NO. 46 OF 99 SHEETS STA. TO STA.
F.A. RTE. SECTION COUNTY TOTAL SHEETS NO. SHEET NO.
COOK/DUPAGE 99 46
CONTRACT NO.
ILLINOIS FED. AID PROJECT
CENTRAL SECTION – PART B



CENTRAL SECTION – PART B



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	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

ELGIN O'HARE WEST BYPASS
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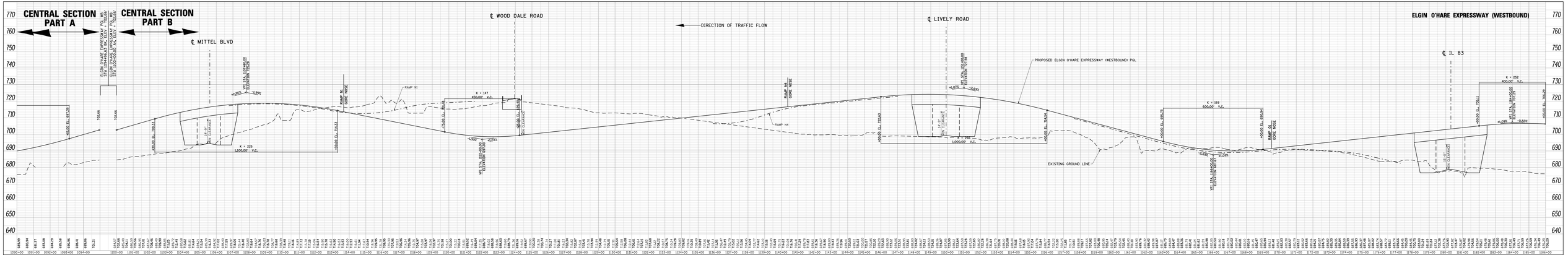
WEST BYPASS AT ELGIN O'HARE EXPRESSWAY / WEST TERMINAL

SCALE: | SHEET NO. 48 OF 99 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	48
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART B


CENTRAL SECTION PART A
CENTRAL SECTION PART B
ELGIN O'HARE EXPRESSWAY PCL 8B
ELEV = 710.28 ELEV = 710.66
ELGIN O'HARE EXPRESSWAY PCL 8A
ELEV = 710.66
℄ MITTEL BLVD
℄ WOOD DALE ROAD
DIRECTION OF TRAFFIC FLOW
℄ LIVELY ROAD
ELGIN O'HARE EXPRESSWAY (WESTBOUND)
PROPOSED ELGIN O'HARE EXPRESSWAY (WESTBOUND) PGL
EXISTING GROUND LINE
℄ IL 83
RAMP N1
RAMP N2
RAMP N3
RAMP N4
RAMP S1
RAMP S2
RAMP S3
RAMP O2
K = 147
450.00' V.C.
K = 225
1,000.00' V.C.
K = 266
1,000.00' V.C.
K = 159
600.00' V.C.
K = 252
600.00' V.C.
K = 160
600.00' V.C.
K = 330
800.00' V.C.
15'-0" MIN. CLEARANCE
+3.30%
-3.99%
+1.07%
+1.07%
-2.69%
+2.69%
-2.69%
+1.09%
+1.09%
-0.50%
+1.09%
-0.40%
+2.40%
+2.40%
-2.40%
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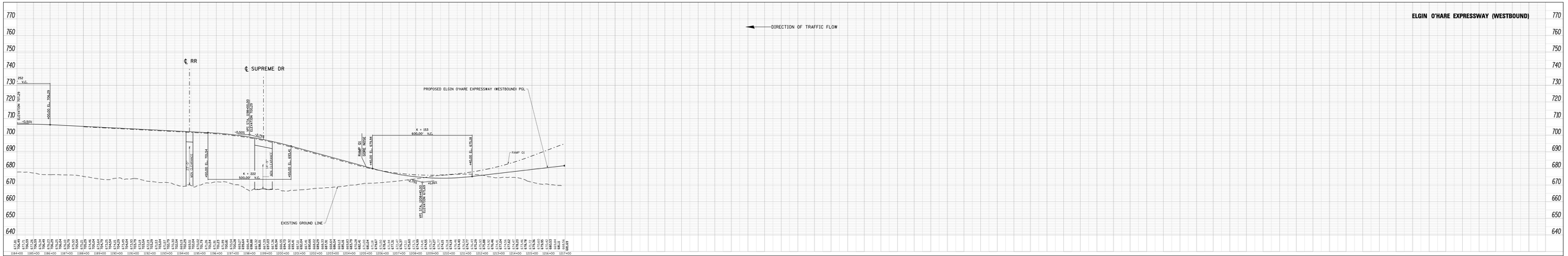
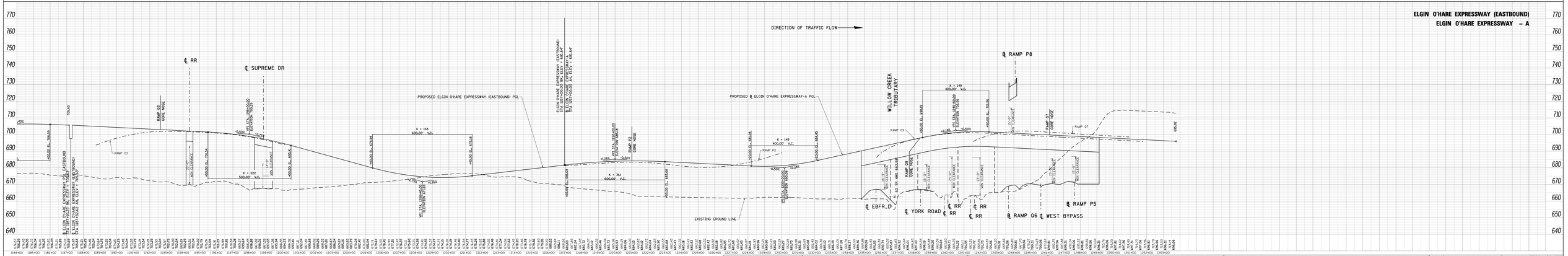
+2.67%
-2.67%
+2.67%
-2.67%
+2.67%
-2.67





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	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

ELGIN O'HARE WEST BYPASS
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Illinois Department of Transportation

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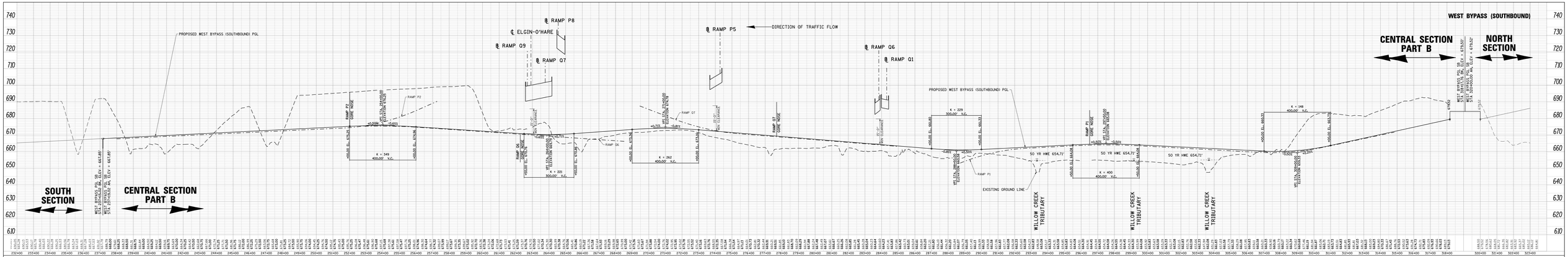
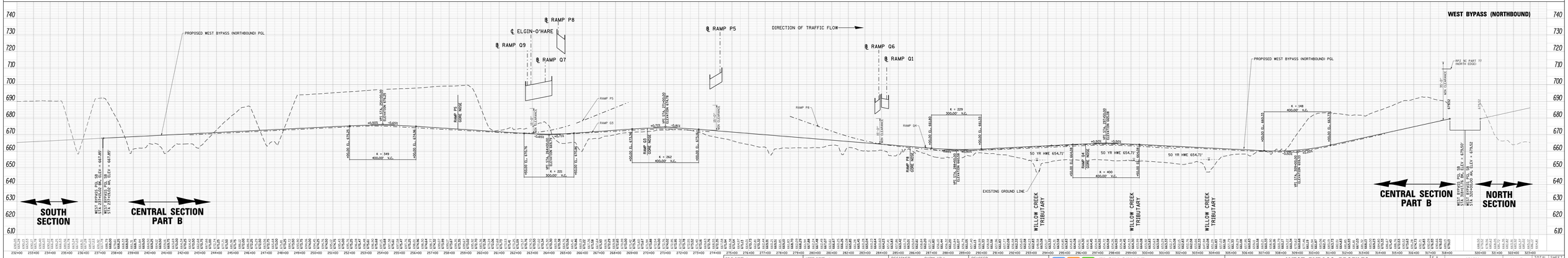
ELGIN O'HARE EXPRESSWAY PROFILES
BROADWAY STREET (IL 83) TO WEST BYPASS

SCALE: | SHEET NO. 50 OF 99 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	50
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART B





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	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

ELGIN O'HARE WEST BYPASS
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WEST BYPASS PROFILES
AT ELGIN O'HARE EXPRESSWAY / WEST TERMINAL

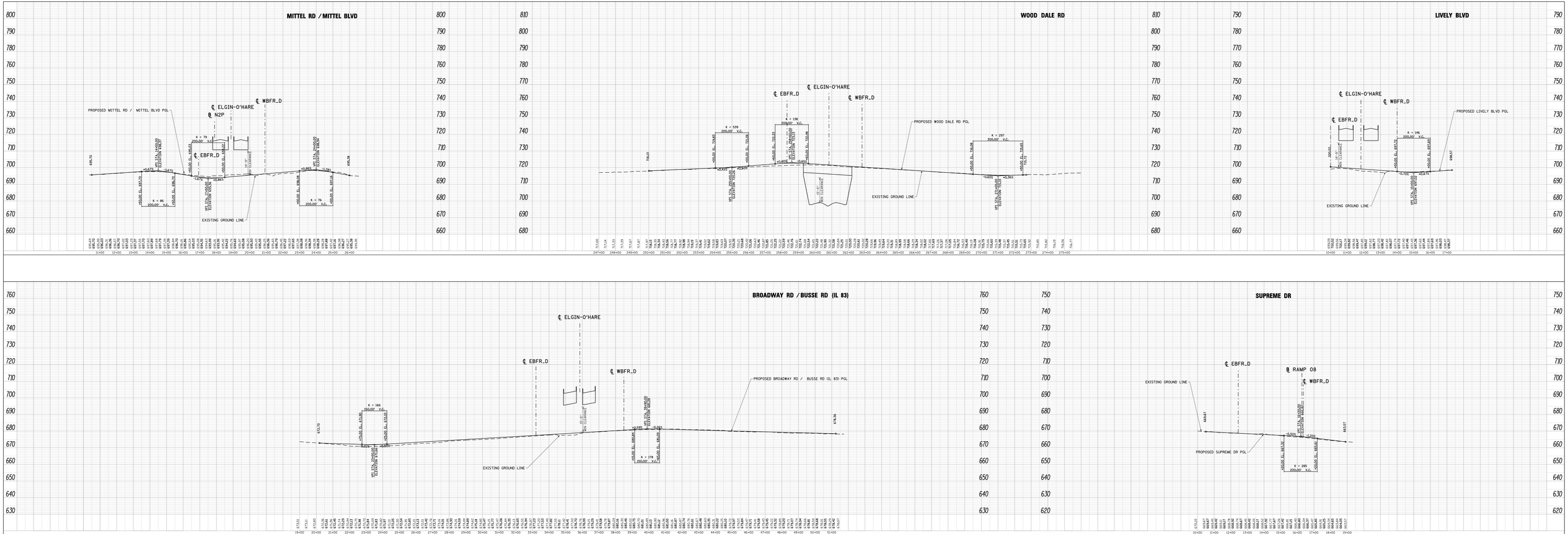
SCALE: | SHEET NO. 51 OF 99 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	51

CONTRACT NO.

ILLINOIS FED. AID PROJECT

CENTRAL SECTION – PART B



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	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

ELGIN O'HARE WEST BYPASS
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ELGIN O'HARE EXPRESSWAY
CROSS ROAD PROFILES

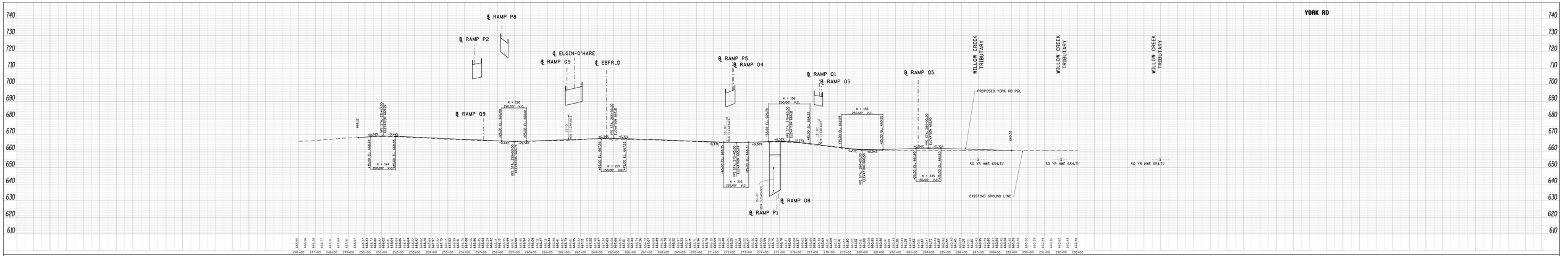
SCALE: | SHEET NO. 52 OF 99 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	52

CONTRACT NO.

ILLINOIS FED. AID PROJECT

CENTRAL SECTION – PART B



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	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

ELGIN O'HARE WEST BYPASS
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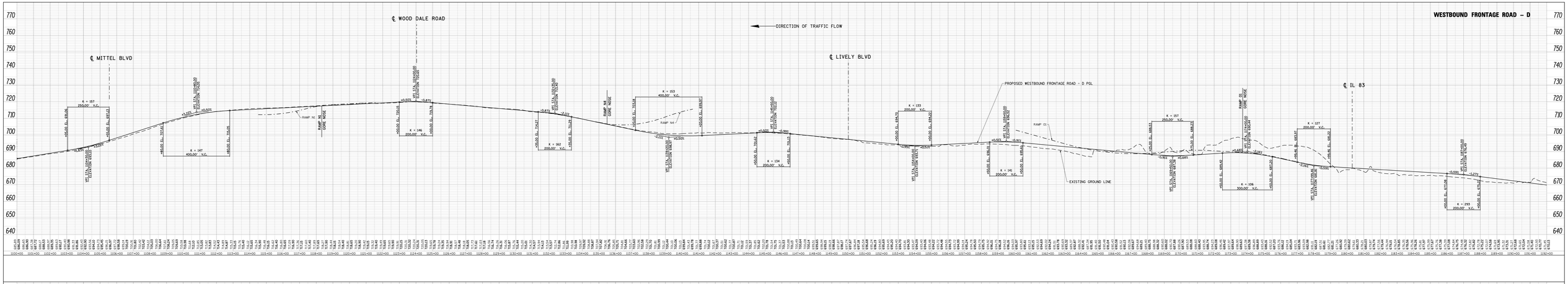
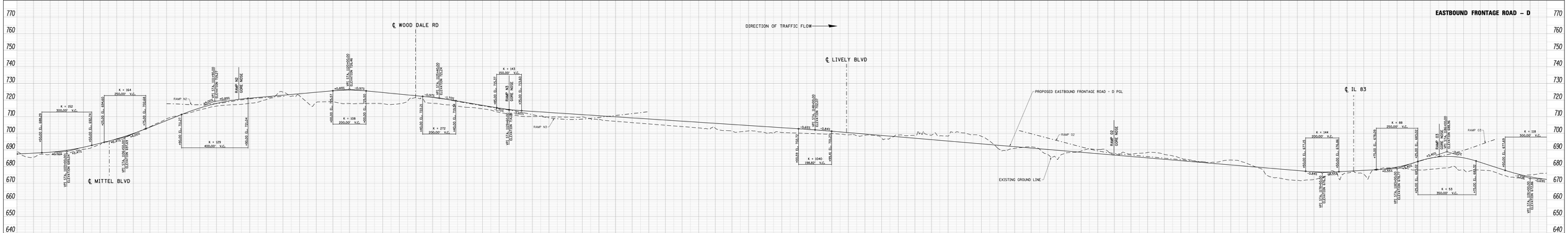
ELGIN O'HARE EXPRESSWAY
CROSS ROAD PROFILE

SCALE: | SHEET NO. 53 OF 99 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	53
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART B





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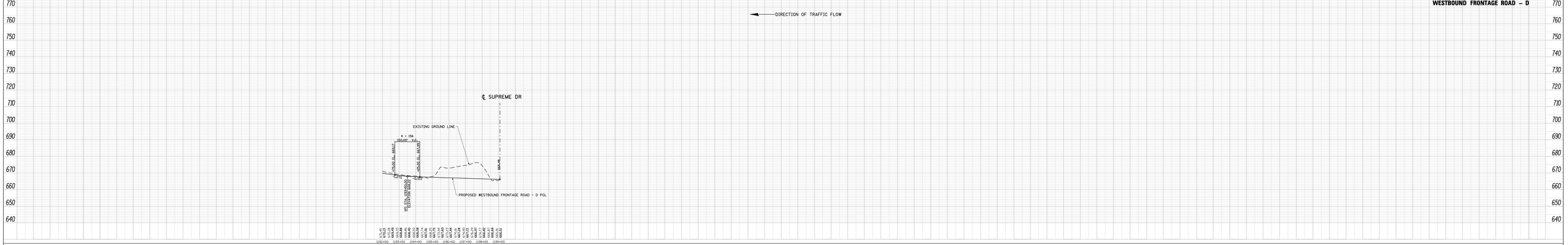
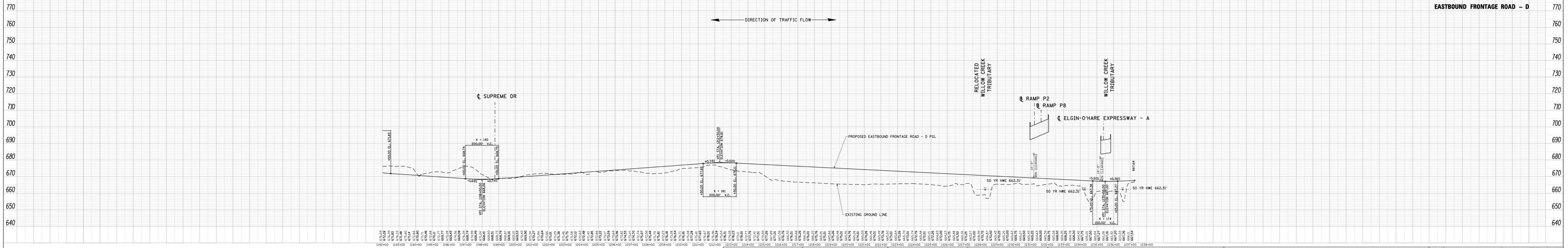
		DRAWN - CH2M HILL	REVISED -		
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -		
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -		

SCALE: | SHEET NO. 54 OF 99 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	54
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART B





FILE NAME = DIEOW8-03-sht-fpsProfile-1007.dgn	USER NAME = gopiveg	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

ELGIN O'HARE WEST BYPASS
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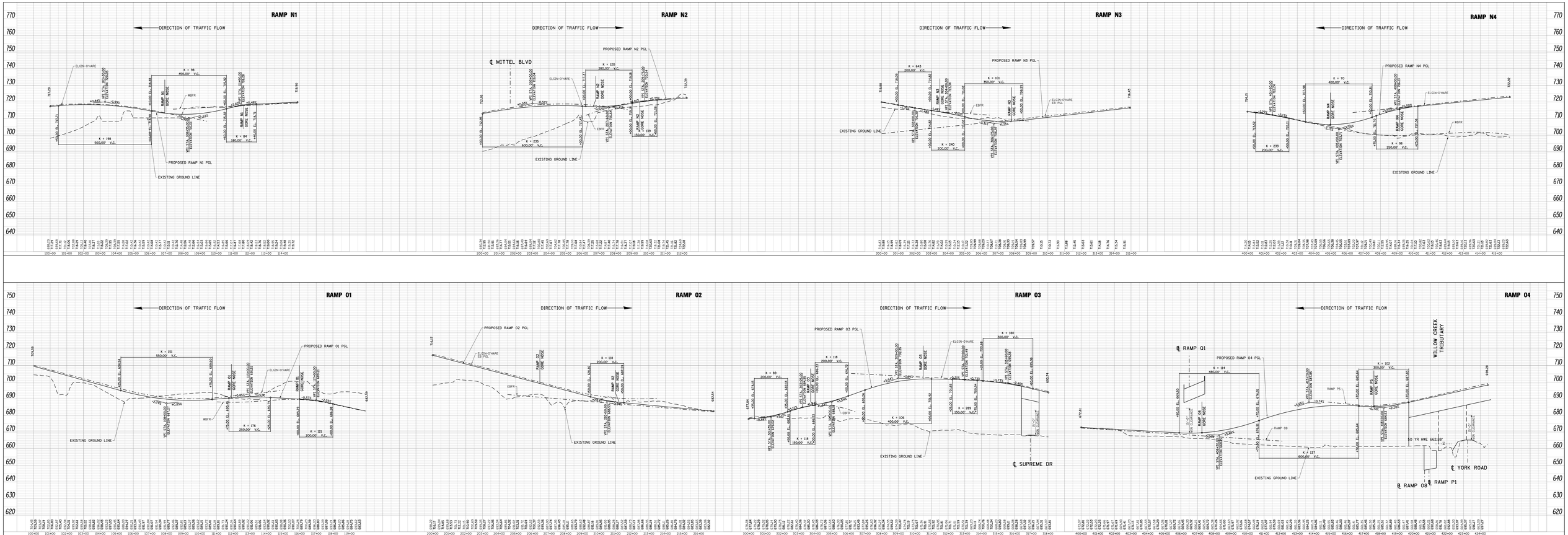
ELGIN O'HARE EXPRESSWAY
FRONTAGE ROAD PROFILES

SCALE: | SHEET NO. 55 OF 99 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	55
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART B



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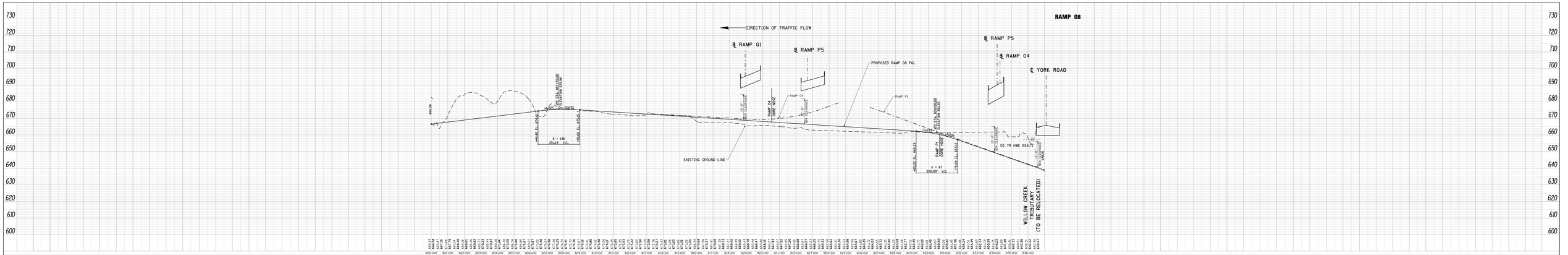
		DRAWN - CH2M HILL	REVISED -		
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -		
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -		

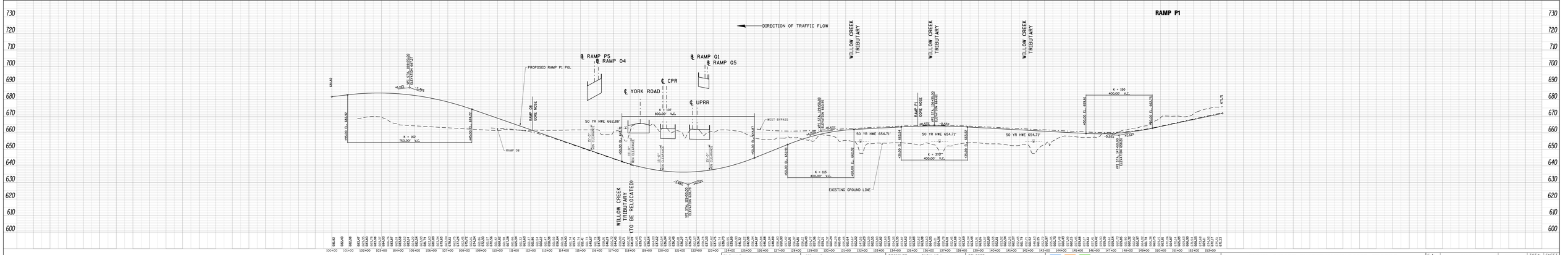
ELGIN O'HARE EXPRESSWAY
RAMP PROFILES

SCALE: | SHEET NO. 56 OF 99 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	56
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART B





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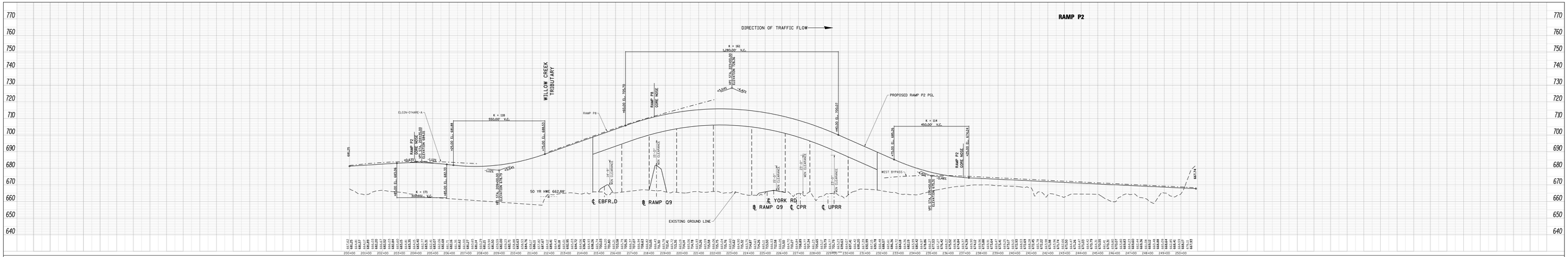
		DRAWN - CH2M HILL	REVISED -		
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -		
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -		

ELGIN O'HARE EXPRESSWAY RAMP PROFILE AND SYSTEM RAMP PROFILE AT WEST BYPASS

SCALE: | SHEET NO. 57 OF 99 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	57
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART B


RAMP P2
DIRECTION OF TRAFFIC FLOW
WILLOW CREEK TRIBUTARY
PROPOSED RAMP P2 PGL
EXISTING GROUND LINE
ELGIN-O'HARE-A
RAMP P8
RAMP P9 CORE NOSE
RAMP P7 CORE NOSE
RAMP P2 CORE NOSE
WEST BYPASS
50 YR HWE 662.68
℄ EBFR_D
℄ RAMP Q9
℄ YORK RD
℄ RAMP Q9
℄ CPR
℄ UPRR
K = 161 1,280.00' V.C.
K = 118 550.00' V.C.
K = 171 300.00' V.C.
K = 114 450.00' V.C.
WPI STA. 2012+00.00 ELEVATION 706.30
WPI STA. 2009+00.00 ELEVATION 696.30
WPI STA. 2000+00.00 ELEVATION 699.00
WPI STA. 2015+00.00 ELEVATION 699.00
+50.00 EL. 689.33
+50.00 EL. 681.88
+50.00 EL. 680.33
+50.00 EL. 706.73
+50.00 EL. 706.61
+50.00 EL. 686.24
+50.00 EL. 674.42
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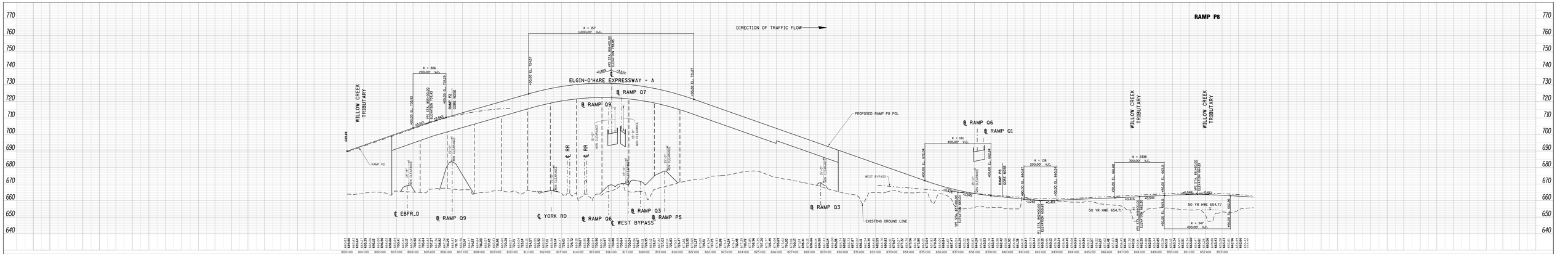
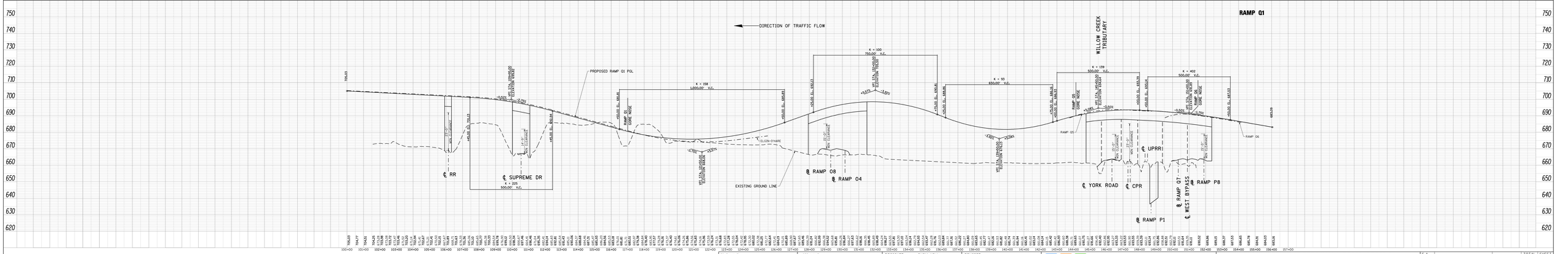
+.320
-.320
+.320
-.320





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		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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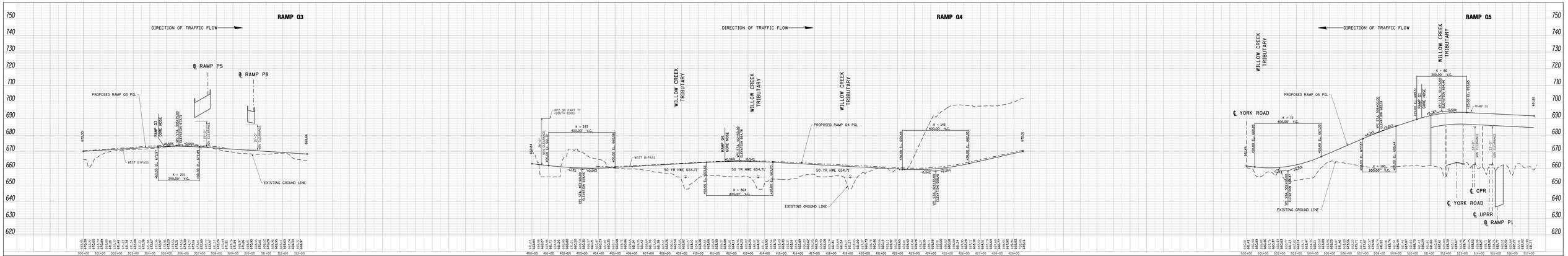
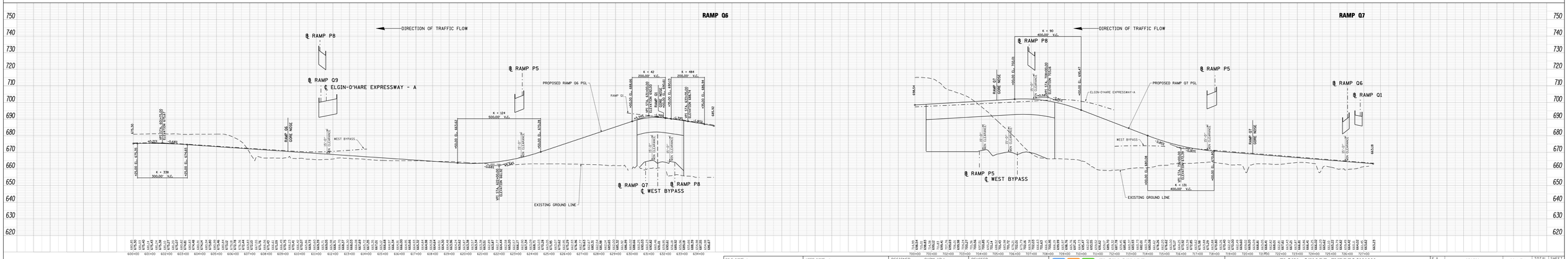
ELGIN O'HARE EXPRESSWAY RAMP PROFILE AND SYSTEM RAMP PROFILE AT WEST BYPASS

SCALE: | SHEET NO. 59 OF 99 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	59
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART B





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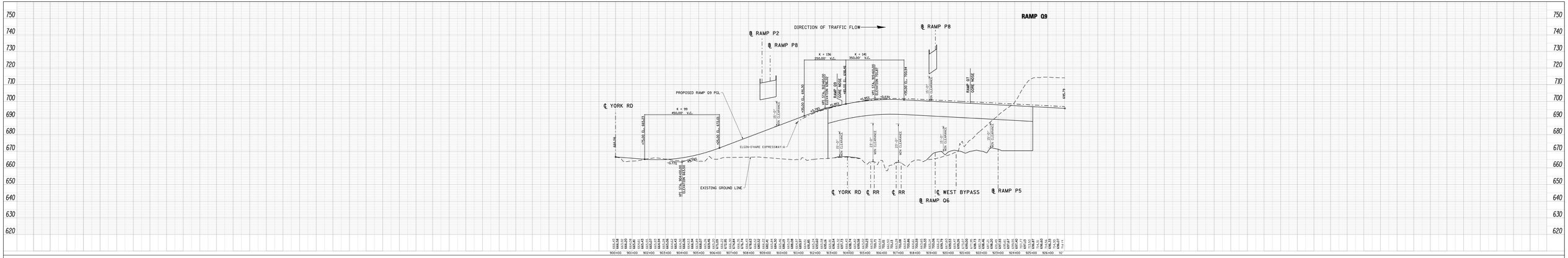
		DRAWN - CH2M HILL	REVISED -		
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -		
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -		SCALE: SHEET NO. 60 OF 99 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	60
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART B





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		DRAWN - CH2M HILL	REVISED -
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	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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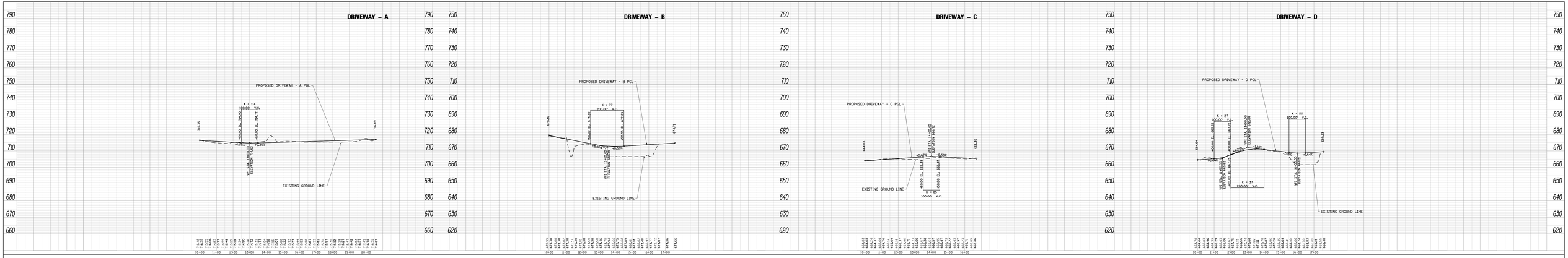
ELGIN O'HARE EXPRESSWAY
RAMP PROFILE AT WEST BYPASS

SCALE: | SHEET NO. 61 OF 99 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	61
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART B



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	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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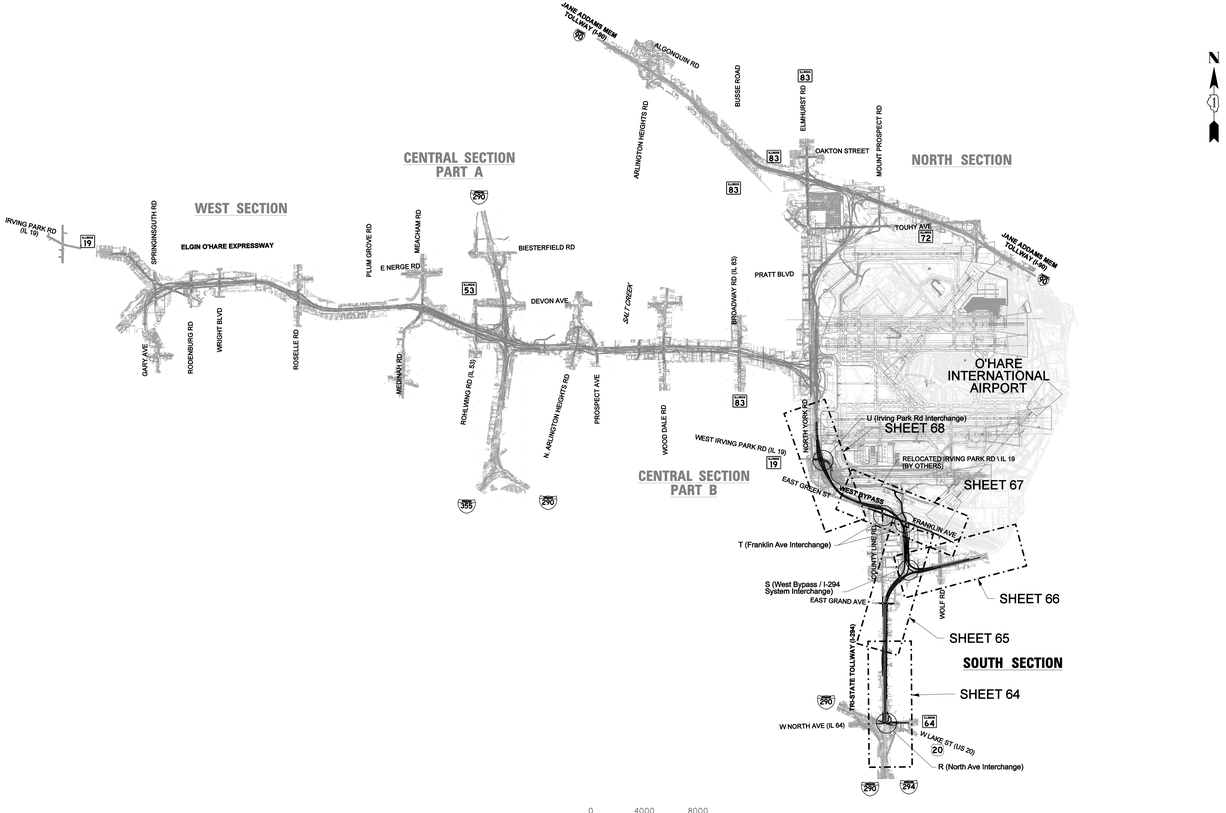
ELGIN O'HARE EXPRESSWAY
SERVICE DRIVEWAY PROFILES

SCALE: | SHEET NO. 62 OF 99 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	62
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART B



INDEX OF SHEETS

1	COVER SHEET
2	ROADWAY PLAN SHEET LAYOUT
3 - 12	TYPICAL SECTION SHEETS
	WEST SECTION
13	ROADWAY PLAN SHEET LAYOUT
14 - 17	ROADWAY PLAN SHEETS
18 - 25	ROADWAY PROFILE SHEETS
	CENTRAL SECTION - PART A
26	ROADWAY PLAN SHEET LAYOUT
27 - 31	ROADWAY PLAN SHEETS
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	CENTRAL SECTION - PART B
45	ROADWAY PLAN SHEET LAYOUT
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	SOUTH SECTION
63	**ROADWAY PLAN SHEET LAYOUT**
64 - 66	**ROADWAY PLAN SHEETS**
69 - 82	**ROADWAY PROFILE SHEETS**
	NORTH SECTION
83	ROADWAY PLAN SHEET LAYOUT
84 - 89	ROADWAY PLAN SHEETS
90 - 99	ROADWAY PROFILE SHEETS

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	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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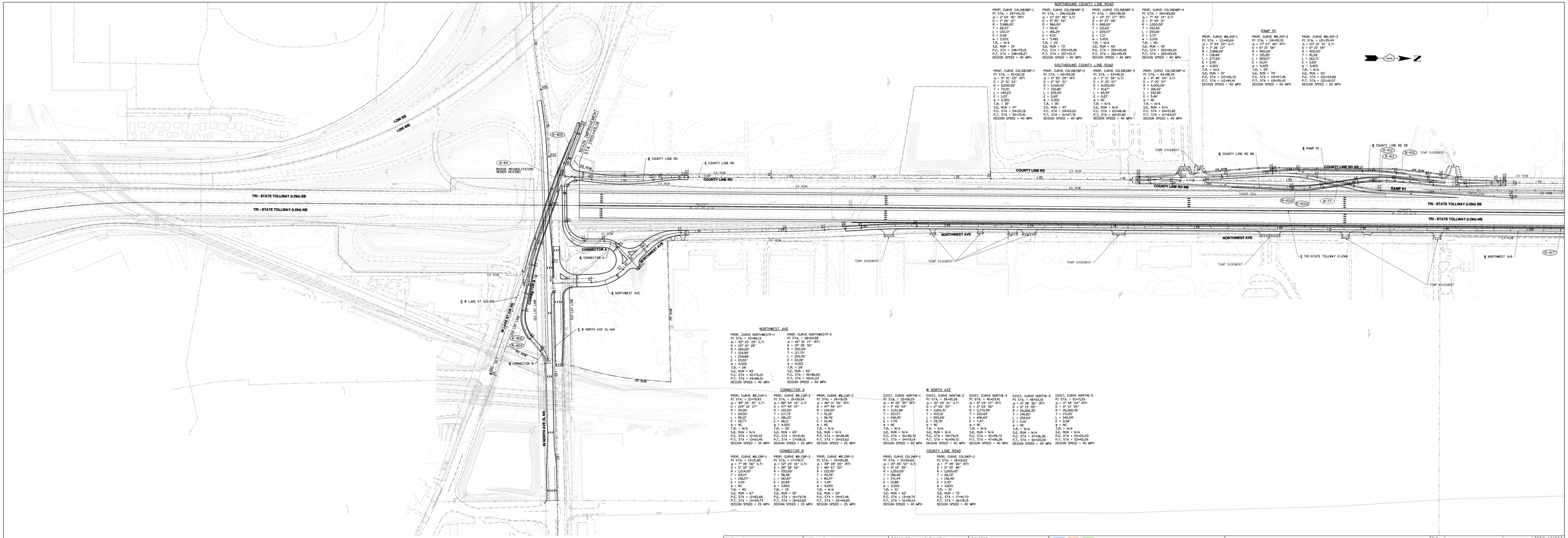
ROADWAY PLAN SHEET LAYOUT
ELGIN O'HARE AND WEST BYPASS

SCALE: | SHEET NO. 63 OF 99 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	63
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

SOUTH SECTION



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		DRAWN - CH2M HILL	REVISED -
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	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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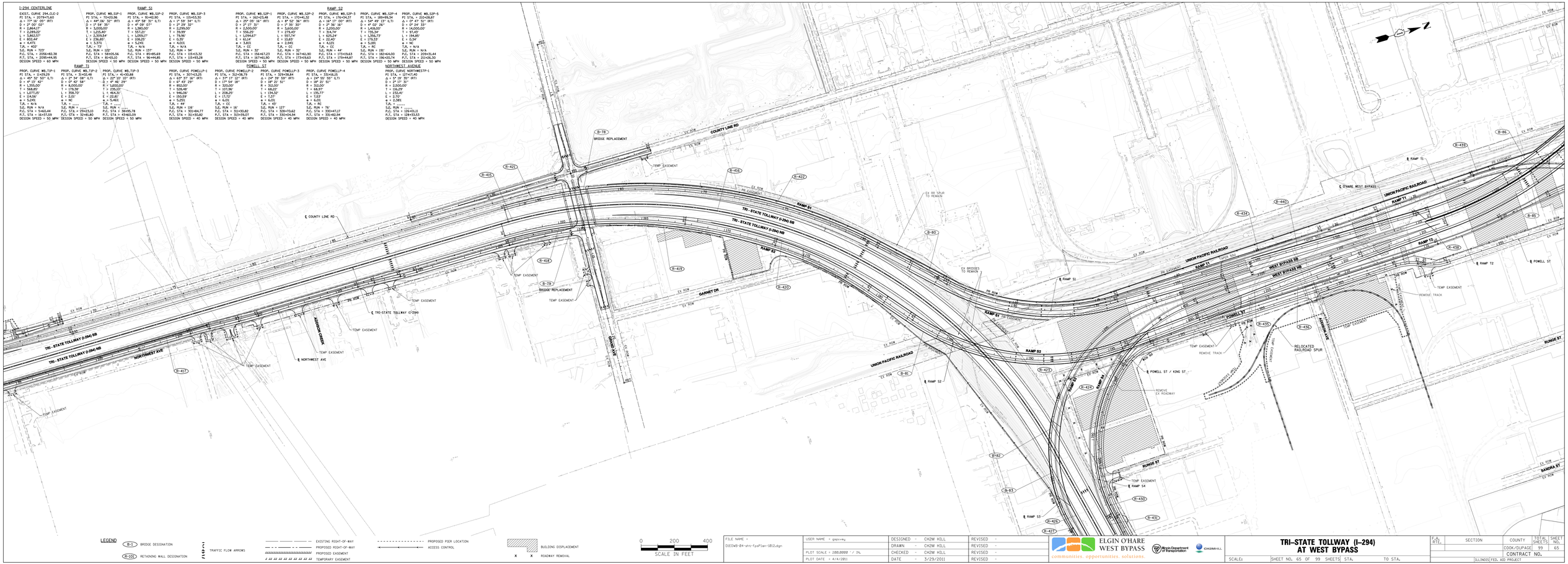
TRI-STATE TOLLWAY (I-294) AT LAKE STREET (US20) AND NORTH AVENUE (IL 64)

SCALE: 1" = 200' | SHEET NO. 64 OF 99 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	64
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

SOUTH SECTION



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USER NAME = gopsway
PLOT SCALE = 200.0000 ' / IN.
PLOT DATE = 4/4/2011

DESIGNED - CH2M HILL
DRAWN - CH2M HILL
CHECKED - CH2M HILL
DATE - 3/29/2011

REVISED -
REVISED -
REVISED -
REVISED -

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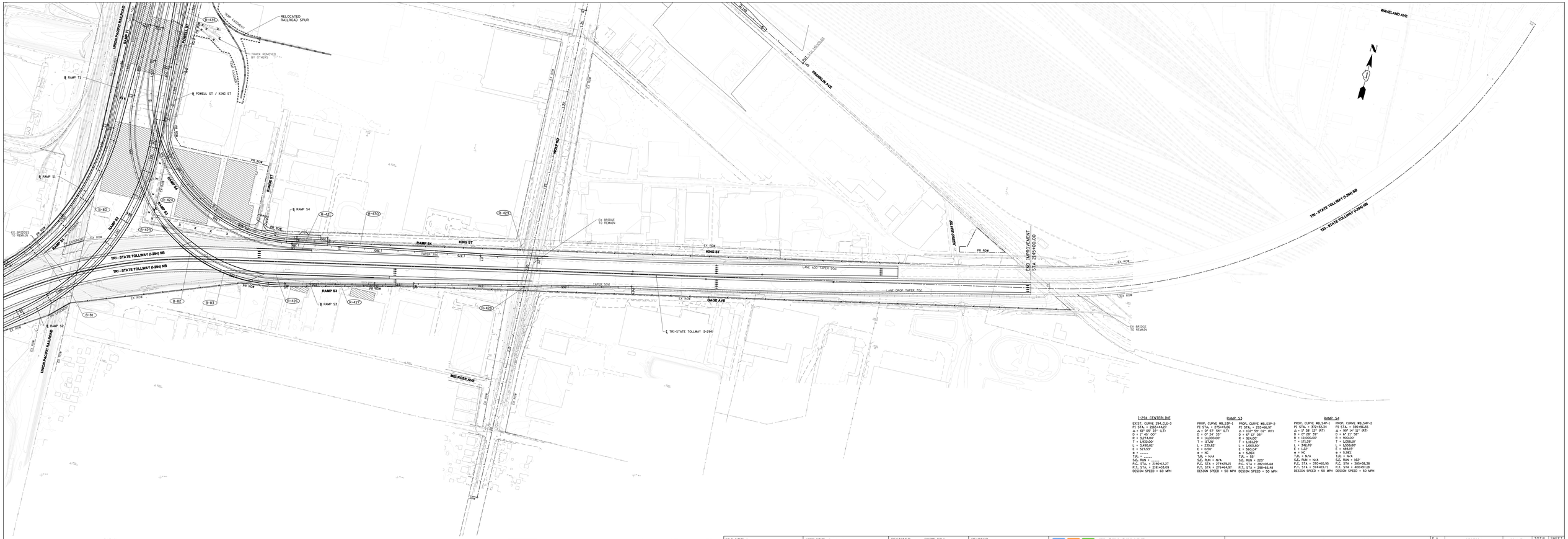
TRI-STATE TOLLWAY (I-294) AT WEST BYPASS

SCALE: 1" = 200'
SHEET NO. 65 OF 99 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	65
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

SOUTH SECTION



I-294 CENTERLINE

EXIST. CURVE (94.2)E-3
PI STA. = 1209+46.21
Δ = 61° 00' 22" (LT)
D = 1° 45' 00"
R = 3,274.04'
T = 1,932.00'
L = 3,490.86'
E = 507.53'
e = NC
T.R. = *****
S.E. RUN = *****
P.C. STA. = 1194+12.27
P.T. STA. = 1281+03.09
DESIGN SPEED = 60 MPH

RAMP S3

PROP. CURVE WB_S3P-1
PI STA. = 275+47.05
Δ = 0° 57' 54" (LT)
D = 0° 24' 35"
R = 14,000.00'
T = 117.91'
L = 235.82'
E = 0.00'
e = NC
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 274+29.15
P.T. STA = 276+64.97
DESIGN SPEED = 50 MPH

PROP. CURVE WB_S3P-2
PI STA. = 293+66.97
Δ = 102° 58' 02" (RT)
D = 6° 13' 03"
R = 924.00'
T = 1,061.29'
L = 1,660.80'
E = 560.04'
e = NC
T.R. = 50'
S.E. RUN = 220'
P.C. STA = 282+05.68
P.T. STA = 298+66.48
DESIGN SPEED = 50 MPH

RAMP S4

PROP. CURVE WB_S4P-1
PI STA. = 372+52.14
Δ = 1° 38' 22" (RT)
D = 0° 28' 39"
R = 12,000.00'
T = 171.39'
L = 342.76'
E = 3.66'
e = NC
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 370+40.95
P.T. STA = 374+05.71
DESIGN SPEED = 50 MPH

PROP. CURVE WB_S4P-2
PI STA. = 395+96.55
Δ = 79° 14' 21" (RT)
D = 6° 21' 59"
R = 900.00'
T = 1,058.28'
L = 1,244.80'
E = 489.63'
e = 5.36%
T.R. = N/A
S.E. RUN = 362'
P.C. STA = 385+38.38
P.T. STA = 400+93.18
DESIGN SPEED = 50 MPH

LEGEND

- B-1 — BRIDGE DESIGNATION
- R-101 — RETAINING WALL DESIGNATION
- TRAFFIC FLOW ARROWS
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED EASEMENT
- TEMPORARY EASEMENT
- PROPOSED PIER LOCATION
- ACCESS CONTROL
- BUILDING DISPLACEMENT
- ROADWAY REMOVAL

0 200 400
SCALE IN FEET

FILE NAME = DIEGW:\04-sht-1\psPlan-1213.dgn
USER NAME = gnpixley
PLOT SCALE = 200.0000 ' / IN.
PLOT DATE = 4/4/2011

DESIGNED - CH2M HILL
DRAWN - CH2M HILL
CHECKED - CH2M HILL
DATE - 3/29/2011

REVISED -
REVISED -
REVISED -
REVISED -

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TRI-STATE TOLLWAY (I-294) AT WOLF ROAD

SCALE: 1" = 200'
SHEET NO. 66 OF 99 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	66
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

SOUTH SECTION



WEST BYPASS CENTERLINE

PROP. CURVE WB_4CLP-1
PI STA. = 1344+53.80
Δ = 1° 56' 37" (LT)
D = 2° 56' 07"
R = 2,350.00'
T = 1,860.52'
L = 3,247.43'
E = 647.24'
e = 5.89%
a = 2.00%
S.E. RUN = 444'
P.C. STA = 1315+93.28
P.T. STA = 1347+40.71
DESIGN SPEED = 60 MPH

PROP. CURVE WB_4CLP-2
PI STA. = 1635+51.42
Δ = 0° 57' 02" (RT)
D = 0° 57' 02"
R = 6,000.00'
T = 1,056.23'
L = 2,000.31'
E = 69.47'
e = 2.50%
a = 2.00%
S.E. RUN = 188'
P.C. STA = 1521+95.19
P.T. STA = 1573+95.50
DESIGN SPEED = 60 MPH

RAMP T2

PROP. CURVE WB_T2P-1
PI STA. = 13+48.21
Δ = 7° 52' 31" (LT)
D = 1° 54' 35"
R = 3,000.00'
T = 206.32'
L = 412.35'
E = 7.07'
e = 3.37%
TJL = 37'
S.E. RUN = 83'
P.C. STA = 11+41.72
P.T. STA = 15+84.06
DESIGN SPEED = 50 MPH

PROP. CURVE WB_T2P-2
PI STA. = 24+31.74
Δ = 8° 49' 38" (RT)
D = 3° 49' 11"
R = 1,500.00'
T = 116.09'
L = 231.09'
E = 4.46'
e = 5.04%
TJL = N/A
S.E. RUN = 85+45.06
P.C. STA = 23+47.06
DESIGN SPEED = 50 MPH

RAMP T3

PROP. CURVE WB_T3P-1
PI STA. = 47+41.79
Δ = 82° 45' 37" (LT)
D = 14° 19' 26"
R = 400.00'
T = 337.78'
L = 577.78'
E = 133.09'
e = 6.00%
TJL = 32'
S.E. RUN = 328'
P.C. STA = 43+03.20
P.T. STA = 49+81.17
DESIGN SPEED = 50 MPH

PROP. CURVE WB_T3P-2
PI STA. = 59+25.25
Δ = 13° 06' 51" (RT)
D = 0° 57' 18"
R = 6,000.00'
T = 689.27'
L = 1,366.64'
E = 33.69'
e = 1.92%
TJL = N/A
S.E. RUN = 11'
P.C. STA = 52+48.47
P.T. STA = 65+97.07
DESIGN SPEED = 50 MPH

PROP. CURVE WB_T3P-3
PI STA. = 69+29.81
Δ = 4° 21' 54" (RT)
D = 0° 48' 23"
R = 7,130.00'
T = 271.30'
L = 543.20'
E = 5.09'
e = 2.51%
TJL = N/A
S.E. RUN = N/A
P.C. STA = 66+45.68
P.T. STA = 71+50.27
DESIGN SPEED = 50 MPH

RAMP T4

PROP. CURVE WB_T4P-1
PI STA. = 46+28.81
Δ = 78° 28' 30" (LT)
D = 28° 38' 52"
R = 200.00'
T = 157.93'
L = 273.93'
E = 58.22'
e = 6.00%
TJL = N/A
S.E. RUN = 94'
P.C. STA = 44+45.68
P.T. STA = 47+39.61
DESIGN SPEED = 50 MPH

PROP. CURVE WB_T4P-2
PI STA. = 55+53.09
Δ = 61° 28' 52" (RT)
D = 1° 08' 45"
R = 5,000.00'
T = 2,975.00'
L = 5,365.56'
E = 8.05'
e = 2.01%
TJL = 38'
S.E. RUN = 95'
P.C. STA = 52+50.00
P.T. STA = 57+95.59
DESIGN SPEED = 50 MPH

PROP. CURVE WB_T4P-3
PI STA. = 62+00.32
Δ = 4° 36' 45" (RT)
D = 0° 42' 38"
R = 8,063.00'
T = 324.32'
L = 649.07'
E = 6.54'
e = NC
TJL = N/A
S.E. RUN = N/A
P.C. STA = 57+95.59
P.T. STA = 64+44.69
DESIGN SPEED = 50 MPH

TAFT AVE

PROP. CURVE TAFTP-1
PI STA. = 3+87.05
Δ = 30° 49' 06" (LT)
D = 10° 36' 37"
R = 540.00'
T = 148.83'
L = 290.47'
E = 20.14'
e = 5.99%
TJL = -----
S.E. RUN = -----
P.C. STA = 2+38.32
P.T. STA = 5+28.78
DESIGN SPEED = 40 MPH

PROP. CURVE TAFTP-2
PI STA. = 9+27.79
Δ = 30° 49' 06" (RT)
D = 8° 25' 33"
R = 680.00'
T = 187.42'
L = 365.77'
E = 25.36'
e = 3.82%
TJL = -----
S.E. RUN = -----
P.C. STA = 7+40.37
P.T. STA = 10+06.13
DESIGN SPEED = 40 MPH

PROP. CURVE TAFTP-3
PI STA. = 16+23.49
Δ = 43° 28' 02" (LT)
D = 8° 25' 33"
R = 680.00'
T = 269.92'
L = 516.00'
E = 51.60'
e = 3.82%
TJL = -----
S.E. RUN = -----
P.C. STA = 13+53.57
P.T. STA = 18+69.57
DESIGN SPEED = 40 MPH

PROP. CURVE TAFTP-4
PI STA. = 23+68.83
Δ = 43° 28' 02" (RT)
D = 10° 36' 37"
R = 540.00'
T = 214.35'
L = 409.69'
E = 40.99'
e = 3.99%
TJL = -----
S.E. RUN = -----
P.C. STA = 21+52.48
P.T. STA = 25+60.58
DESIGN SPEED = 40 MPH

FRANKLIN AVE

PROP. CURVE FRANKLIN_1
PI STA. = 1319+29.11
Δ = 8° 00' 28" (RT)
D = 0° 27' 14"
R = 13,624.43'
T = 220.34'
L = 440.87'
E = 1.93'
e = NC
TJL = -----
S.E. RUN = -----
P.C. STA = 1317+08.67
P.T. STA = 1321+50.00
DESIGN SPEED = 60 MPH

PROP. CURVE FRANKLIN_2
PI STA. = 1271+01.71
Δ = 4° 12' 31" (RT)
D = 0° 28' 45"
R = 11,954.72'
T = 439.45'
L = 878.77'
E = 8.07'
e = NC
TJL = -----
S.E. RUN = -----
P.C. STA = 1222+62.26
P.T. STA = 1331+40.76
DESIGN SPEED = 60 MPH

LEGEND

B-1 BRIDGE DESIGNATION

R-101 RETAINING WALL DESIGNATION

TRAFFIC FLOW ARROWS

EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED EASEMENT
TEMPORARY EASEMENT

PROPOSED PIER LOCATION
ACCESS CONTROL

BUILDING DISPLACEMENT
ROADWAY REMOVAL

0 200 400
SCALE IN FEET

FILE NAME = D:\EOW\B-04-sht-1\psPlan-1214.dgn
USER NAME = gspivey
PLOT SCALE = 200.0000 ' / IN.
PLOT DATE = 4/4/2011

DESIGNED - CH2M HILL
DRAWN - CH2M HILL
CHECKED - CH2M HILL
DATE - 3/29/2011

REVISED -
REVISED -
REVISED -
REVISED -

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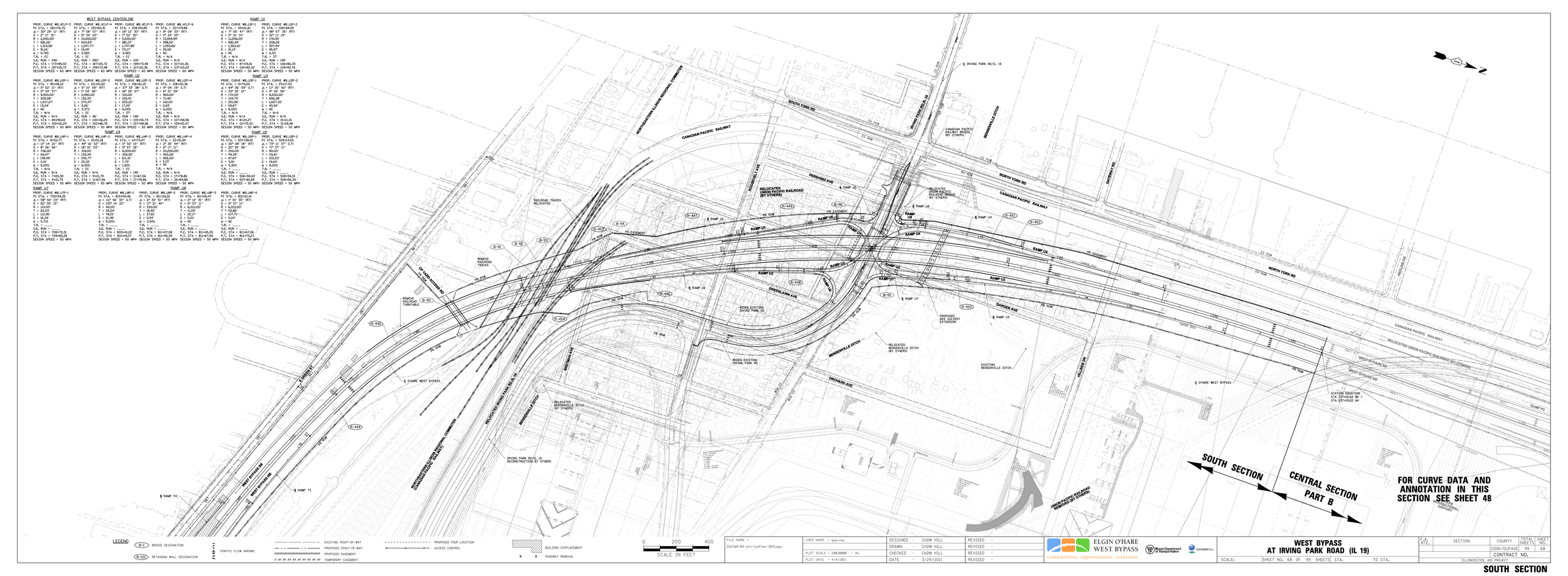
Illinois Department of Transportation
CH2MHILL

WEST BYPASS AT FRANKLIN AVENUE /EAST GREEN STREET

SCALES | SHEET NO. 67 OF 99 SHEETS | STA. | TO STA.

F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO.
COOK/DUPAGE | 99 | 67
CONTRACT NO.
ILLINOIS FED. AID PROJECT

SOUTH SECTION



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	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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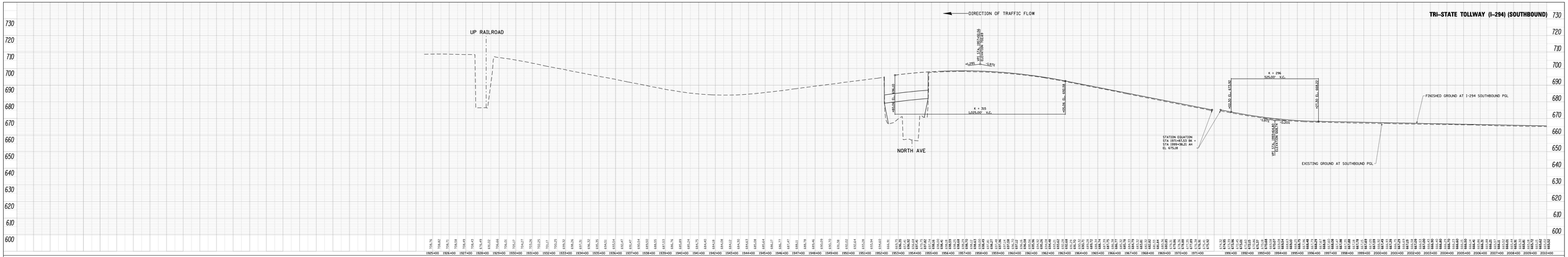
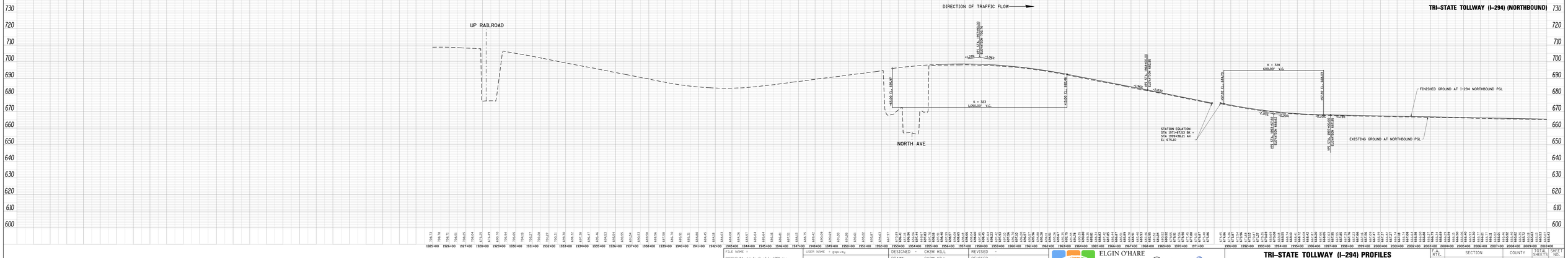
WEST BYPASS
AT IRVING PARK ROAD (IL 19)

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	68
		CONTRACT NO.		
SCALE=	SHEET NO. 68 OF 99 SHEETS STA.	TO STA.		
		ILLINOIS FED. AID PROJECT		

SOUTH SECTION





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PLOT SCALE = 200.0000 ' / IN.	DRAWN - CH2M HILL	REVISED -	
PLOT DATE = 4/4/2011	CHECKED - CH2M HILL	REVISED -	
	DATE - 3/29/2011	REVISED -	

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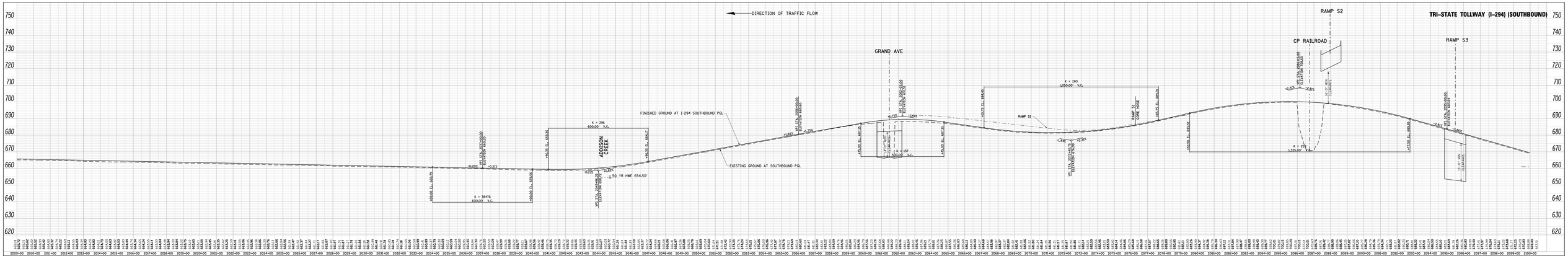
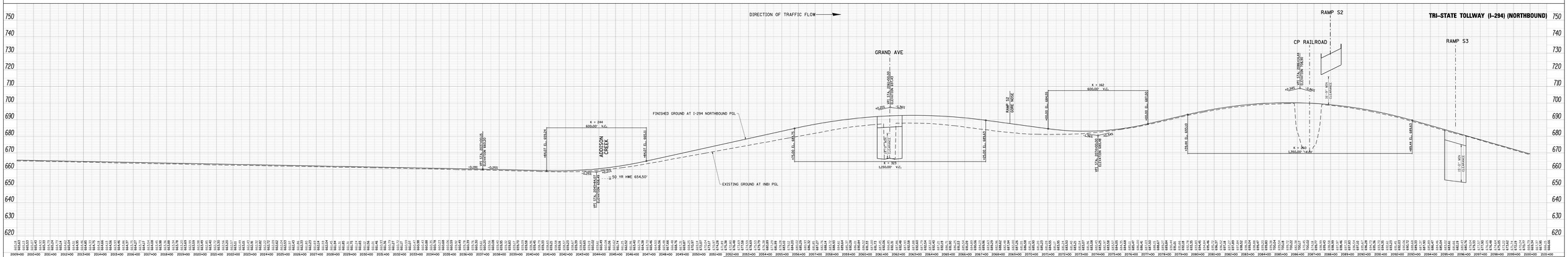
TRI-STATE TOLLWAY (I-294) PROFILES AT LAKE STREET (US20) AND NORTH AVENUE (IL 64)

SCALE= | SHEET NO. 69 OF 99 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
			99 69
		CONTRACT NO.	
		ILLINOIS FED. AID PROJECT	

SOUTH SECTION





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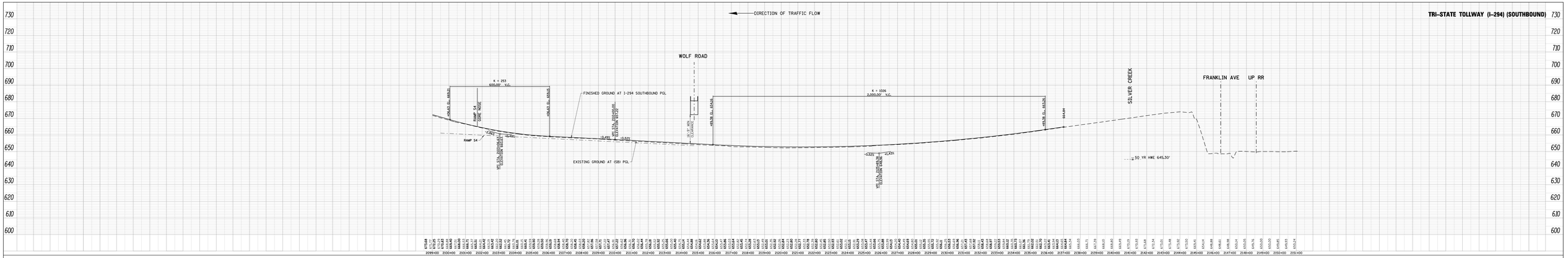
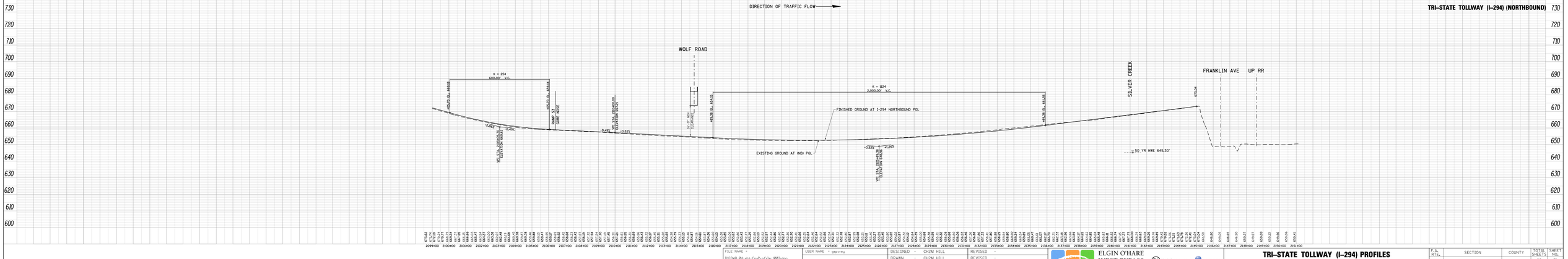
		DRAWN - CH2M HILL	REVISED -		
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -		
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -		SCALE: SHEET NO. 70 OF 99 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	70
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

SOUTH SECTION





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		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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CH2MHILL

TRI-STATE TOLLWAY (I-294) PROFILES AT WOLF ROAD

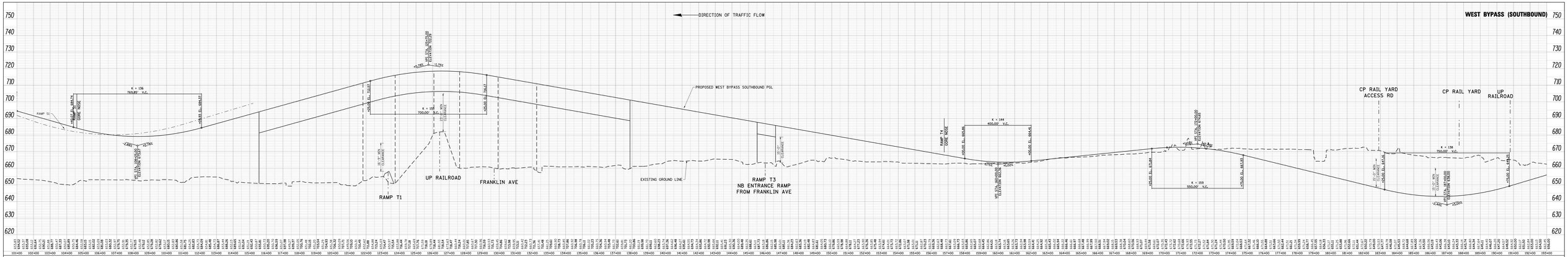
SCALE: | SHEET NO. 71 OF 99 SHEETS | STA. | TO STA.

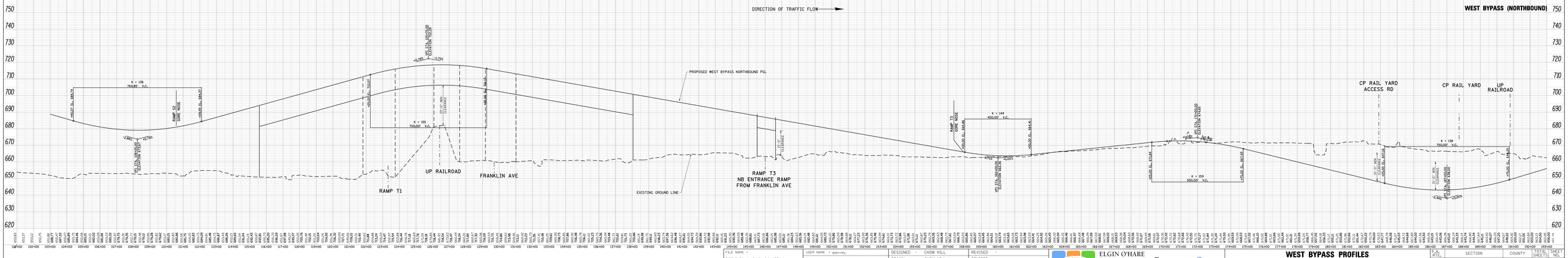
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	71

CONTRACT NO.

ILLINOIS FED. AID PROJECT

SOUTH SECTION





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USER NAME = gmcvey
PLOT SCALE = 200.0000 ' / IN.
PLOT DATE = 4/4/2011

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DRAWN	-	CH2M HILL	REVISED -
CHECKED	-	CH2M HILL	REVISED -
DATE	-	3/29/2011	REVISED -

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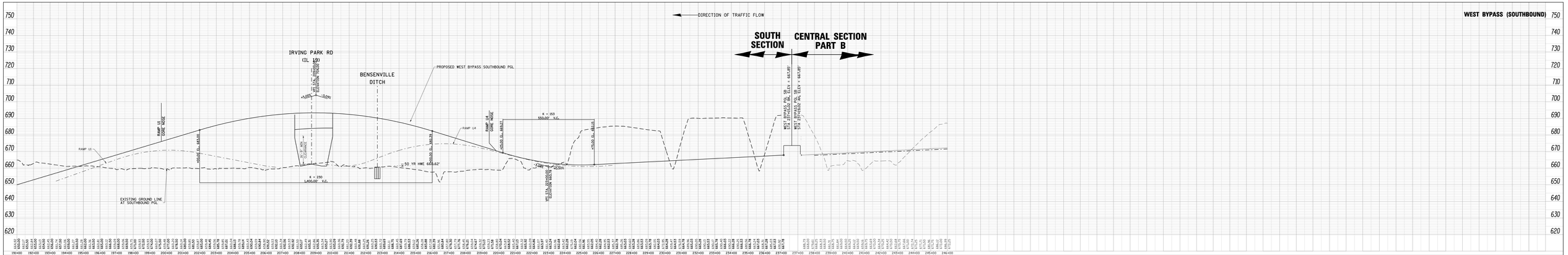
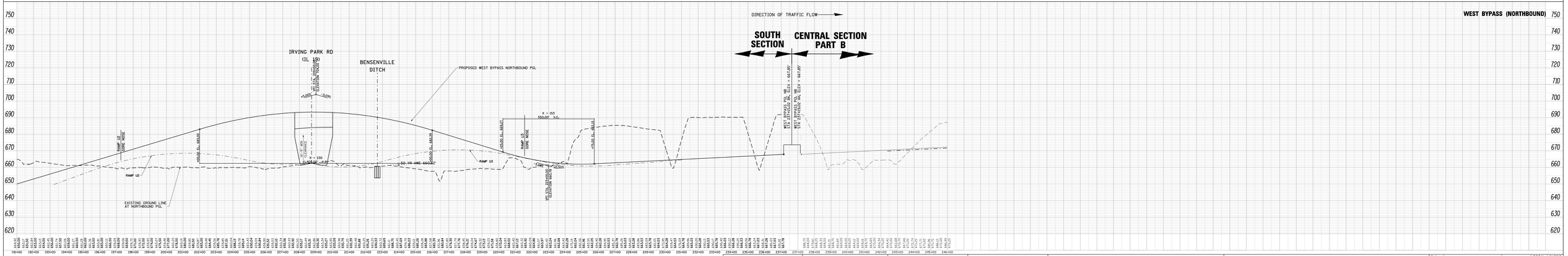
WEST BYPASS PROFILES AT FRANKLIN AVE AND GREEN ST

SCALES | SHEET NO. 72 OF 99 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
			99 72
		CONTRACT NO.	
	ILLINOIS FED. AID PROJECT		

SOUTH SECTION





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		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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WEST BYPASS PROFILES AT IRVING PARK ROAD

SCALE: | SHEET NO. 73 OF 99 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	73

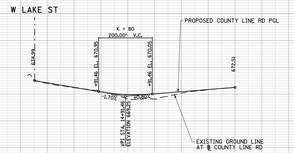
CONTRACT NO.

ILLINOIS FED. AID PROJECT

SOUTH SECTION

COUNTY LINE ROAD

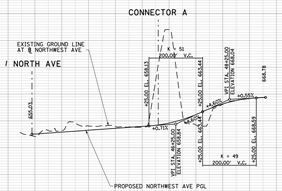
DIRECTION OF TRAFFIC FLOW



NORTHWEST AVE

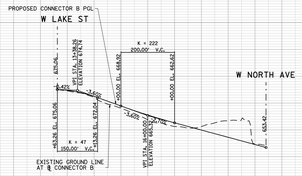
DIRECTION OF TRAFFIC FLOW

CONNECTOR A



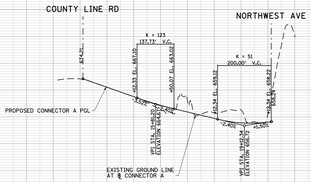
CONNECTOR B

DIRECTION OF TRAFFIC FLOW



CONNECTOR A

DIRECTION OF TRAFFIC FLOW



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USER NAME = gmpivey

PLOT SCALE = 200.0000 ' / IN.

PLOT DATE = 4/4/2011

DESIGNED	- CH2M HILL	REVISED	-
DRAWN	- CH2M HILL	REVISED	-
CHECKED	- CH2M HILL	REVISED	-
DATE	- 3/29/2011	REVISED	-

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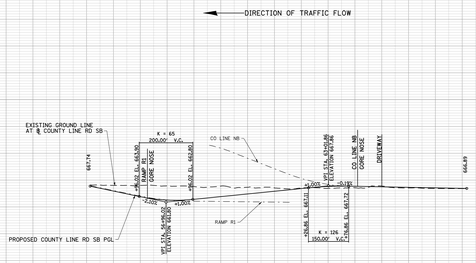
WEST BYPASS
FRONTAGE ROAD AND CROSSROAD PROFILES

SCALES: | SHEET NO. 74 OF 99 SHEETS | STA. | TO STA.

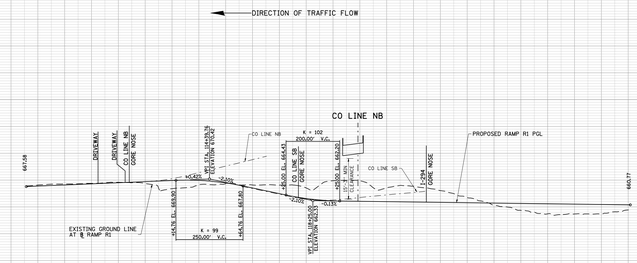
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	74
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

SOUTH SECTION

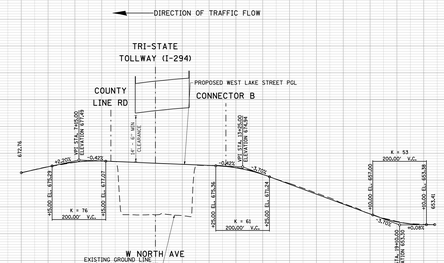
COUNTY LINE RD SB AT RAMP R1



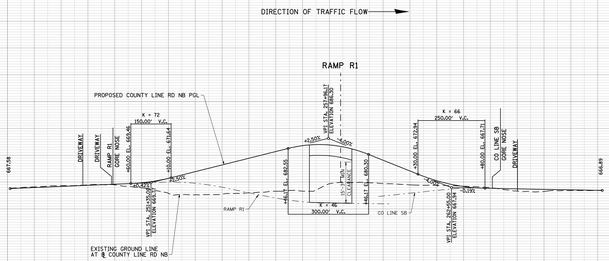
RAMP R1



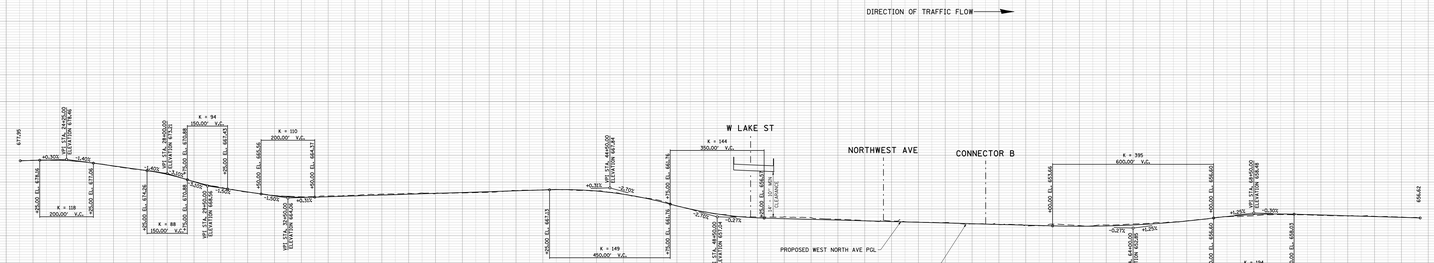
WEST LAKE STREET (US 20)



COUNTY LINE RD NB AT RAMP R1



WEST NORTH AVE (IL 64)



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PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL		REVISED -
PLOT DATE = 4/4/2011	DATE - 3/29/2011		REVISED -

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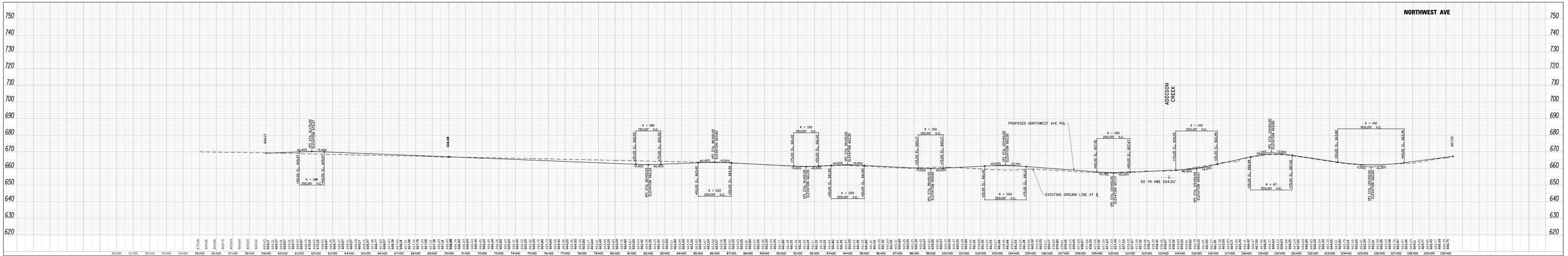
WEST BYPASS
FRONTAGE ROAD, CROSSROAD AND RAMP PROFILES

SCALES | SHEET NO. 75 OF 99 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	75
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

SOUTH SECTION





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	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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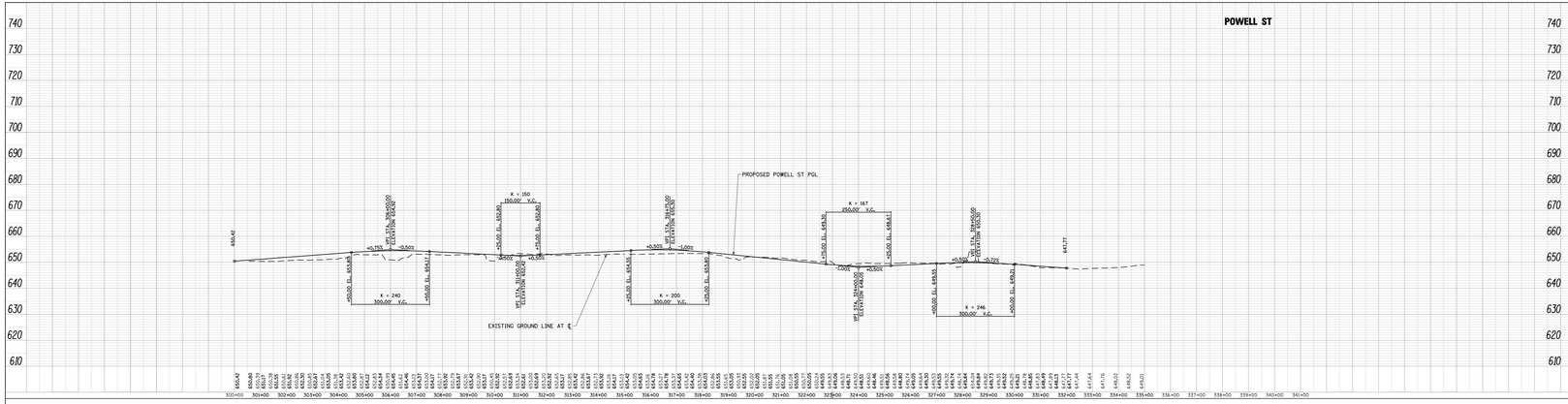
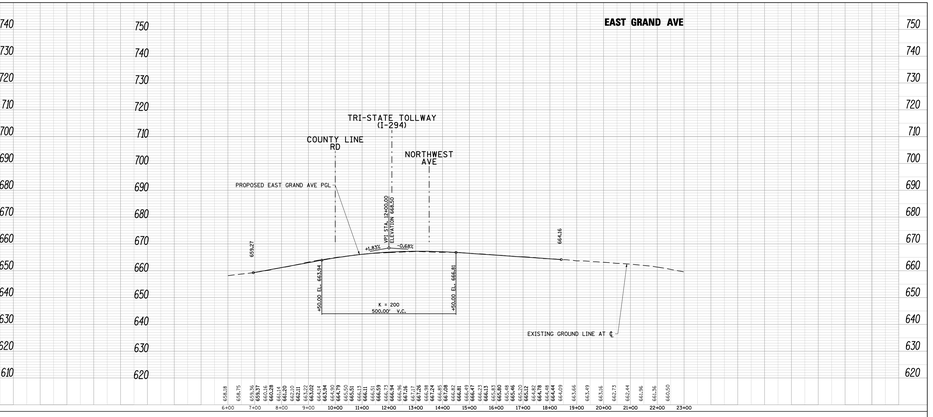
I-294
FRONTAGE ROAD PROFILES

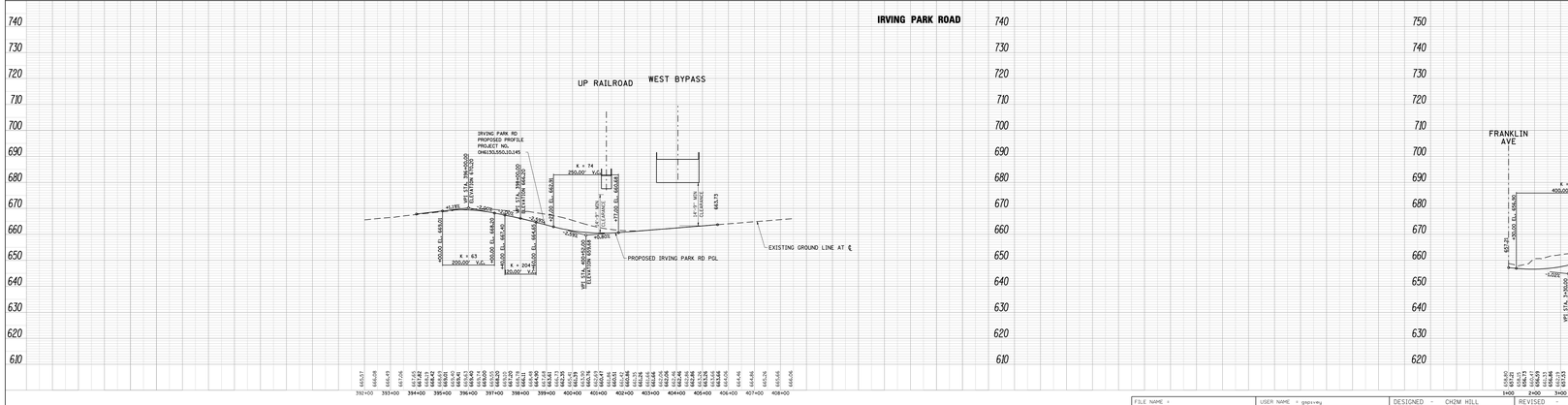
SCALE: | SHEET NO. 76 OF 99 SHEETS | STA. | TO STA.

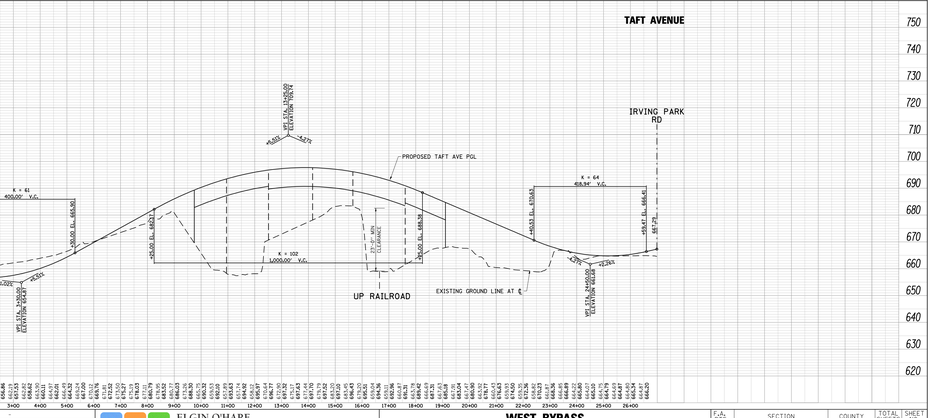
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	76
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

SOUTH SECTION









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		DRAWN - CH2M HILL	REVISED -
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	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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WEST BYPASS
CROSSROAD PROFILES

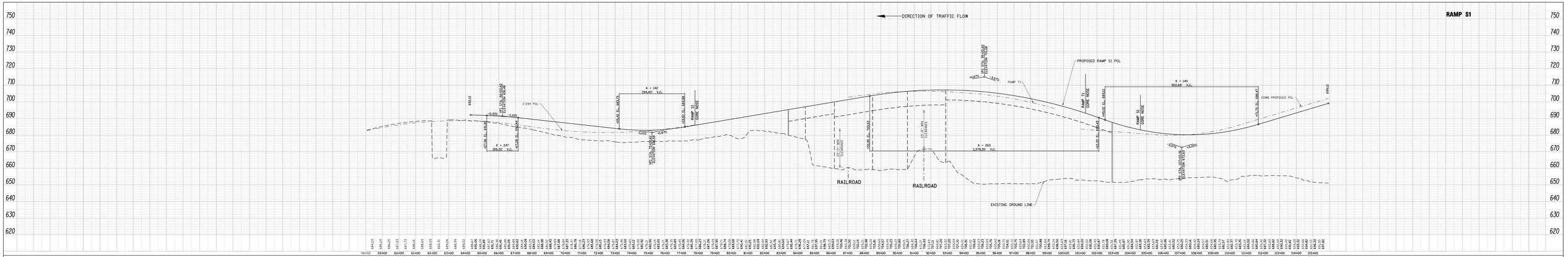
SCALE: | SHEET NO. 77 OF 99 SHEETS | STA. TO STA.

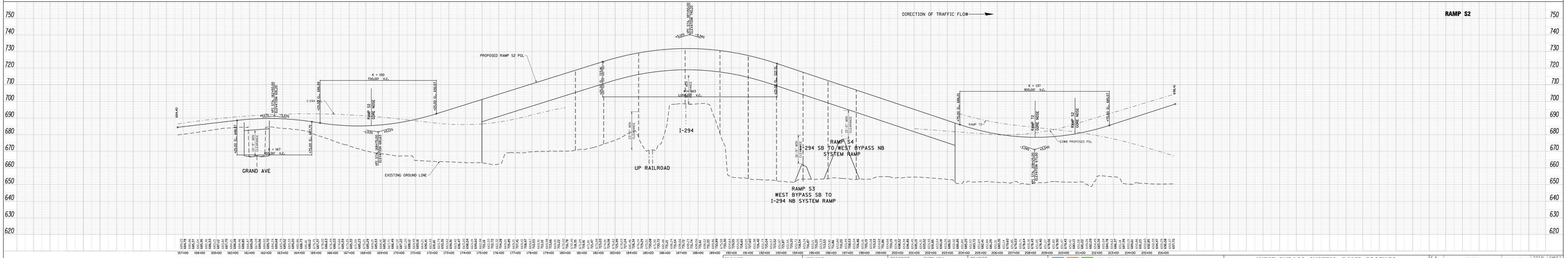
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	77

CONTRACT NO.

ILLINOIS FED. AID PROJECT

SOUTH SECTION





FILE NAME = DIEOWB-B4-sht1-ProfProfile-1208.dgn

USER NAME = gmcvey

PLOT SCALE = 200.0000 ' / IN.

PLOT DATE = 4/4/2011

DESIGNED	-	CH2M HILL	REVISED -
DRAWN	-	CH2M HILL	REVISED -
CHECKED	-	CH2M HILL	REVISED -
DATE	-	3/29/2011	REVISED -

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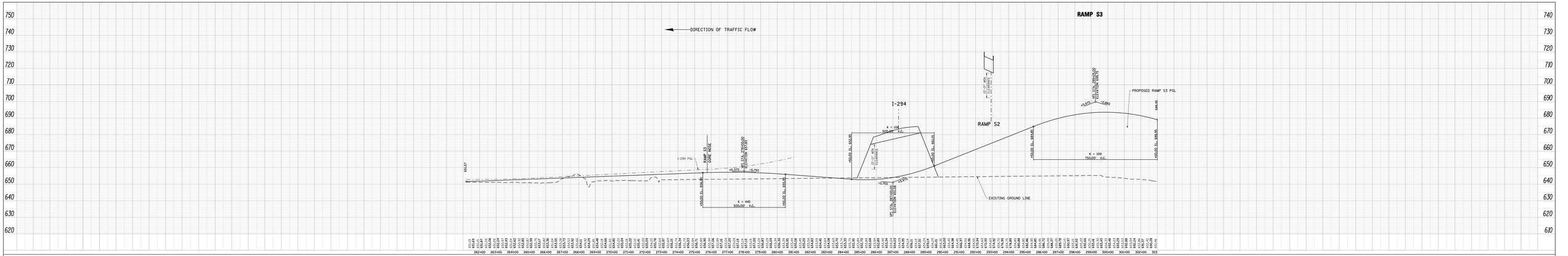
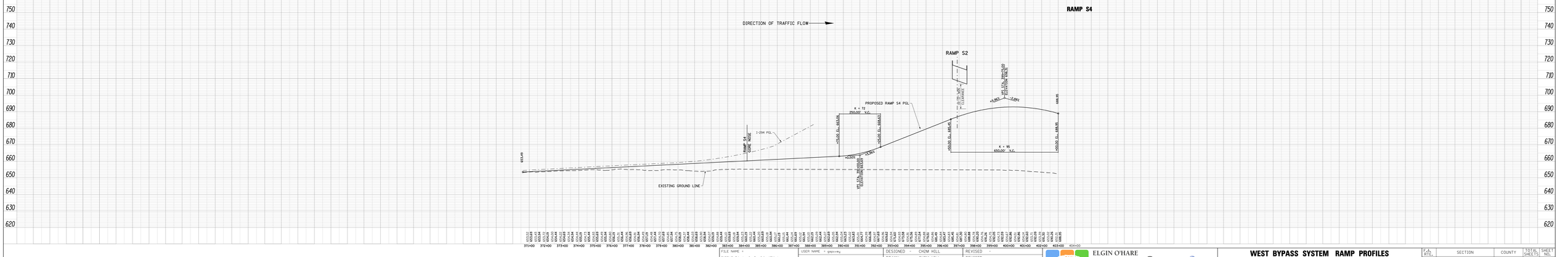
WEST BYPASS SYSTEM RAMP PROFILES AT TRI-STATE TOLLWAY (I-294)

SCALES | SHEET NO. 78 OF 99 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	78
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

SOUTH SECTION





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		DRAWN - CH2M HILL	REVISED -
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	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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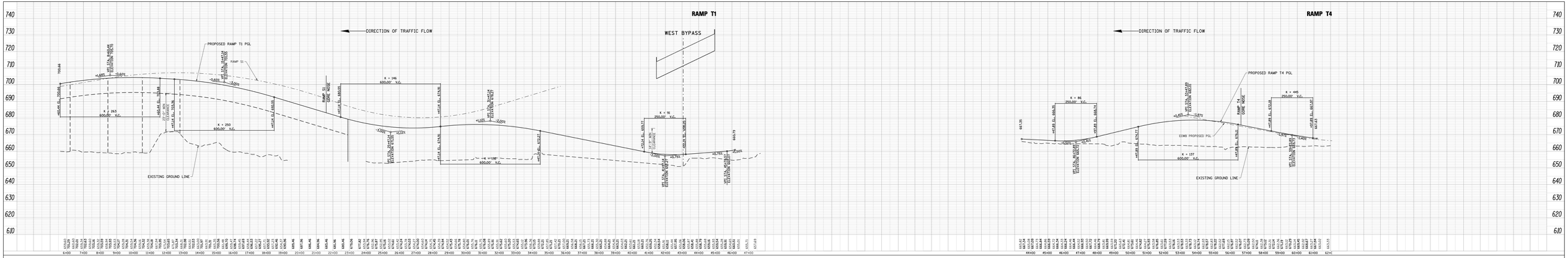
WEST BYPASS SYSTEM RAMP PROFILES AT TRI-STATE TOLLWAY (I-294)

SCALE: | SHEET NO. 79 OF 99 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	79
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

SOUTH SECTION





FILE NAME = DIEDOVB-04-sht-fpsProfile-1012.dgn	USER NAME = gspivey	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
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	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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Illinois Department of Transportation

CH2MHILL

WEST BYPASS
RAMP PROFILES

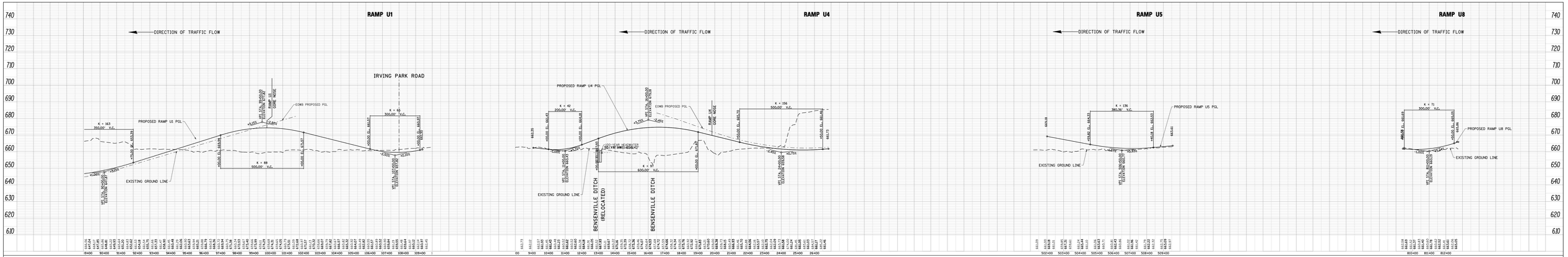
SCALE: | SHEET NO. 80 OF 99 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	80

CONTRACT NO.

ILLINOIS FED. AID PROJECT

SOUTH SECTION



FILE NAME = D:\EOW\0-04-xh\1-fpsPrsfile-1213.dgn

USER NAME = gapsiewg			
PLOT SCALE = 200.0000 ' / IN.	DESIGNED - CH2M HILL		REVISED -
PLOT DATE = 4/4/2011	DRAWN - CH2M HILL		REVISED -
	CHECKED - CH2M HILL		REVISED -
	DATE - 3/29/2011		REVISED -

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Virginia Department of Transportation

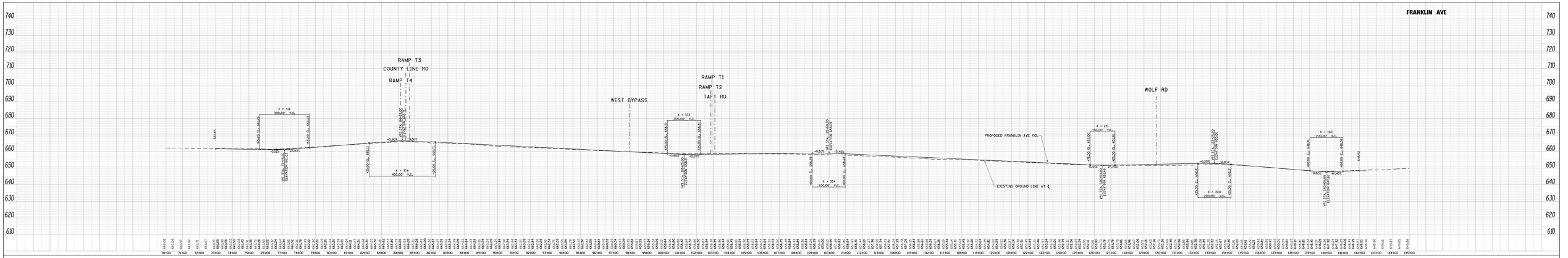
CH2MHILL

WEST BYPASS EXPRESSWAY
RAMP PROFILES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	81
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

SCALES | SHEET NO. 81 OF 99 SHEETS | STA. | TO STA.

SOUTH SECTION





FILE NAME = DIEDW01-04-wht-fpsProfile-1014.dgn	USER NAME = gspivey	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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Illinois Department of Transportation

CH2MHILL

WEST BYPASS
CROSSROAD PROFILES

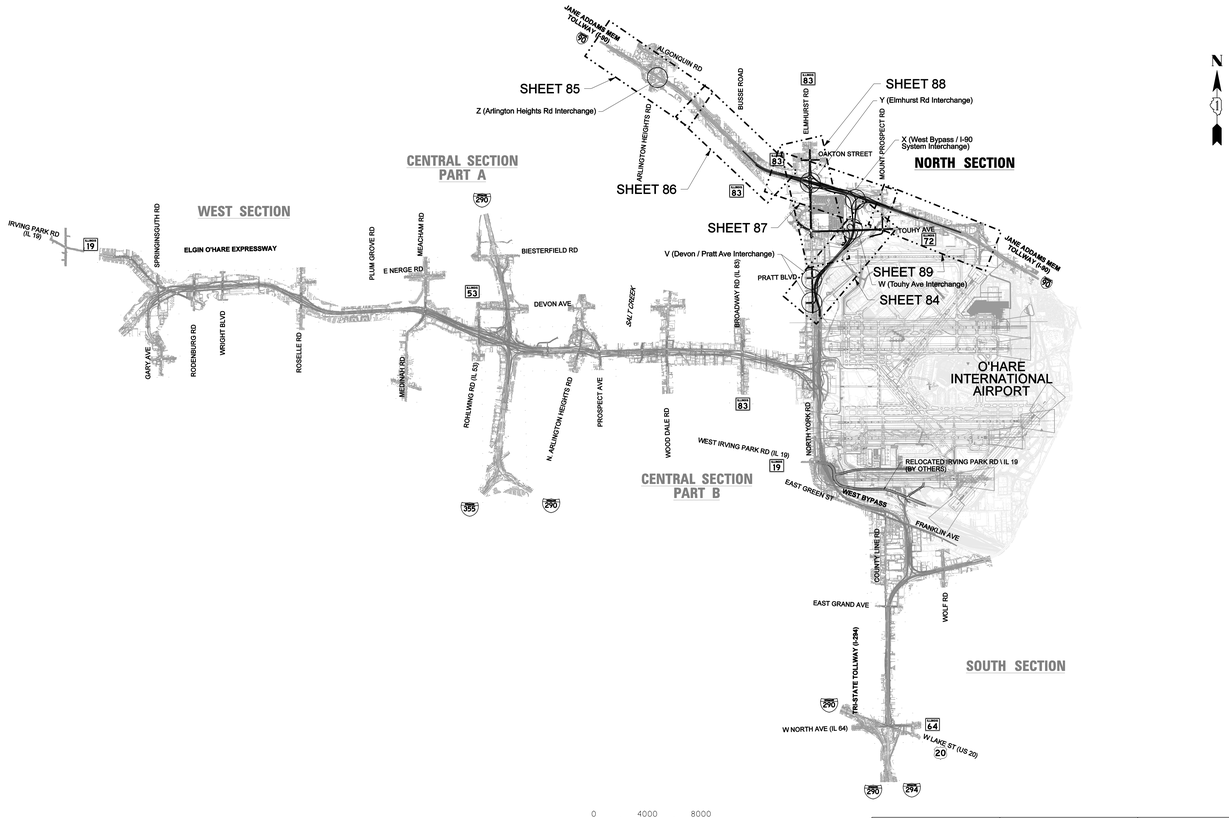
SCALE: | SHEET NO. 82 OF 99 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	82

CONTRACT NO.

ILLINOIS FED. AID PROJECT

SOUTH SECTION



INDEX OF SHEETS

1	COVER SHEET
2	ROADWAY PLAN SHEET LAYOUT
3 - 12	TYPICAL SECTION SHEETS
	WEST SECTION
13	ROADWAY PLAN SHEET LAYOUT
14 - 17	ROADWAY PLAN SHEETS
18 - 25	ROADWAY PROFILE SHEETS
	CENTRAL SECTION - PART A
26	ROADWAY PLAN SHEET LAYOUT
27 - 31	ROADWAY PLAN SHEETS
32 - 44	ROADWAY PROFILE SHEETS
	CENTRAL SECTION - PART B
45	ROADWAY PLAN SHEET LAYOUT
46 - 48	ROADWAY PLAN SHEETS
49 - 62	ROADWAY PROFILE SHEETS
	SOUTH SECTION
63	ROADWAY PLAN SHEET LAYOUT
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69 - 82	ROADWAY PROFILE SHEETS
	NORTH SECTION
83	ROADWAY PLAN SHEET LAYOUT
84 - 89	ROADWAY PLAN SHEETS
90 - 99	ROADWAY PROFILE SHEETS

FILE NAME = DIEOWB-05-sht-fpsPlan-1000.dgn	USER NAME = gpsivey	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 4000.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

ELGIN O'HARE WEST BYPASS
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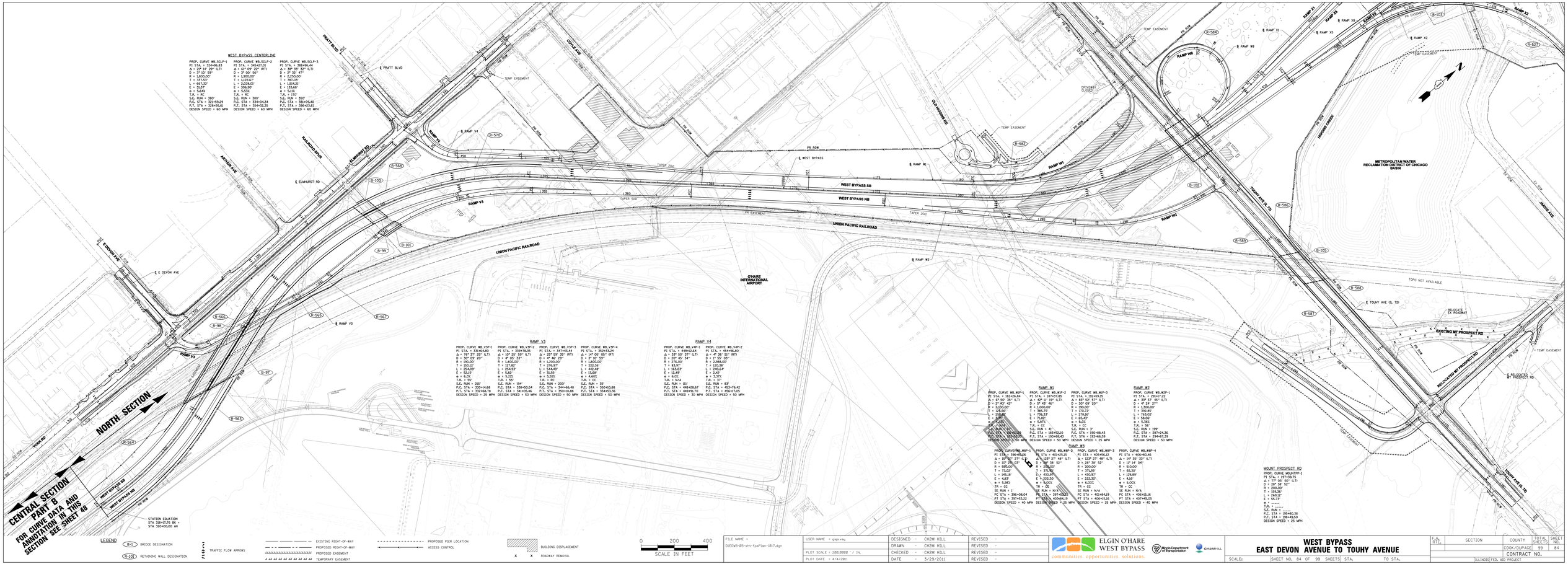
ROADWAY PLAN SHEET LAYOUT
ELGIN O'HARE AND WEST BYPASS

SCALE: | SHEET NO. 83 OF 99 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	83
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

NORTH SECTION


WEST BYPASS CENTERLINE
PROP. CURVE WB,SCLP-1
PI STA. = 324+96.83
Δ = 21° 14' 29" (LT)
D = 3° 10' 59"
R = 1,800.00'
T = 337.62'
L = 667.32'
E = 31.37'
e = 5.6%
TJA = RC
SJE RUN = 380'
P.C. STA = 321+58.29
P.T. STA = 328+05.61
DESIGN SPEED = 60 MPH
PROP. CURVE WB,SCLP-2
PI STA. = 345+57.21
Δ = 61° 09' 22" (RT)
D = 3° 00' 56"
R = 1,900.00'
T = 1,135.07'
L = 2,028.01'
E = 306.90'
e = 5.5%
TJA = RC
SJE RUN = 380'
P.C. STA = 334+04.34
P.T. STA = 354+32.35
DESIGN SPEED = 60 MPH
PROP. CURVE WB,SCLP-3
PI STA. = 388+86.44
Δ = 38° 33' 32" (LT)
D = 2° 32' 47"
R = 2,250.00'
T = 781.47'
L = 1,514.22'
E = 133.68'
e = 5.1%
TJA = 170'
SJE RUN = 350'
P.C. STA = 380+05.40
P.T. STA = 396+23.61
DESIGN SPEED = 60 MPH
RAMP V3
PROP. CURVE WB,V3P-1
PI STA. = 333+64.80
Δ = 76° 37' 25" (LT)
D = 10° 09' 20"
R = 190.00'
T = 150.12'
L = 254.09'
E = 53.25'
e = 6.0%
TJA = 95'
SE RUN = 205'
P.C. STA = 330+14.68
P.T. STA = 332+68.78
DESIGN SPEED = 25 MPH
PROP. CURVE WB,V3P-2
PI STA. = 339+78.35
Δ = 10° 25' 59" (LT)
D = 0° 39' 33"
R = 1,400.00'
T = 127.82'
L = 254.83'
E = 5.82'
e = 5.2%
TJA = 50'
SE RUN = 194'
P.C. STA = 338+50.54
P.T. STA = 341+05.46
DESIGN SPEED = 50 MPH
PROP. CURVE WB,V3P-3
PI STA. = 347+45.44
Δ = 25° 59' 35" (RT)
D = 1° 59' 27"
R = 2,900.00'
T = 276.97'
L = 546.90'
E = 13.55'
e = 5.5%
TJA = RC
SE RUN = 200'
P.C. STA = 344+66.48
P.T. STA = 350+13.38
DESIGN SPEED = 50 MPH
PROP. CURVE WB,V3P-4
PI STA. = 352+53.24
Δ = 14° 05' 05" (RT)
D = 1° 59' 27"
R = 2,900.00'
T = 222.36'
L = 442.48'
E = 13.68'
e = 4.60%
TJA = 60'
SE RUN = 35'
P.C. STA = 350+10.88
P.T. STA = 354+53.36
DESIGN SPEED = 50 MPH
RAMP V4
PROP. CURVE WB,V4P-1
PI STA. = 449+02.64
Δ = 33° 50' 37" (LT)
D = 3° 00' 56"
R = 1,900.00'
T = 83.97'
L = 163.07'
E = 12.49'
e = 6.0%
TJA = N/A
SE RUN = 110'
P.C. STA = 448+28.67
P.T. STA = 449+91.70
DESIGN SPEED = 30 MPH
PROP. CURVE WB,V4P-2
PI STA. = 454+86.80
Δ = 4° 36' 51" (RT)
D = 0° 39' 33"
R = 1,886.00'
T = 120.78'
L = 240.64'
E = 2.42'
e = 5.77%
TJA = 37'
SE RUN = 83'
P.C. STA = 453+76.42
P.T. STA = 456+17.05
DESIGN SPEED = 50 MPH
RAMP W1
PROP. CURVE WB,W1P-1
PI STA. = 182+05.84
Δ = 64° 50' 35" (LT)
D = 2° 53' 42"
R = 2,000.00'
T = 1,215.66'
L = 2,263.48'
e = 6.0%
TJA = RC
SE RUN = 1,000'
P.C. STA = 170+90.18
P.T. STA = 193+53.66
DESIGN SPEED = 50 MPH
PROP. CURVE WB,W1P-2
PI STA. = 187+37.85
Δ = 42° 11' 19" (LT)
D = 5° 43' 46"
R = 1,000.00'
T = 385.75'
L = 736.37'
e = 6.0%
TJA = 41'
P.C. STA = 183+52.10
P.T. STA = 190+88.47
DESIGN SPEED = 50 MPH
PROP. CURVE WB,W1P-3
PI STA. = 192+93.25
Δ = 83° 52' 57" (LT)
D = 30° 59' 09"
R = 190.00'
T = 170.73'
L = 278.16'
e = 6.0%
TJA = CC
SJE RUN = 3'
P.C. STA = 190+88.43
P.T. STA = 193+66.59
DESIGN SPEED = 25 MPH
RAMP W2
PROP. CURVE WB,W2P-1
PI STA. = 296+17.27
Δ = 33° 37' 45" (LT)
D = 4° 24' 27"
R = 1,300.00'
T = 392.85'
L = 763.02'
e = 6.0%
e = 5.38%
TJA = 56'
SJE RUN = 199'
P.C. STA = 287+24.36
P.T. STA = 294+87.38
DESIGN SPEED = 50 MPH
RAMP W3
PROP. CURVE WB,W3P-1
PI STA. = 396+98.26
Δ = 15° 58' 27" (LT)
D = 10° 09' 20"
R = 565.00'
T = 79.16'
L = 157.58'
E = 4.83'
e = 5.86%
TR = CC
SE RUN = 1'
PC STA = 396+08.04
PT STA = 397+65.22
DESIGN SPEED = 40 MPH
PROP. CURVE WB,W3P-2
PI STA. = 401+05.15
Δ = 123° 27' 48" (LT)
D = 36° 30' 52"
R = 270.00'
T = 351.85'
L = 581.81'
E = 222.30'
e = 6.00%
TR = CC
SE RUN = N/A
PC STA = 397+53.22
PT STA = 403+69.19
DESIGN SPEED = 25 MPH
PROP. CURVE WB,W3P-3
PI STA. = 405+95.12
Δ = 123° 27' 48" (LT)
D = 36° 30' 52"
R = 300.00'
T = 391.06'
L = 646.67'
E = 274.67'
e = 6.00%
TR = CC
SE RUN = N/A
PC STA = 401+84.19
PT STA = 408+51.16
DESIGN SPEED = 25 MPH
PROP. CURVE WB,W3P-4
PI STA = 406+40.46
Δ = 14° 35' 33" (LT)
D = 11° 14' 04"
R = 510.00'
T = 65.50'
L = 129.89'
E = 4.26'
e = 6.00%
TR = CC
SE RUN = N/A
PC STA = 406+15.16
PT STA = 407+45.05
DESIGN SPEED = 40 MPH
RAMP X3
PROP. CURVE WB,X3P-1
PI STA. = 182+05.84
Δ = 15° 58' 27" (LT)
D = 10° 09' 20"
R = 565.00'
T = 79.16'
L = 157.58'
E = 4.83'
e = 5.86%
TR = CC
SE RUN = 1'
PC STA = 396+08.04
PT STA = 397+65.22
DESIGN SPEED = 40 MPH
MOUNT PROSPECT RD
PROP. CURVE WB,MTP-1
PI STA. = 197+39.75
Δ = 77° 05' 52" (LT)
D = 28° 39' 52"
R = 200.00'
T = 159.36'
L = 269.12'
E = 50.73'
e = -----
TJA = -----
SJE RUN = -----
P.C. STA = 195+80.38
P.T. STA = 198+49.50
DESIGN SPEED = 25 MPH
STATION EQUATION
STA 328+13.76 BK =
STA 320+00.00 AH
NORTH SECTION
CENTRAL SECTION PART B
FOR CURVE DATA AND ANNOTATION IN THIS SECTION SEE SHEET 48
LEGEND
B-1 BRIDGE DESIGNATION
R-101 RETAINING WALL DESIGNATION
TRAFFIC FLOW ARROWS
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED EASEMENT
TEMPORARY EASEMENT
PROPOSED PIER LOCATION
ACCESS CONTROL
BUILDING DISPLACEMENT
ROADWAY REMOVAL
0 200 400
SCALE IN FEET
PRATT BLVD
ELMHURST RD
ARTHUR AVE
E DEVON AVE
TOUHY RD
CUMBERLAND AVE
OLD HIGGINS RD
RAILROAD SPUR
UNION PACIFIC RAILROAD
WEST BYPASS SB
WEST BYPASS NB
TAPER 200
TAPER 500
RAMP V1
RAMP V2
RAMP V3
RAMP V4
RAMP W1
RAMP W2
RAMP W3
RAMP X1
RAMP X2
RAMP X3
RAMP X4
RAMP X5
RAMP X6
RAMP X7
RAMP W8
RAMP W9
OFFICE/WAREHOUSE CLOSED
TEMP EASEMENT
PERM EASEMENT
PR ROW
O'HARE INTERNATIONAL AIRPORT
METROPOLITAN WATER RECLAMATION DISTRICT OF CHICAGO BASIN
TOUHY AVE (IL 72)
RELOCATE EX. ROADWAY
EXISTING MT PROSPECT RD
RELOCATED MT PROSPECT RD
TOPO NOT AVAILABLE
JARVIS AVE
RIDGING CREEK
FILE NAME = D:\EOWB-095-sht-i-fpsPlan-0217.dgn
USER NAME = gapsiewg
PLOT SCALE = 200.0000 ' / IN.
PLOT DATE = 4/4/2011
DESIGNED - CH2M HILL
DRAWN - CH2M HILL
CHECKED - CH2M HILL
DATE - 3/29/2011
REVISED -
ELGIN O'HARE WEST BYPASS
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Illinois Department of Transportation
CH2MHILL
WEST BYPASS
EAST DEVON AVENUE TO TOUHY AVENUE
SCALE= SHEET NO. 84 OF 99 SHEETS STA. TO STA.
F.A. RTE. SECTION COUNTY TOTAL SHEET SHEETS NO.
COOK/DUPAGE 99 84
CONTRACT NO.
ILLINOIS FED. AID PROJECT
NORTH SECTION



LEGEND

- B-1 BRIDGE DESIGNATION
- R-101 RETAINING WALL DESIGNATION
- TRAFFIC FLOW ARROWS
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED EASEMENT
- TEMPORARY EASEMENT
- PROPOSED PIER LOCATION
- ACCESS CONTROL
- BUILDING DISPLACEMENT
- ROADWAY REMOVAL

0 200 400
SCALE IN FEET

FILE NAME = DIEGW3-I95-sht-1pxPlan-I2018.dgn	USER NAME = gnpsway	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

ELGIN O'HARE WEST BYPASS
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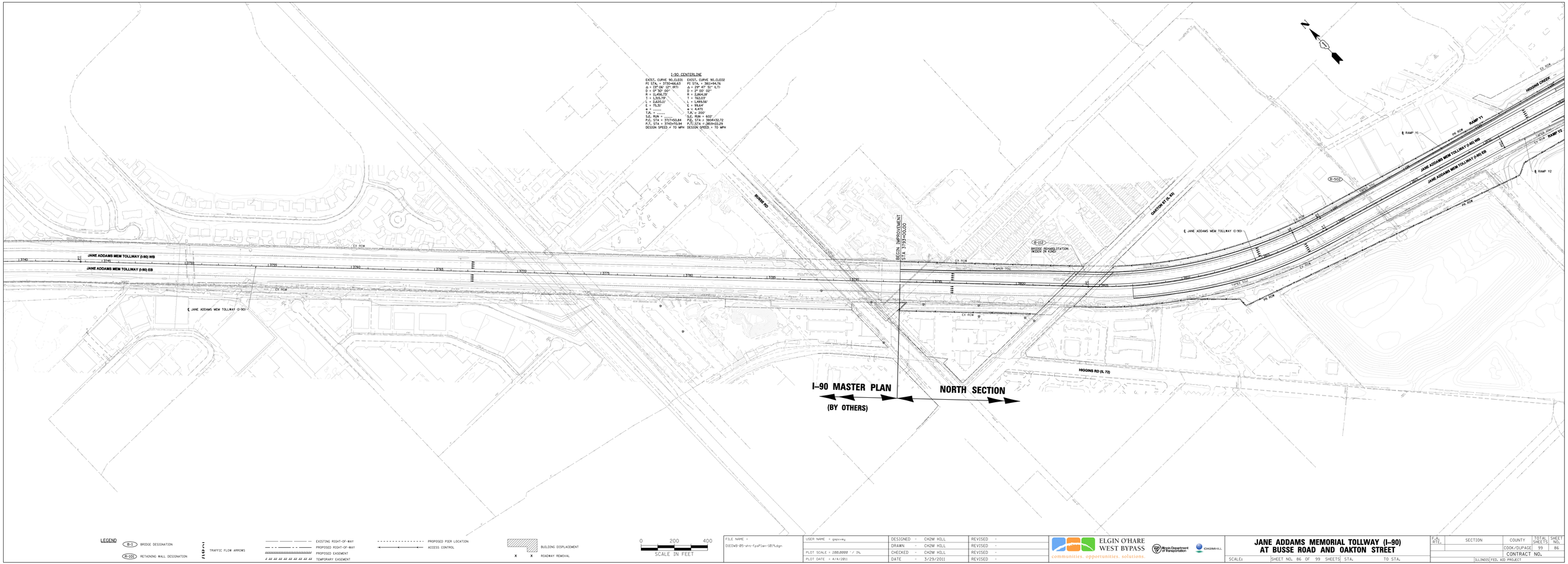
Illinois Department of Transportation
CH2MHILL

JANE ADDAMS MEMORIAL TOLLWAY (I-90) AT ARLINGTON HEIGHTS ROAD

SCALES | SHEET NO. 85 OF 99 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	85
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

NORTH SECTION


I-90 CENTERLINE
EXIST. CURVE 90_CLE01
PI STA. = 3730+68.63
Δ = 13° 06' 12" (RT)
D = 0° 30' 00"
R = 11,456.73'
T = 1,315.79'
L = 2,620.21'
E = 75.32'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA = 3717+50.84
P.T. STA = 3743+70.04
DESIGN SPEED = 70 MPH
EXIST. CURVE 90_CLE02
PI STA. = 3811+94.76
Δ = 29° 47' 51" (LT)
D = 2° 00' 02"
R = 2,864.18'
T = 762.03'
L = 1,488.90'
E = 99.64'
e = 4.41%
T.R. = 200'
S.E. RUN = 602'
P.C. STA = 3804+32.72
P.T. STA = 3819+42.29
DESIGN SPEED = 70 MPH
RUSSE RD
DESIGN IMPROVEMENT
I-90 / I-294 / I-88 / I-355
OAKTON ST (IL 83)
B-112
BRIDGE REHABILITATION
WIDEN IN KIND
R-502
HIGGINS CREEK
RAMP Y1
RAMP Y2
℄ RAMP Y1
℄ RAMP Y2
JANE ADDAMS MEM TOLLWAY (I-90) WB
JANE ADDAMS MEM TOLLWAY (I-90) EB
℄ JANE ADDAMS MEM TOLLWAY (I-90)
HIGGINS RD (IL 72)
I-90 MASTER PLAN
(BY OTHERS)
NORTH SECTION
EX ROW
PR ROW
TAPER OUT
TAPER IN
3740
3745
3750
3755
3760
3765
3770
3775
3780
3785
3790
3795
3800
3805
3810
3815
3820
3825
3830
3835
3840
3845
3850
3855
3860
3865
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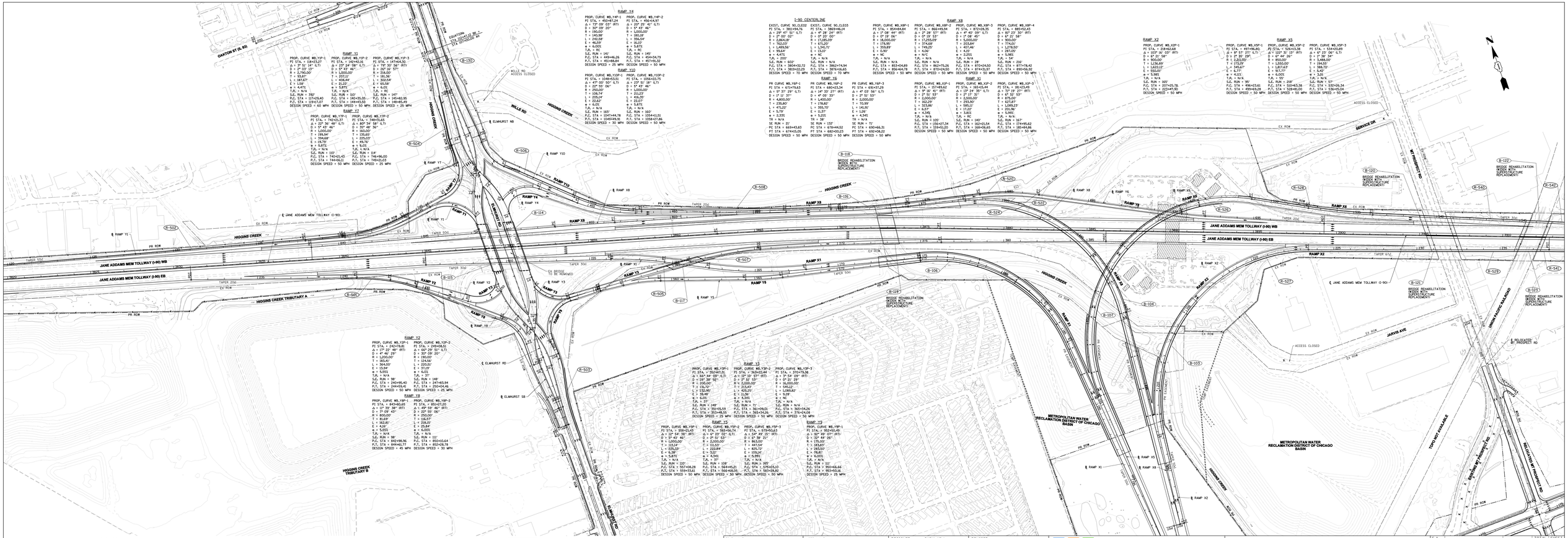
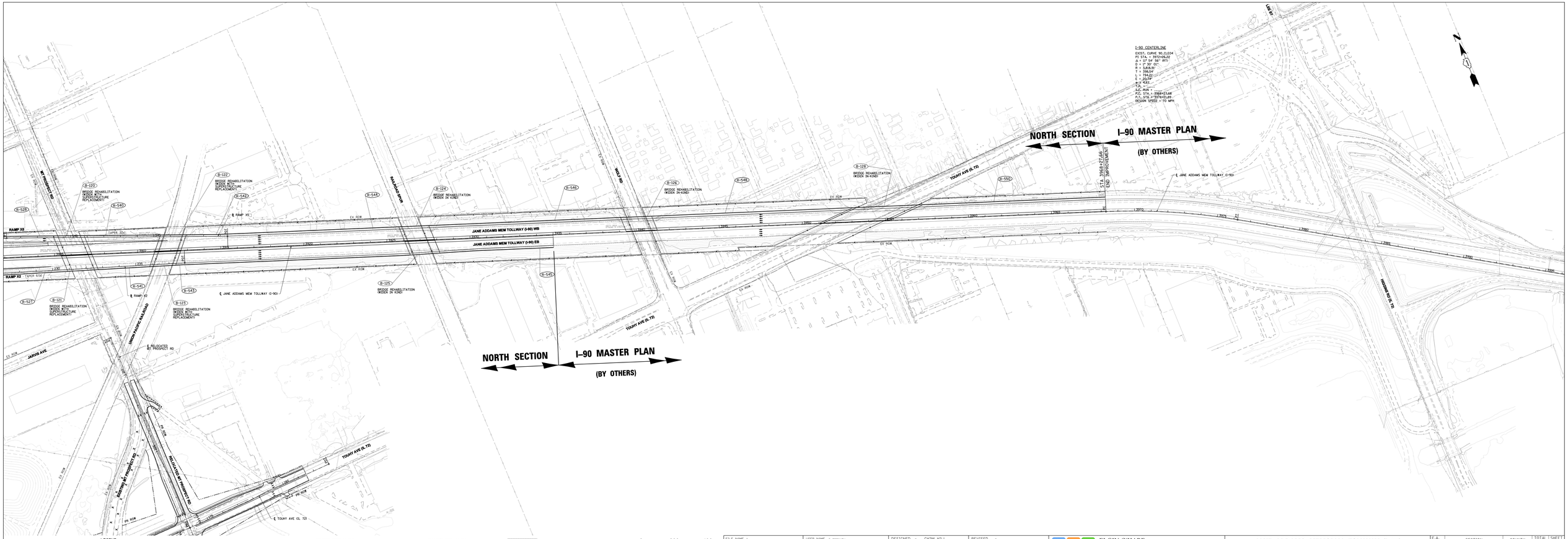
3935


RAMP Y4
PROP. CURVE WB_Y4P-1
PI STA. = 452+47.24
Δ = 73° 09' 03" (RT)
D = 4° 30' 00"
R = 390.00'
T = 140.98'
L = 242.68'
E = 46.59'
e = 6.00%
s = 4.50%
SJL RUN = 140'
P.C. STA = 450+98.26
P.T. STA = 453+88.84
DESIGN SPEED = 25 MPH
PROP. CURVE WB_Y4P-2
PI STA. = 456+44.31
Δ = 20° 29' 40" (LT)
D = 4° 30' 00"
R = 1,000.00'
T = 180.28'
L = 356.54'
E = 16.32'
e = 5.87%
s = 4.50%
SJL RUN = 145'
P.C. STA = 454+54.79
P.T. STA = 457+85.32
DESIGN SPEED = 50 MPH
RAMP Y10
PROP. CURVE WB_Y10P-1
PI STA. = 1048+53.51
Δ = 47° 00' 00"
D = 22° 55' 06"
R = 250.00'
T = 106.74'
L = 204.98'
E = 22.62'
e = 6.00%
s = 4.50%
SJL RUN = 165'
P.C. STA = 1045+46.77
P.T. STA = 1049+51.75
DESIGN SPEED = 30 MPH
PROP. CURVE WB_Y10P-2
PI STA. = 1056+22.75
Δ = 23° 51' 18" (LT)
D = 5° 43' 46"
R = 1,000.00'
T = 211.23'
L = 416.39'
E = 22.07'
e = 5.87%
s = 4.50%
SJL RUN = 165'
P.C. STA = 1054+11.52
P.T. STA = 1058+27.86
DESIGN SPEED = 50 MPH
I-90 CENTERLINE
EXIST. CURVE 90_CLE02
PI STA. = 381+94.76
Δ = 29° 07' 15" (LT)
D = 3° 30' 00"
R = 1,640.18'
T = 762.03'
L = 1,495.56'
E = 98.64'
e = 4.70%
s = 4.50%
SJL RUN = 140'
P.C. STA = 373+32.73
P.T. STA = 388+28.29
DESIGN SPEED = 70 MPH
EXIST. CURVE 90_CLE03
PI STA. = 388+49.54
Δ = 8° 39' 24" (RT)
D = 3° 30' 00"
R = 1,640.00'
T = 621.20'
L = 1,240.51'
E = 13.00'
e = 4.70%
s = 4.50%
SJL RUN = N/A
P.C. STA = 386+74.94
P.T. STA = 399+15.45
DESIGN SPEED = 70 MPH
RAMP X8
PROP. CURVE WB_X8P-1
PI STA. = 854+44.54
Δ = 1° 08' 44" (RT)
D = 3° 30' 00"
R = 1,640.00'
T = 179.95'
L = 359.89'
E = 0.90'
e = 4.70%
s = N/A
SJL RUN = N/A
P.C. STA = 853+04.89
P.T. STA = 856+64.78
DESIGN SPEED = 50 MPH
PROP. CURVE WB_X8P-2
PI STA. = 864+95.54
Δ = 2° 39' 57" (RT)
D = 3° 30' 00"
R = 1,640.00'
T = 374.68'
L = 749.25'
E = 4.06'
e = 4.70%
s = N/A
SJL RUN = 28'
P.C. STA = 862+75.26
P.T. STA = 870+24.50
DESIGN SPEED = 50 MPH
PROP. CURVE WB_X8P-3
PI STA. = 872+28.35
Δ = 4° 40' 09" (LT)
D = 3° 30' 00"
R = 1,640.00'
T = 334.68'
L = 667.46'
E = 4.25'
e = 4.70%
s = N/A
SJL RUN = 28'
P.C. STA = 870+93.67
P.T. STA = 877+61.13
DESIGN SPEED = 50 MPH
PROP. CURVE WB_X8P-4
PI STA. = 885+52.45
Δ = 85° 23' 50" (RT)
D = 3° 30' 00"
R = 1,640.00'
T = 1,414.00'
L = 1,635.46'
E = 287.00'
e = 4.70%
s = N/A
SJL RUN = 216'
P.C. STA = 877+78.42
P.T. STA = 894+56.92
DESIGN SPEED = 50 MPH
RAMP X1
PROP. CURVE WB_X1P-1
PI STA. = 157+89.62
Δ = 9° 35' 41" (RT)
D = 3° 30' 00"
R = 1,640.00'
T = 2,000.00'
L = 1,000.00'
E = 59.28'
e = 4.70%
s = 4.50%
SJL RUN = 105'
P.C. STA = 150+27.34
P.T. STA = 160+27.34
DESIGN SPEED = 50 MPH
PROP. CURVE WB_X1P-2
PI STA. = 165+15.44
Δ = 13° 24' 35" (LT)
D = 3° 30' 00"
R = 1,640.00'
T = 2,000.00'
L = 955.30'
E = 59.28'
e = 4.70%
s = 4.50%
SJL RUN = 140'
P.C. STA = 160+27.34
P.T. STA = 170+82.64
DESIGN SPEED = 50 MPH
PROP. CURVE WB_X1P-3
PI STA. = 181+23.49
Δ = 77° 19' 27" (RT)
D = 4° 32' 53"
R = 875.00'
T = 1,270.00'
L = 1,686.73'
E = 1,012.67'
e = 4.70%
s = 5.99%
SJL RUN = 167'
P.C. STA = 170+95.62
P.T. STA = 188+46.86
DESIGN SPEED = 50 MPH
RAMP X2
PROP. CURVE WB_X2P-1
PI STA. = 219+62.68
Δ = 103° 16' 03" (RT)
D = 6° 21' 56"
R = 900.00'
T = 1,136.89'
L = 1,622.13'
E = 1,022.67'
e = 5.98%
s = N/A
SJL RUN = 165'
P.C. STA = 207+25.78
P.T. STA = 223+47.90
DESIGN SPEED = 50 MPH
RAMP X5
PROP. CURVE WB_X5P-1
PI STA. = 526+13.36
Δ = 122° 31' 13" (RT)
D = 6° 44' 26"
R = 850.00'
T = 1,050.00'
L = 1,817.63'
E = 1,055.77'
e = 6.00%
s = 5.99%
SJL RUN = 208'
P.C. STA = 510+63.36
P.T. STA = 528+81.00
DESIGN SPEED = 50 MPH
PROP. CURVE WB_X5P-2
PI STA. = 534+20.89
Δ = 67° 23' 06" (LT)
D = 1° 38' 34"
R = 3,488.00'
T = 234.55'
L = 546.70'
E = 29.67'
e = 5.26'
s = N/A
SJL RUN = 51'
P.C. STA = 532+26.34
P.T. STA = 538+15.04
DESIGN SPEED = 50 MPH
RAMP Y2
PROP. CURVE WB_Y2P-1
PI STA. = 242+78.81
Δ = 17° 22' 48" (RT)
D = 4° 09' 29"
R = 1,200.00'
T = 183.46'
L = 364.00'
E = 13.34'
e = 5.55%
s = 4.50%
SJL RUN = 98'
P.C. STA = 240+95.40
P.T. STA = 244+59.40
DESIGN SPEED = 50 MPH
PROP. CURVE WB_Y2P-2
PI STA. = 249+08.51
Δ = 66° 29' 51" (LT)
D = 9° 09' 20"
R = 625.00'
T = 414.06'
L = 725.50'
E = 119.37'
e = 6.00%
s = 4.50%
SJL RUN = 148'
P.C. STA = 247+83.94
P.T. STA = 255+09.44
DESIGN SPEED = 25 MPH
RAMP Y8
PROP. CURVE WB_Y8P-1
PI STA. = 843+85.65
Δ = 11° 39' 38" (RT)
D = 7° 09' 43"
R = 800.00'
T = 81.69'
L = 162.80'
E = 4.16'
e = 5.05%
s = 4.50%
SJL RUN = 98'
P.C. STA = 842+98.96
P.T. STA = 844+61.77
DESIGN SPEED = 45 MPH
PROP. CURVE WB_Y8P-2
PI STA. = 851+27.25
Δ = 49° 59' 46" (RT)
D = 22° 55' 06"
R = 250.00'
T = 118.51'
L = 218.17'
E = 27.84'
e = 6.00%
s = N/A
SJL RUN = 122'
P.C. STA = 850+10.64
P.T. STA = 852+28.78
DESIGN SPEED = 30 MPH
RAMP Y3
PROP. CURVE WB_Y3P-1
PI STA. = 352+47.31
Δ = 66° 44' 09" (LT)
D = 29° 38' 52"
R = 193.00'
T = 126.12'
L = 232.95'
E = 35.49'
e = 6.00%
s = 4.50%
SJL RUN = 148'
P.C. STA = 351+15.59
P.T. STA = 353+48.55
DESIGN SPEED = 25 MPH
RAMP Y5
PROP. CURVE WB_Y5P-1
PI STA. = 560+56.74
Δ = 63° 23' 50" (LT)
D = 21° 51' 53"
R = 262.00'
T = 161.53'
L = 290.00'
E = 22.24'
e = 6.00%
s = 4.50%
SJL RUN = 108'
P.C. STA = 558+45.21
P.T. STA = 564+48.05
DESIGN SPEED = 30 MPH
RAMP Y1
PROP. CURVE WB_Y1P-1
PI STA. = 747+62.30
Δ = 27° 24' 08" (LT)
D = 5° 43' 46"
R = 1,000.00'
T = 207.31'
L = 398.49'
E = 21.22'
e = 5.87%
s = N/A
SJL RUN = 102'
P.C. STA = 745+55.05
P.T. STA = 749+53.50
DESIGN SPEED = 50 MPH
PROP. CURVE WB_Y1P-2
PI STA. = 747+62.30
Δ = 79° 30' 56" (RT)
D = 25° 15' 57"
R = 226.00'
T = 185.36'
L = 313.62'
E = 63.58'
e = 6.01%
s = RC
SJL RUN = 147'
P.C. STA = 745+95.95
P.T. STA = 749+85.49
DESIGN SPEED = 25 MPH
RAMP Y7
PROP. CURVE WB_Y7P-1
PI STA. = 749+53.65
Δ = 90° 00' 00" (LT)
D = 35° 48' 36"
R = 160.00'
T = 155.65'
L = 225.03'
E = 46.76'
e = 6.00%
s = 4.50%
SJL RUN = 116'
P.C. STA = 746+96.00
P.T. STA = 749+21.03
DESIGN SPEED = 25 MPH
PROP. CURVE WB_Y7P-2
PI STA. = 749+53.65
Δ = 90° 00' 00" (LT)
D = 35° 48' 36"
R = 160.00'
T = 155.65'
L = 225.03'
E = RC
e = 6.00%
s = RC
SJL RUN = 147'
P.C. STA = 746+97.98
P.T. STA = 749+23.01
DESIGN SPEED = 25 MPH
RAMP Y9
PROP. CURVE WB_Y9P-1
PI STA. = 1049+53.51
Δ = 47° 00' 00" (LT)
D = 22° 55' 06"
R = 250.00'
T = 106.74'
L = 204.98'
E = 22.62'
e = 6.00%
s = 4.50%
SJL RUN = 165'
P.C. STA = 1047+46.77
P.T. STA = 1051+51.75
DESIGN SPEED = 30 MPH
PROP. CURVE WB_Y9P-2
PI STA. = 1057+22.75
Δ = 23° 51' 18" (RT)
D = 5° 43' 46"
R = 1,000.00'
T = 211.23'
L = 416.39'
E = 22.07'
e = 5.87%
s = 4.50%
SJL RUN = 165'
P.C. STA = 1054+11.52
P.T. STA = 1058+27.86
DESIGN SPEED = 50 MPH
RAMP X3
PROP. CURVE WB_X3P-1
PI STA. = 370+76.38
Δ = 5° 54' 09" (RT)
D = 6° 21' 29"
R = 900.00'
T = 46.40'
L = 92.76'
E = 1.19'
e = N/A
s = N/A
SJL RUN = 165'
P.C. STA = 370+30.00
P.T. STA = 370+92.76
DESIGN SPEED = 50 MPH
RAMP Y6
PROP. CURVE WB_Y6P-1
PI STA. = 552+90.49
Δ = 92° 49' 07" (RT)
D = 32° 44' 26"
R = 175.00'
T = 183.57'
L = 283.61'
E = 98.35'
e = 6.00%
s = N/A
SJL RUN = 112'
P.C. STA = 550+66.66
P.T. STA = 555+50.28
DESIGN SPEED = 25 MPH
RAMP X4
PROP. CURVE WB_X4P-1
PI STA. = 1+23.86
Δ = 4° 40' 09" (LT)
D = 3° 30' 00"
R = 1,640.00'
T = 334.68'
L = 667.46'
E = 4.25'
e = 4.70%
s = N/A
SJL RUN = 28'
P.C. STA = 0+88.92
P.T. STA = 7+56.38
DESIGN SPEED = 50 MPH
RAMP X6
PROP. CURVE WB_X6P-1
PI STA. = 1+23.86
Δ = 4° 40' 09" (LT)
D = 3° 30' 00"
R = 1,640.00'
T = 334.68'
L = 667.46'
E = 4.25'
e = 4.70%
s = N/A
SJL RUN = 28'
P.C. STA = 0+88.92
P.T. STA = 7+56.38
DESIGN SPEED = 50 MPH
RAMP X7
PROP. CURVE WB_X7P-1
PI STA. = 1+23.86
Δ = 4° 40' 09" (LT)
D = 3° 30' 00"
R = 1,640.00'
T = 334.68'
L = 667.46'
E = 4.25'
e = 4.70%
s = N/A
SJL RUN = 28'
P.C. STA = 0+88.92
P.T. STA = 7+56.38
DESIGN SPEED = 50 MPH
RAMP X9
PROP. CURVE WB_X9P-1
PI STA. = 1+23.86
Δ = 4° 40' 09" (LT)
D = 3° 30' 00"
R = 1,640.00'
T = 334.68'
L = 667.46'
E = 4.25'
e = 4.70%
s = N/A
SJL RUN = 28'
P.C. STA = 0+88.92
P.T. STA = 7+56.38
DESIGN SPEED = 50 MPH
RAMP Y11
PROP. CURVE WB_Y11P-1
PI STA. = 1+23.86
Δ = 4° 40' 09" (LT)
D = 3° 30' 00"
R = 1,640.00'
T = 334.68'
L = 667.46'
E = 4.25'
e = 4.70%
s = N/A
SJL RUN = 28'
P.C. STA = 0+88.92
P.T. STA = 7+56.38
DESIGN SPEED = 50 MPH
RAMP X1
PROP. CURVE WB_X1P-1
PI STA. = 1+23.86
Δ = 4° 40' 09" (LT)
D = 3° 30' 00"
R = 1,640.00'
T = 334.68'
L = 667.46'
E = 4.25'
e = 4.70%
s = N/A
SJL RUN = 28'
P.C. STA = 0+88.92
P.T. STA = 7+56.38
DESIGN SPEED = 50 MPH
RAMP Y12
PROP. CURVE WB_Y12P-1
PI STA. = 1+23.86
Δ = 4° 40' 09" (LT)
D = 3° 30' 00"
R = 1,640.00'
T = 334.68'
L = 667.46'
E = 4.25'
e = 4.70%
s = N/A
SJL RUN = 28'
P.C. STA = 0+88.92
P.T. STA = 7+56.38
DESIGN SPEED = 50 MPH
RAMP X1
PROP. CURVE WB_X1P-1
PI STA. = 1+23.86
Δ = 4° 40' 09" (LT)
D = 3° 30' 00"
R = 1,640.00'
T = 334.68'
L = 667.46'
E = 4.25'
e = 4.70%
s = N/A
SJL RUN = 28'
P.C. STA = 0+88.92
P.T. STA = 7+56.38
DESIGN SPEED = 50 MPH
RAMP Y13
PROP. CURVE WB_Y13P-1
PI STA. = 1+23.86
Δ = 4° 40' 09" (LT)
D = 3° 30' 00"
R = 1,640.00'
T = 334.68'
L = 667.46'
E = 4.25'
e = 4.70%
s = N/A
SJL RUN = 28'
P.C. STA = 0+88.92
P.T. STA = 7+56.38
DESIGN SPEED = 50 MPH
RAMP Y14
PROP. CURVE WB_Y14P-1
PI STA. = 1+23.86
Δ = 4° 40' 09" (LT)
D = 3° 30' 00"
R = 1,640.00'
T = 334.68'
L = 667.46'
E = 4.25'
e = 4.70%
s = N/A
SJL RUN = 28'
P.C. STA = 0+88.92
P.T. STA = 7+56.38
DESIGN SPEED = 50 MPH
RAMP X1
PROP. CURVE WB_X1P-1
PI STA. = 1+23.86
Δ = 4° 40' 09" (LT)
D = 3° 30' 00"
R = 1,640.00'
T = 334.68'
L = 667.46'
E = 4.25'
e = 4.70%
s = N/A
SJL RUN = 28'
P.C. STA = 0+88.92
P.T. STA = 7+56.38
DESIGN SPEED = 50 MPH
RAMP Y15
PROP. CURVE WB_Y15P-1
PI STA. = 1+23.86
Δ = 4° 40' 09" (LT)
D = 3° 30' 00"
R = 1,640.00'
T = 334.68'
L = 667.46'
E = 4.25'
e = 4.70%
s = N/A
SJL RUN = 28'
P.C. STA = 0+88.92
P.T. STA = 7+56.38
DESIGN SPEED = 50 MPH
RAMP X1
PROP. CURVE WB_X1


N
S
W
E
Rt. 72/TOUHY AVE
PROP. CURVE TOUHY-1
PI STA. = 1118+15.87
Δ = 18° 27' 00" (LT)
D = 4° 28' 00"
R = 1,805.57'
T = 176.67'
L = 1,567.31'
E = 184.08'
e = -----
s = -----
S.E. RUN =
P.C. STA = 1099+79.20
P.T. STA = 1125+46.27
DESIGN SPEED = 40 MPH
TOUHY AVE
HIGGINS RD (IL 72)
LUNT AVE
GRANDELAIN AVE
ESTES AVE
ELMHURST RD
OLD HIGGINS RD
CLEVELAND AVE
CORTLE AVE
LANDWEHR RD
ELMHURST SB
ELMHURST NB
TOUHY AVE (IL 72)
WEST BYPASS NB
WEST BYPASS SB
WEST BYPASS
UNION PACIFIC RAILROAD
WILLE RD
ACCESS CLOSED
HIGGINS CREEK
HIGGINS CREEK TRIBUTARY A
JANE ADDAMS MEM TOLLWAY (I-90) EB
JANE ADDAMS MEM TOLLWAY (I-90) WB
JANE ADDAMS MEM TOLLWAY (I-90)
SHORT TERM
CANTIGNY RD (IL 53)
ELMHURST RD (IL 83)
RAMP Y1
PROP. CURVE WB_Y1P-1
PI STA. = 1442+37.37
Δ = 3° 51' 14" (LT)
D = 4° 57' 46"
R = 1,155.00'
T = 77.87'
L = 155.67'
E = 2.61'
e = -----
s = -----
S.E. RUN = 160'
P.C. STA = 1440+59.50
P.T. STA = 1442+15.17
DESIGN SPEED = 50 MPH
PROP. CURVE WB_Y1P-2
PI STA. = 1452+42.26
Δ = 23° 24' 08" (LT)
D = 5° 45' 46"
R = 1,000.00'
T = 207.92'
L = 408.47'
E = 21.22'
e = 5.87%
T.R. = N/A
S.E. RUN = 102'
P.C. STA = 1445+85.05
P.T. STA = 1450+93.52
DESIGN SPEED = 50 MPH
PROP. CURVE WB_Y1P-3
PI STA. = 1471+64.30
Δ = 79° 30' 56" (RT)
D = 26° 16' 57"
R = 218.00'
T = 180.00'
L = 302.54'
E = 65.09'
e = 6.0%
T.R. = RC
S.E. RUN = 147'
P.C. STA = 1455+82.30
P.T. STA = 1469+85.49
DESIGN SPEED = 25 MPH
RAMP Y2
PROP. CURVE WB_Y2P-1
PI STA. = 1242+98.81
Δ = 90° 00' 00" (RT)
D = 14° 46' 29"
R = 1,200.00'
T = 183.41'
L = 364.00'
E = 13.54'
e = 5.55%
T.R. = N/A
S.E. RUN = 98'
P.C. STA = 1240+99.40
P.T. STA = 1244+63.41
DESIGN SPEED = 50 MPH
PROP. CURVE WB_Y2P-2
PI STA. = 1249+08.83
Δ = 90° 00' 00" (LT)
D = 30° 09' 20"
R = 190.00'
T = 124.56'
L = 220.51'
E = 37.28'
e = 6.01%
T.R. = N/A
S.E. RUN = 148'
P.C. STA = 1247+83.94
P.T. STA = 1250+04.46
DESIGN SPEED = 25 MPH
RAMP Y8
PROP. CURVE WB_Y8P-1
PI STA. = 843+85.65
Δ = 11° 39' 38" (RT)
D = 7° 09' 43"
R = 800.00'
T = 81.66'
L = 162.81'
E = 4.16'
e = 5.55%
T.R. = N/A
S.E. RUN = 96'
P.C. STA = 842+98.96
P.T. STA = 844+61.77
DESIGN SPEED = 45 MPH
PROP. CURVE WB_Y8P-2
PI STA. = 851+67.20
Δ = 49° 59' 46" (RT)
D = 22° 55' 06"
R = 250.00'
T = 118.97'
L = 218.21'
E = 25.84'
e = 6.00%
T.R. = N/A
S.E. RUN = 131'
P.C. STA = 850+48.64
P.T. STA = 852+66.78
DESIGN SPEED = 30 MPH
RAMP Y3
PROP. CURVE WB_Y3P-1
PI STA. = 1324+41.31
Δ = 66° 44' 09" (LT)
D = 14° 46' 29"
R = 200.00'
T = 131.72'
L = 232.95'
E = 38.48'
e = 6.0%
T.R. = N/A
S.E. RUN = 148'
P.C. STA = 1321+55.59
P.T. STA = 1323+48.55
DESIGN SPEED = 25 MPH
PROP. CURVE WB_Y3P-2
PI STA. = 1421+20.44
Δ = 12° 07' 33" (RT)
D = 2° 51' 53"
R = 2,000.00'
T = 213.45'
L = 423.27'
E = 11.26'
e = 4.76%
T.R. = 71'
S.E. RUN = 71'
P.C. STA = 1420+06.99
P.T. STA = 1424+30.26
DESIGN SPEED = 60 MPH
PROP. CURVE WB_Y3P-3
PI STA. = 370+74.38
Δ = 17° 54' 09" (RT)
D = 14° 46' 29"
R = 116,000.00'
T = 545.12'
L = 1,084.87'
E = 1.28'
e = NC
T.R. = N/A
S.E. RUN = N/A
P.C. STA = 365+54.26
P.T. STA = 376+04.08
DESIGN SPEED = 50 MPH
RAMP Y4
PROP. CURVE WB_Y4P-1
PI STA. = 450+87.24
Δ = 73° 09' 03" (RT)
D = 30° 09' 20"
R = 190.00'
T = 142.08'
L = 242.58'
E = 46.59'
e = 6.01%
T.R. = RC
S.E. RUN = 141'
P.C. STA = 449+44.26
P.T. STA = 453+86.84
DESIGN SPEED = 25 MPH
PROP. CURVE WB_Y4P-2
PI STA. = 456+14.87
Δ = 20° 20' 41" (LT)
D = 5° 43' 46"
R = 1,000.00'
T = 179.00'
L = 354.94'
E = 16.00'
e = 5.87%
T.R. = RC
S.E. RUN = 145'
P.C. STA = 454+34.79
P.T. STA = 457+89.32
DESIGN SPEED = 50 MPH
RAMP Y5
PROP. CURVE WB_Y5P-1
PI STA. = 560+56.74
Δ = 47° 23' 00" (LT)
D = 2° 51' 53"
R = 2,000.00'
T = 1,013.57'
L = 1,654.60'
E = 102.06'
e = 4.34%
T.R. = 71'
S.E. RUN = 108'
P.C. STA = 544+45.21
P.T. STA = 560+48.05
DESIGN SPEED = 50 MPH
PROP. CURVE WB_Y5P-2
PI STA. = 579+50.63
Δ = 54° 49' 25" (RT)
D = 6° 38' 21"
R = 865.00'
T = 447.04'
L = 827.67'
E = 109.69'
e = 5.99%
T.R. = N/A
S.E. RUN = 165'
P.C. STA = 575+03.59
P.T. STA = 583+48.80
DESIGN SPEED = 30 MPH
RAMP Y9
PROP. CURVE WB_Y9H-1
PI STA. = 952+00.98
Δ = 46° 49' 01" (RT)
D = 32° 44' 26"
R = 175.00'
T = 143.83'
L = 286.39'
E = 74.80'
e = 6.00%
T.R. = N/A
S.E. RUN = 155'
P.C. STA = 950+66.66
P.T. STA = 953+53.06
DESIGN SPEED = 25 MPH
RAMP Y10
PROP. CURVE WB_Y10P-1
PI STA. = 1049+93.53
Δ = 47° 00' 55" (LT)
D = 22° 55' 06"
R = 250.00'
T = 108.74'
L = 205.14'
E = 23.57'
e = 6.00%
T.R. = N/A
S.E. RUN = 165'
P.C. STA = 1047+44.78
P.T. STA = 1049+49.91
DESIGN SPEED = 50 MPH
PROP. CURVE WB_Y10P-2
PI STA. = 1058+62.39
Δ = 23° 32' 18" (LT)
D = 5° 43' 46"
R = 1,000.00'
T = 213.23'
L = 410.92'
E = 22.37'
e = 5.87%
T.R. = N/A
S.E. RUN = 165'
P.C. STA = 1054+51.51
P.T. STA = 1058+77.86
DESIGN SPEED = 50 MPH
RAMP X1
PROP. CURVE ELMHPOSB-1
PI STA. = 83+90.90
Δ = 4° 38' 09" (LT)
D = 3° 51' 02"
R = 1,488.00'
T = 60.20'
L = 120.47'
E = 1.22'
e = -----
s = -----
S.E. RUN = 88'
P.C. STA = 83+60.00
P.T. STA = 84+80.47
DESIGN SPEED = 40 MPH
PROP. CURVE ELMHPOSB-2
PI STA. = 93+85.83
Δ = 29° 20' 47" (RT)
D = 11° 54' 30"
R = 495.00'
T = 129.52'
L = 253.57'
E = 16.69'
e = -----
s = -----
S.E. RUN = 160'
P.C. STA = 92+55.27
P.T. STA = 94+81.83
DESIGN SPEED = 40 MPH
PROP. CURVE ELMHPOSB-3
PI STA. = 96+63.23
Δ = 25° 00' 00" (LT)
D = 10° 54' 49"
R = 525.00'
T = 116.39'
L = 229.07'
E = 12.75'
e = -----
s = -----
S.E. RUN = 160'
P.C. STA = 95+52.84
P.T. STA = 97+81.91
DESIGN SPEED = 40 MPH
PROP. CURVE ELMHPOSB-4
PI STA. = 100+04.05
Δ = 29° 20' 47" (RT)
D = 11° 54' 49"
R = 495.00'
T = 127.06'
L = 248.75'
E = 16.05'
e = -----
s = -----
S.E. RUN =
P.C. STA = 100+87.66
P.T. STA = 103+16.74
DESIGN SPEED = 40 MPH
PROP. CURVE ELMHPOSB-5
PI STA. = 104+43.62
Δ = 29° 20' 47" (LT)
D = 11° 54' 30"
R = 495.00'
T = 127.06'
L = 253.57'
E = 16.05'
e = -----
s = -----
S.E. RUN =
P.C. STA = 103+16.56
P.T. STA = 105+69.31
DESIGN SPEED = 40 MPH
PROP. CURVE ELMHPOSB-6
PI STA. = 107+21.41
Δ = 4° 38' 09" (LT)
D = 3° 51' 55"
R = 1,485.00'
T = 60.23'
L = 120.17'
E = 1.21'
e = -----
s = -----
S.E. RUN =
P.C. STA = 106+98.24
P.T. STA = 108+18.41
DESIGN SPEED = 40 MPH
PROP. CURVE ELMHPONB-1
PI STA. = 89+05.91
Δ = 4° 38' 14" (RT)
D = 3° 51' 55"
R = 1,485.00'
T = 59.30'
L = 119.98'
E = 1.05'
e = -----
s = -----
S.E. RUN =
P.C. STA = 88+60.00
P.T. STA = 89+79.78
DESIGN SPEED = 40 MPH
PROP. CURVE ELMHPONB-2
PI STA. = 93+05.05
Δ = 29° 15' 37" (LT)
D = 11° 54' 30"
R = 495.00'
T = 129.22'
L = 252.79'
E = 16.59'
e = -----
s = -----
S.E. RUN =
P.C. STA = 92+20.73
P.T. STA = 94+73.58
DESIGN SPEED = 40 MPH
PROP. CURVE ELMHPONB-3
PI STA. = 96+95.96
Δ = 25° 00' 00" (RT)
D = 10° 54' 49"
R = 525.00'
T = 116.39'
L = 229.07'
E = 12.75'
e = -----
s = -----
S.E. RUN =
P.C. STA = 95+83.57
P.T. STA = 98+12.64
DESIGN SPEED = 40 MPH
PROP. CURVE ELMHPONB-4
PI STA. = 102+79.02
Δ = 25° 00' 00" (RT)
D = 10° 54' 49"
R = 525.00'
T = 116.39'
L = 229.07'
E = 12.75'
e = -----
s = -----
S.E. RUN =
P.C. STA = 101+62.63
P.T. STA = 103+91.70
DESIGN SPEED = 40 MPH
PROP. CURVE ELMHPONB-5
PI STA. = 106+29.35
Δ = 29° 41' 33" (LT)
D = 11° 54' 30"
R = 495.00'
T = 127.06'
L = 256.43'
E = 16.20'
e = -----
s = -----
S.E. RUN =
P.C. STA = 105+02.29
P.T. STA = 107+58.04
DESIGN SPEED = 40 MPH
PROP. CURVE ELMHPONB-6
PI STA. = 111+37.24
Δ = 3° 47' 33" (RT)
D = 2° 36' 55"
R = 2,202.00'
T = 83.27'
L = 166.47'
E = 1.39'
e = -----
s = -----
S.E. RUN =
P.C. STA = 110+53.97
P.T. STA = 112+20.25
DESIGN SPEED = 40 MPH
LEGEND
B-1 BRIDGE DESIGNATION
R-101 RETAINING WALL DESIGNATION
TRAFFIC FLOW ARROWS
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED EASEMENT
TEMPORARY EASEMENT
PROPOSED PIER LOCATION
ACCESS CONTROL
BUILDING DISPLACEMENT
ROADWAY REMOVAL
0 200 400
SCALE IN FEET
FILE NAME = D:\EOW\B-095-sht-i-fpsPlan-1825.dgn
USER NAME = gapsiwg
PLOT SCALE = 200.0000 ' / IN.
PLOT DATE = 4/4/2011
DESIGNED - CH2M HILL
DRAWN - CH2M HILL
CHECKED - CH2M HILL
DATE - 3/29/2011
REVISED -
ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.
Illinois Department of Transportation
CH2MHILL
ELMHURST ROAD
AT JANE ADDAMS MEMORIAL TOLLWAY (I-90)
SECTION
COUNTY
COOK/DUPAGE
CONTRACT NO.
ILLINOIS FED. AID PROJECT
TOTAL SHEET NO. 99
SHEET NO. 88
SCALE=
SHEET NO. 88 OF 99 SHEETS
STA.
TO STA.
NORTH SECTION



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	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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Illinois Department of Transportation

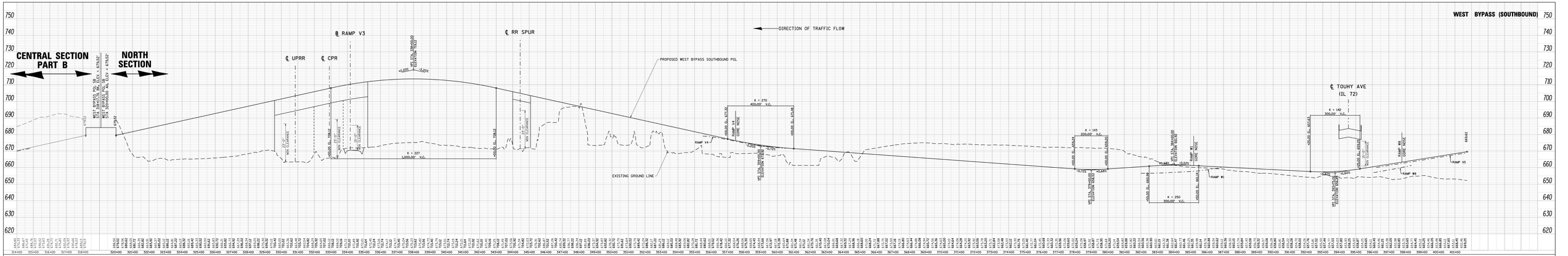
CH2MHILL

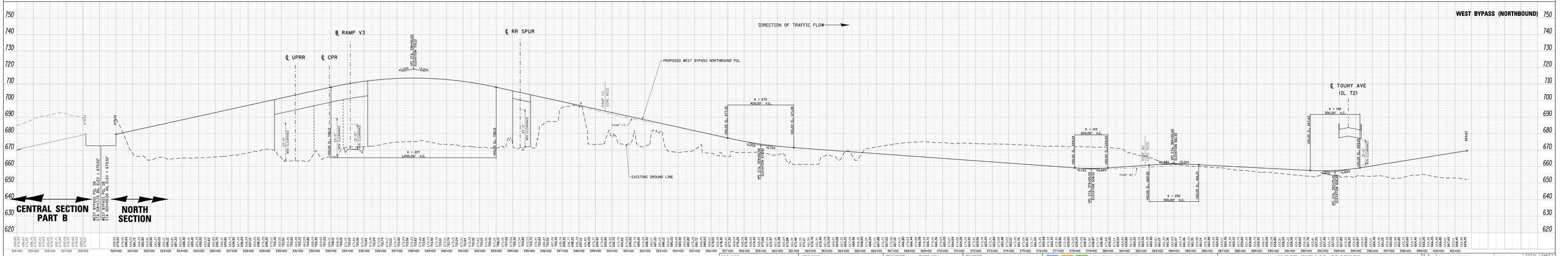
JANE ADDAMS MEMORIAL TOLLWAY (I-90)
MOUNT PROSPECT ROAD TO LEE STREET

SCALE: | SHEET NO. 89 OF 99 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	89
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

NORTH SECTION





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		DRAWN - CH2M HILL	REVISED -		
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -		
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -		

WEST BYPASS PROFILES
DEVON AVENUE TO HIGGINS CREEK

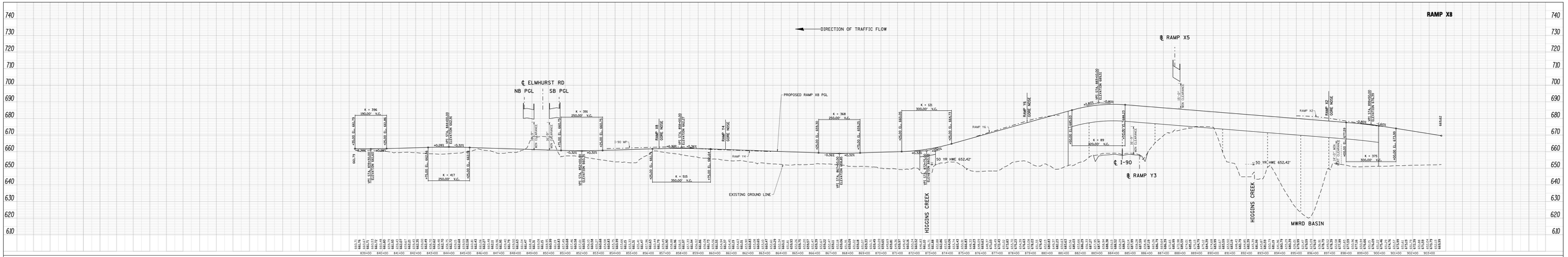
SCALE: | SHEET NO. 90 OF 99 SHEETS | STA. 716+00 TO STA. 783+00

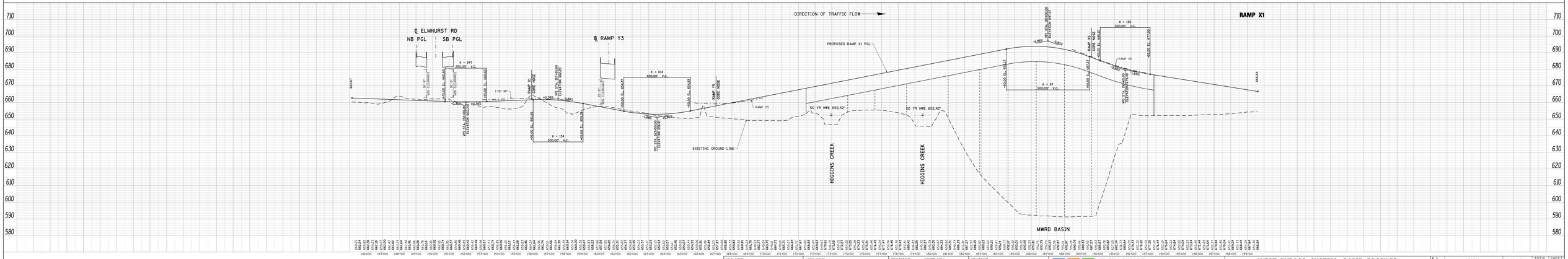
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	90

CONTRACT NO.

ILLINOIS FED. AID PROJECT

NORTH SECTION





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	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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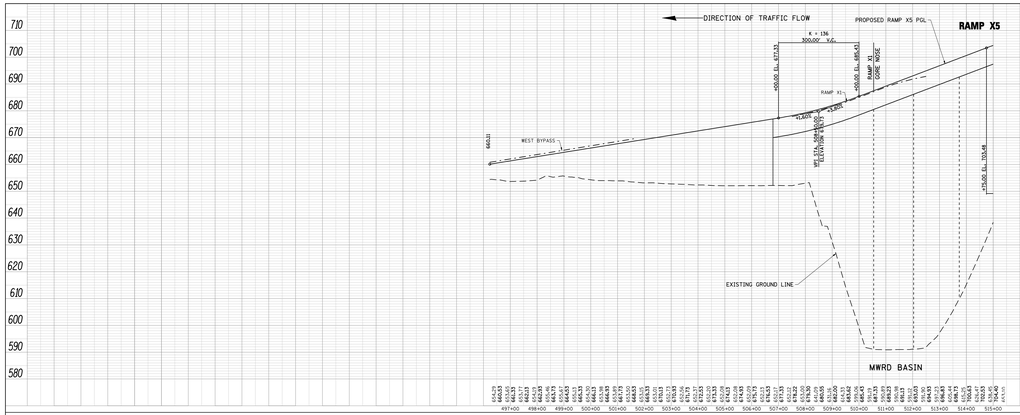
Illinois Department of Transportation
CH2MHILL

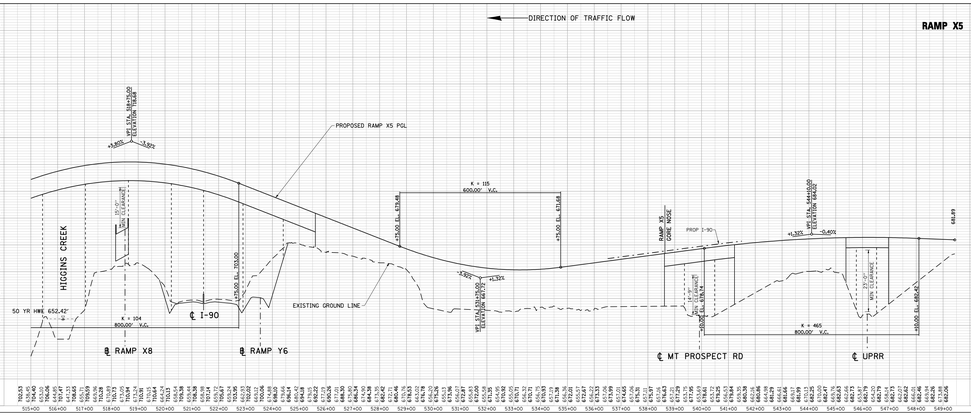
WEST BYPASS SYSTEM RAMP PROFILES AT JANE ADDAMS MEM TOLLWAY (I-90)

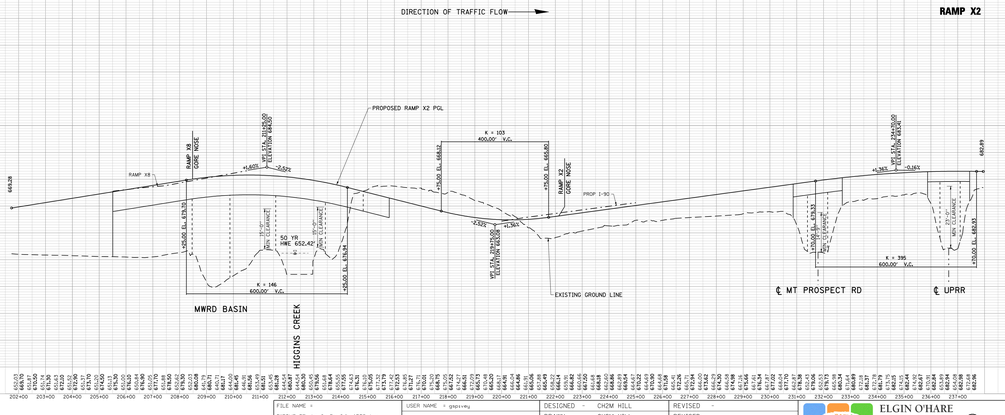
SCALE: | SHEET NO. 91 OF 99 SHEETS | STA. 716+00 TO STA. 783+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	91
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

NORTH SECTION







NORTH SECTION

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		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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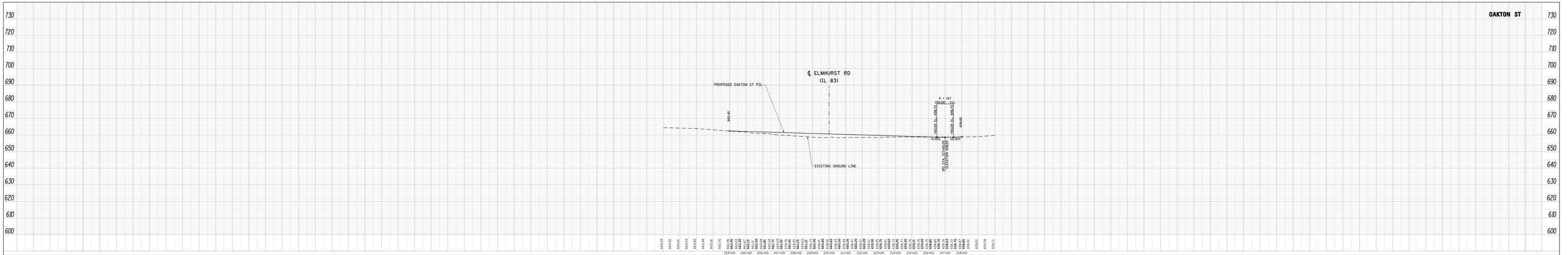
Virginia Department of Transportation

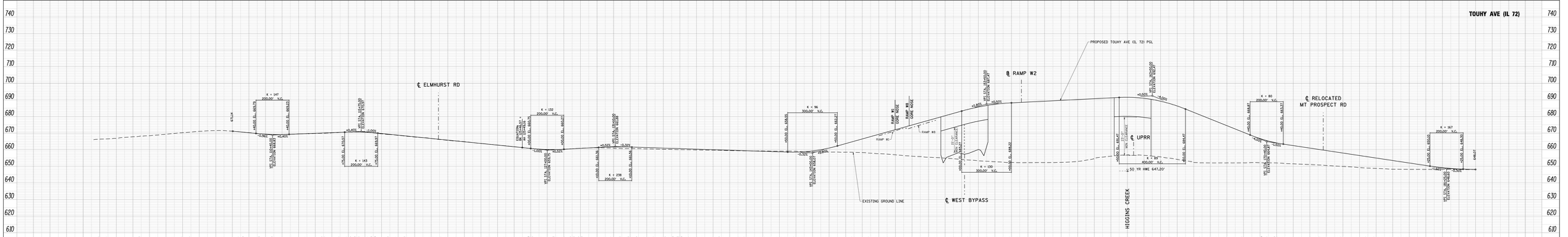
CH2MHILL

WEST BYPASS SYSTEM RAMP PROFILES AT JANE ADDAMS MEM TOLLWAY (I-90)

SCALE: | SHEET NO. 92 OF 99 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	92
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		





NORTH SECTION

FILE NAME = D:\EOW\B-05-xh1-fpsProfile-1004.dgn

USER NAME = gapsway

PLOT SCALE = 200.0000 ' / IN.

PLOT DATE = 4/4/2011

DESIGNED	- CH2M HILL	REVISED	-
DRAWN	- CH2M HILL	REVISED	-
CHECKED	- CH2M HILL	REVISED	-
DATE	- 3/29/2011	REVISED	-

ELGIN O'HARE WEST BYPASS

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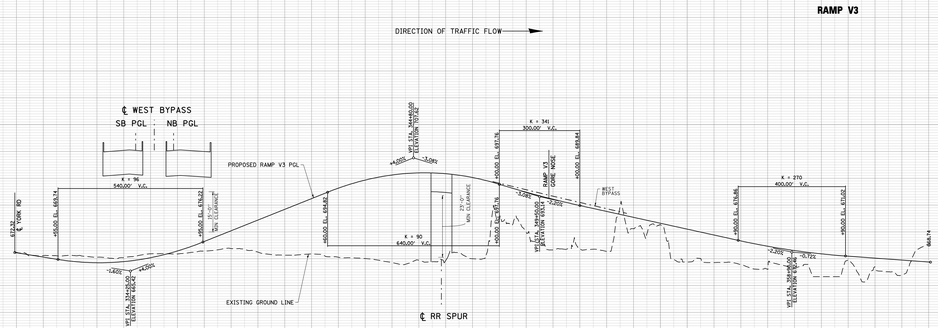
CH2MHILL

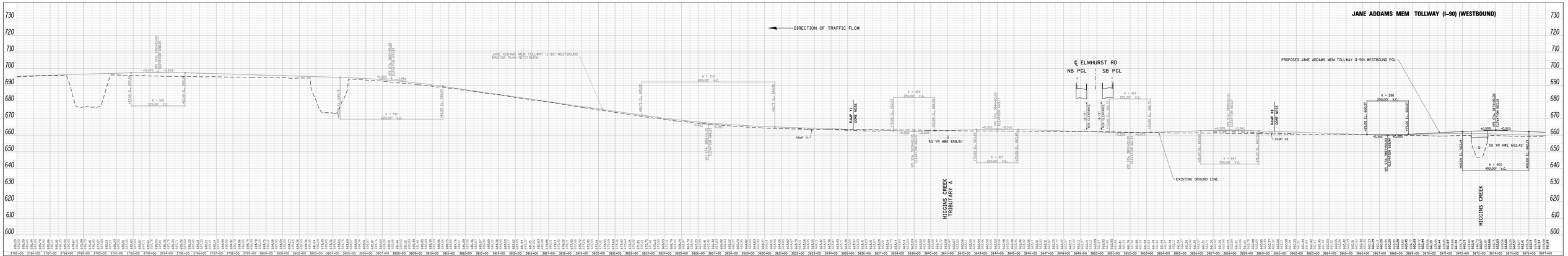
WEST BYPASS CROSS ROAD PROFILE and OAKTON ST PROFILE

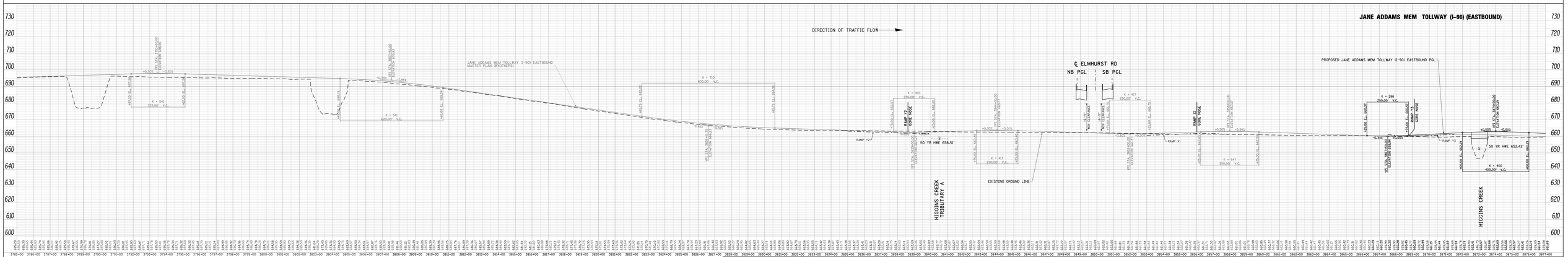
SCALES | SHEET NO. 93 OF 99 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	93
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

RAMP V3


DIRECTION OF TRAFFIC FLOW
℄ WEST BYPASS
SB PGL
NB PGL
PROPOSED RAMP V3 PGL
EXISTING GROUND LINE
℄ RR SPUR
K = 98
540.00' V.C.
K = 90
640.00' V.C.
K = 341
300.00' V.C.
K = 270
400.00' V.C.
RAMP V3
CORE WIDE
WEST BYPASS
CORK RD
WT STA. 349+00.00
ELEVATION 693.74
WT STA. 345+60.00
ELEVATION 682.58
WT STA. 352+00.00
ELEVATION 693.74
WT STA. 356+60.00
ELEVATION 676.96
WT STA. 360+00.00
ELEVATION 670.62
WT STA. 342+50.00
ELEVATION 682.58
+4.00%
-4.00%
+2.00%
-2.00%
-0.72%
+0.52%
75.0'
SAG VERTICAL
75.0'
SAG VERTICAL
673.74
682.58
693.74
693.74
676.96
670.62
682.58
682.58
682.58





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PLOT DATE = 4/4/2011	CHECKED - CH2M HILL	REVISED -	
	DATE - 3/29/2011	REVISED -	

ELGIN O'HARE WEST BYPASS
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Virginia Department of Transportation

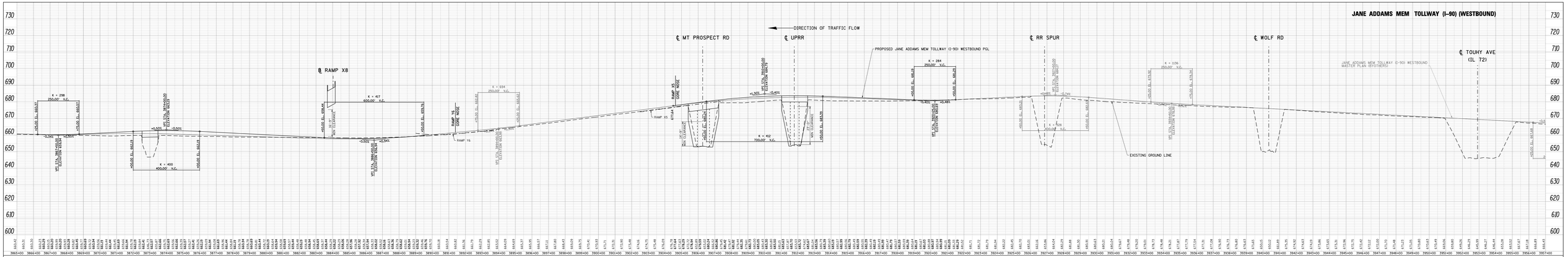
CH2MHILL

JANE ADDAMS MEM TOLLWAY (I-90) PROFILES

SCALES | SHEET NO. 95 OF 99 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
			99 95
CONTRACT NO.			
ILLINOIS FED. AID PROJECT			

NORTH SECTION


JANE ADDAMS MEM TOLLWAY (I-90) (WESTBOUND)
DIRECTION OF TRAFFIC FLOW
℄ MT PROSPECT RD
℄ UPRR
℄ RR SPUR
℄ WOLF RD
℄ TOUHY AVE (IL 72)
℄ RAMP X8
PROPOSED JANE ADDAMS MEM TOLLWAY (I-90) WESTBOUND PGL
JANE ADDAMS MEM TOLLWAY (I-90) WESTBOUND MASTER PLAN (BYOTHERS)
EXISTING GROUND LINE
RAMP X5
RAMP Y6
RAMP X7
RAMP Y5
K = 299 250.00' V.C.
K = 417 600.00' V.C.
K = 694 250.00' V.C.
K = 400 400.00' V.C.
K = 412 700.00' V.C.
K = 284 250.00' V.C.
K = 1136 250.00' V.C.
K = 839 200.00' V.C.
-0.34% -0.50% +0.50% -0.50% +1.30% -0.65% -0.40% +0.48% +0.85% -0.34% +0.34%
VPI STA. 3866+00.00 ELEVATION 662.63
VPI STA. 3872+00.00 ELEVATION 662.63
VPI STA. 3874+00.00 ELEVATION 662.63
VPI STA. 3880+00.00 ELEVATION 662.63
VPI STA. 3884+00.00 ELEVATION 658.44
VPI STA. 3888+00.00 ELEVATION 658.44
VPI STA. 3892+00.00 ELEVATION 658.44
VPI STA. 3896+00.00 ELEVATION 658.44
VPI STA. 3900+00.00 ELEVATION 658.44
VPI STA. 3904+00.00 ELEVATION 658.44
VPI STA. 3908+00.00 ELEVATION 658.44
VPI STA. 3912+00.00 ELEVATION 658.44
VPI STA. 3916+00.00 ELEVATION 658.44
VPI STA. 3920+00.00 ELEVATION 658.44
VPI STA. 3924+00.00 ELEVATION 658.44
VPI STA. 3928+00.00 ELEVATION 658.44
VPI STA. 3932+00.00 ELEVATION 658.44
VPI STA. 3936+00.00 ELEVATION 658.44
VPI STA. 3940+00.00 ELEVATION 658.44
VPI STA. 3944+00.00 ELEVATION 658.44
VPI STA. 3948+00.00 ELEVATION 658.44
VPI STA. 3952+00.00 ELEVATION 658.44
VPI STA. 3956+00.00 ELEVATION 658.44
+50.00 EL. 663.63
+50.00 EL. 658.44
+50.00 EL. 658.63
+50.00 EL. 659.76
+50.00 EL. 659.62
+50.00 EL. 663.63
+50.00 EL. 663.62
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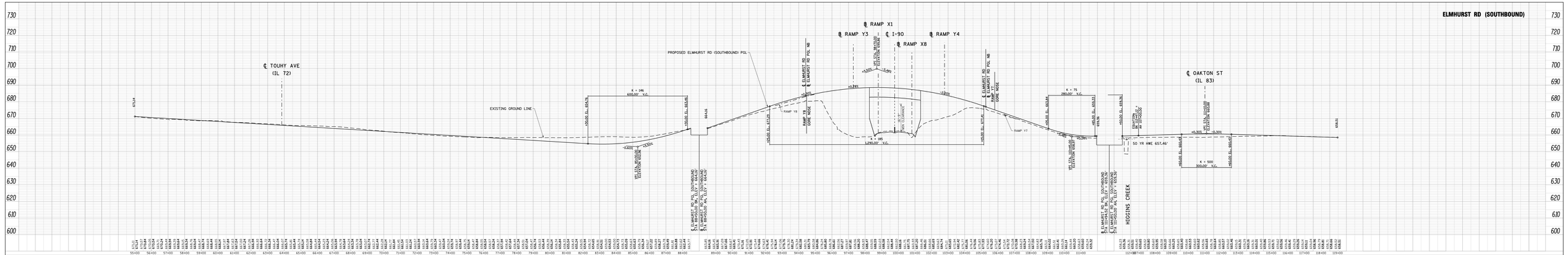
+50.00 EL. 659.63
+50.00 EL. 659.62
+50.00 EL. 663



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	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -

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Virginia Department of Transportation

CH2MHILL

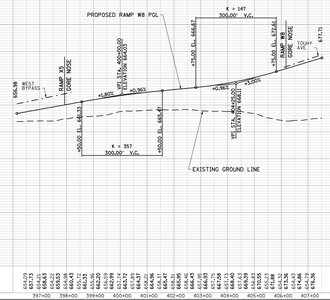
JANE ADDAMS MEM TOLLWAY (I-90)
CROSS ROAD PROFILES

SCALES | SHEET NO. 97 OF 99 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	97
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

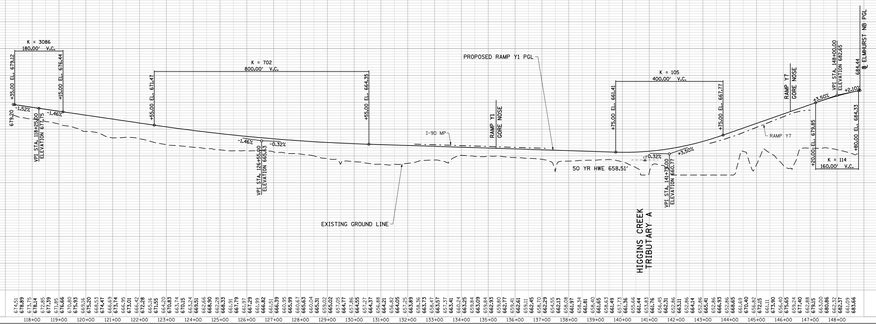
RAMP W8

DIRECTION OF TRAFFIC FLOW



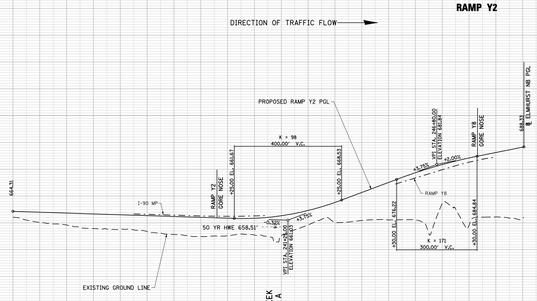
RAMP Y1

DIRECTION OF TRAFFIC FLOW



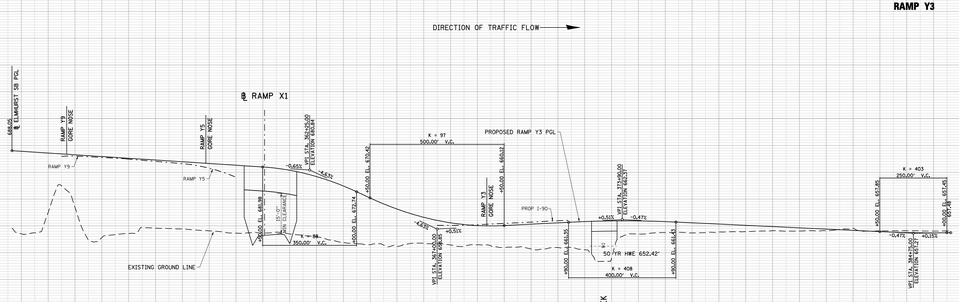
RAMP Y2

DIRECTION OF TRAFFIC FLOW



RAMP Y3

DIRECTION OF TRAFFIC FLOW



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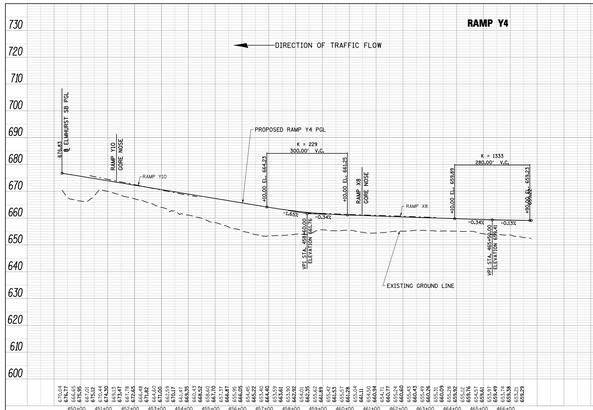
		DRAWN - CH2M HILL	REVISED -			
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -			
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -			

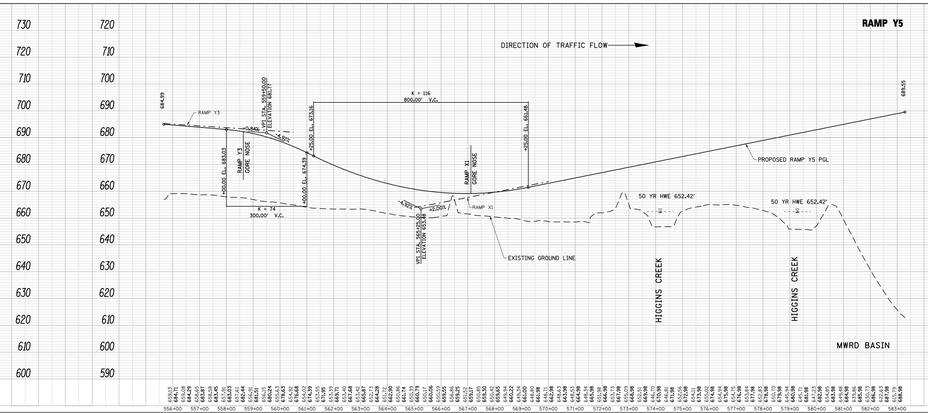
JANE ADDAMS MEM TOLLWAY (I-90)
RAMP PROFILES

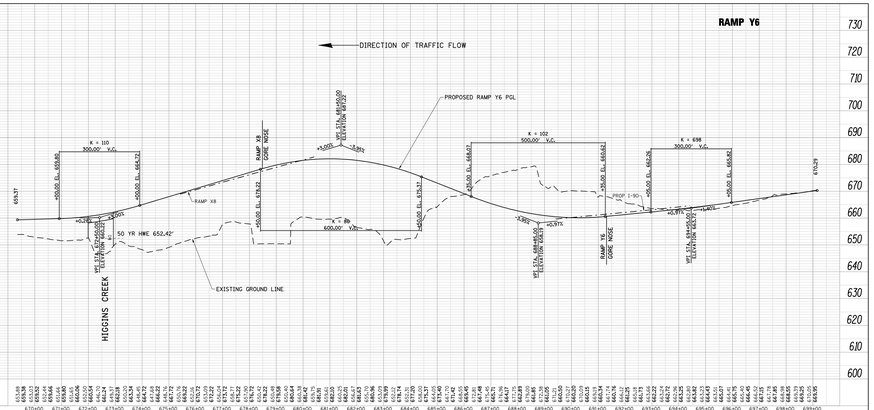
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		99	98	
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

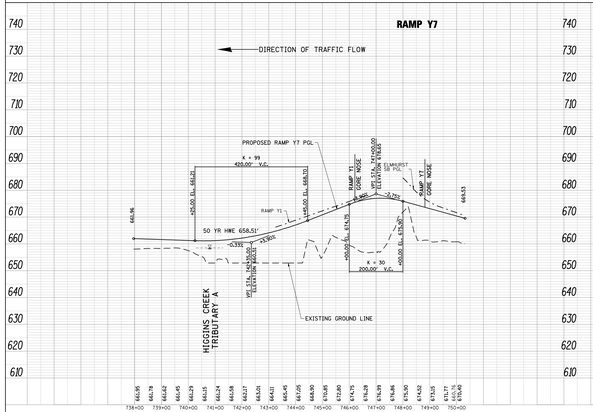
SCALES | SHEET NO. 98 OF 99 SHEETS | STA. | TO STA.

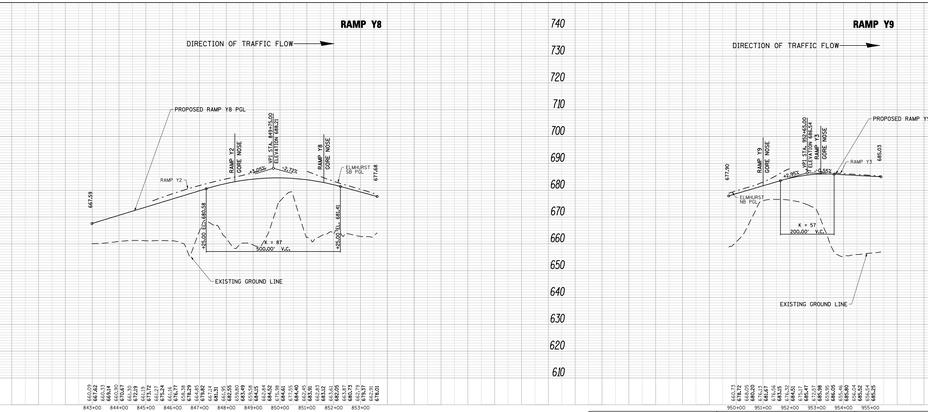
NORTH SECTION

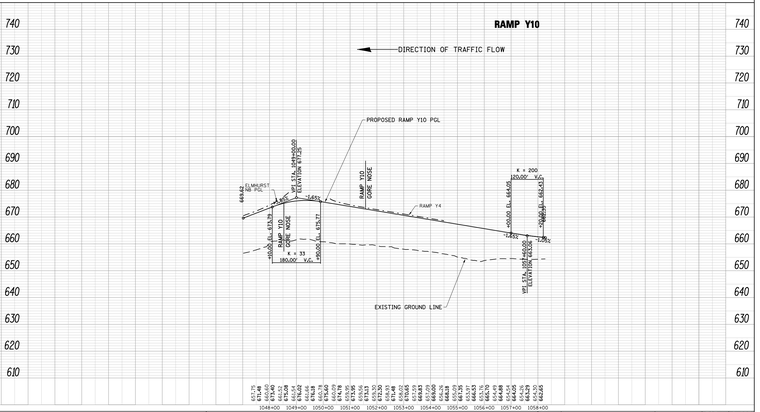












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		DRAWN - CH2M HILL	REVISED -	
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -	
	PLOT DATE = 4/4/2011	DATE - 3/29/2011	REVISED -	

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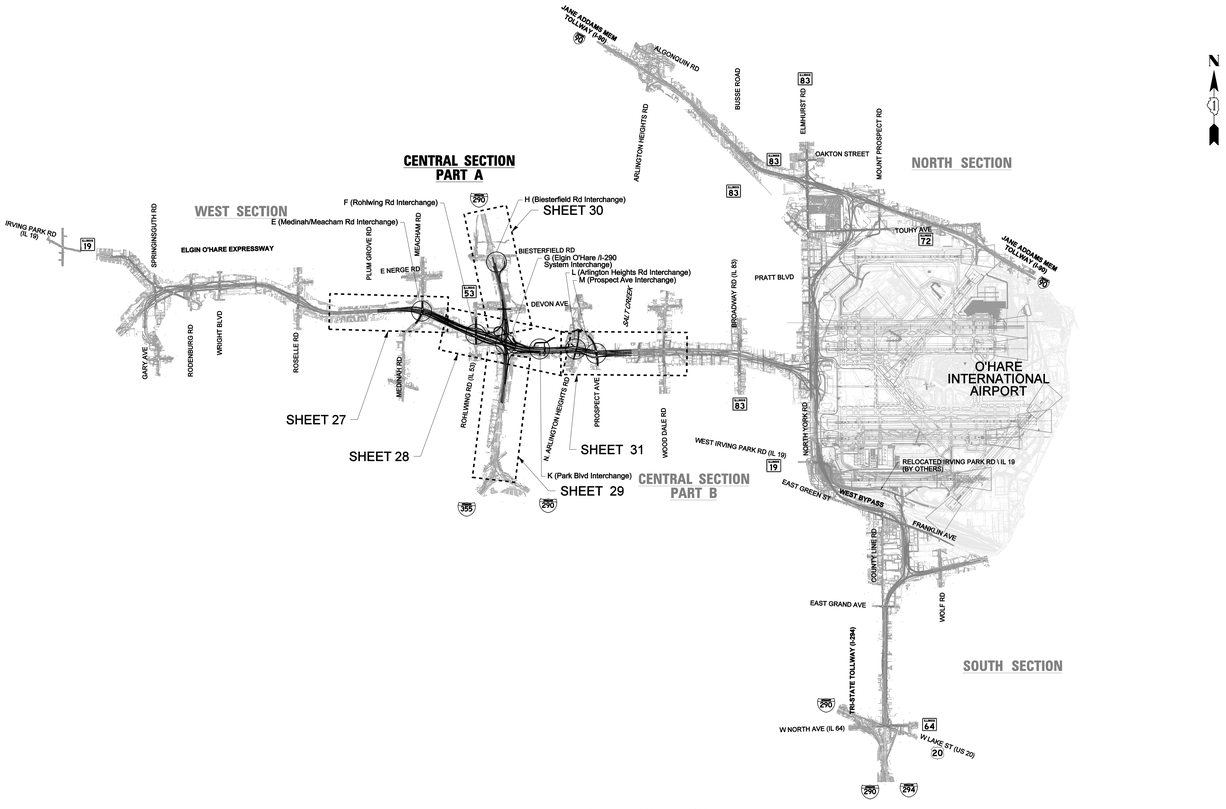
CH2MHILL

JANE ADDAMS MEM TOLLWAY (I-90)
RAMP PROFILES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			99	99
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

SCALES | SHEET NO. 99 OF 99 SHEETS | STA. | TO STA.

NORTH SECTION



INDEX OF SHEETS

1	COVER SHEET
2	ROADWAY PLAN SHEET LAYOUT
3 - 12	TYPICAL SECTION SHEETS
	WEST SECTION
13	ROADWAY PLAN SHEET LAYOUT
14 - 17	ROADWAY PLAN SHEETS
18 - 25	ROADWAY PROFILE SHEETS
	CENTRAL SECTION - PART A
26	**ROADWAY PLAN SHEET LAYOUT**
27 - 31	**ROADWAY PLAN SHEETS**
32 - 44	**ROADWAY PROFILE SHEETS**
	CENTRAL SECTION - PART B
45	ROADWAY PLAN SHEET LAYOUT
46 - 48	ROADWAY PLAN SHEETS
49 - 62	ROADWAY PROFILE SHEETS
	SOUTH SECTION
63	ROADWAY PLAN SHEET LAYOUT
64 - 68	ROADWAY PLAN SHEETS
69 - 82	ROADWAY PROFILE SHEETS
	NORTH SECTION
83	ROADWAY PLAN SHEET LAYOUT
84 - 89	ROADWAY PLAN SHEETS
90 - 99	ROADWAY PROFILE SHEETS

FILE NAME = DIEOVB-02-sht-fpsPlan-1000.dgn	USER NAME = gapsway	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 4000.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/5/2011	DATE - 3/29/2011	REVISED -

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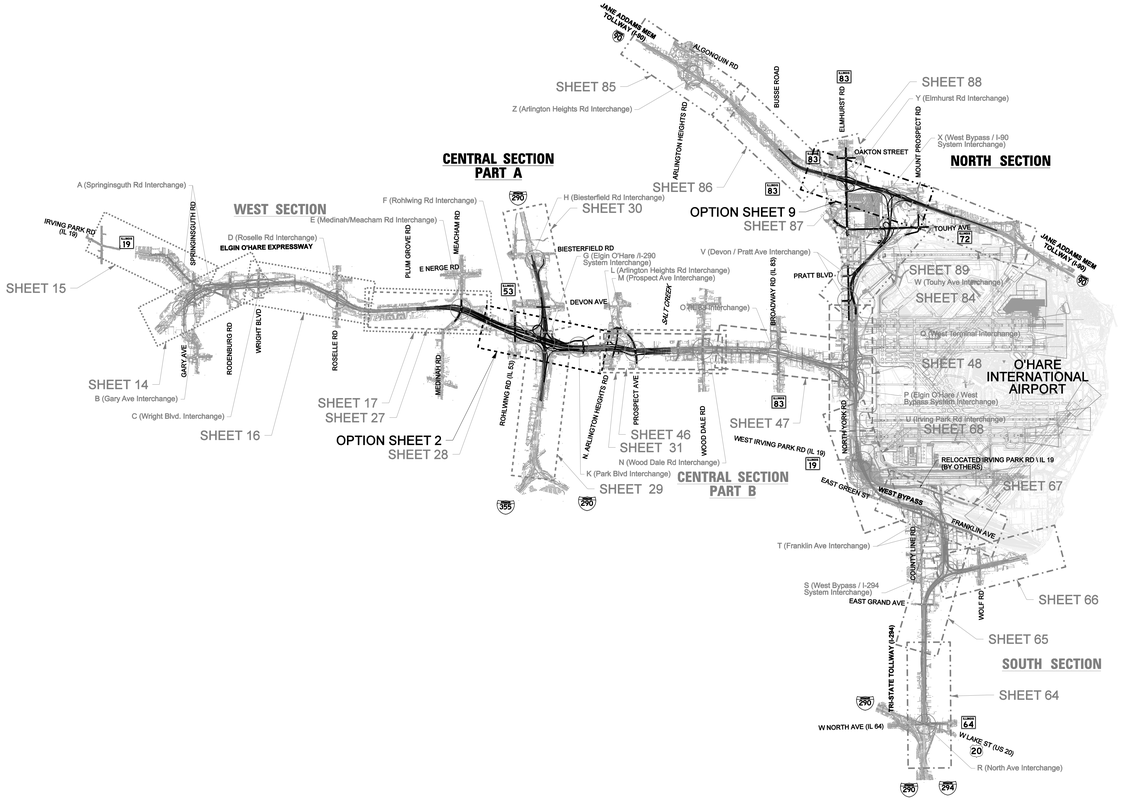
ROADWAY PLAN SHEET LAYOUT
ELGIN O'HARE AND WEST BYPASS

SCALE: | SHEET NO. 26 OF 99 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	99	26
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART A



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

FUNCTIONAL PLANS

APPENDIX A

MARCH 29, 2011

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	NORTH SECTION
83	ROADWAY PLAN SHEET LAYOUT
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	CENTRAL SECTION - PART A - OPTION A
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2	**ROADWAY PLAN SHEET**
3 - 8	**ROADWAY PROFILE SHEET**
	NORTH SECTION - OPTION A
9	**ROADWAY PLAN SHEET**
10 - 12	**ROADWAY PROFILE SHEETS**

FILE NAME = DIEGW0-00-sht-fpsCover-h-1000.dgn	USER NAME = gmcvey	DESIGNED - CH2M HILL	REVISED -
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	PLOT SCALE = 4000.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 4/5/2011	DATE - 3/29/2011	REVISED -

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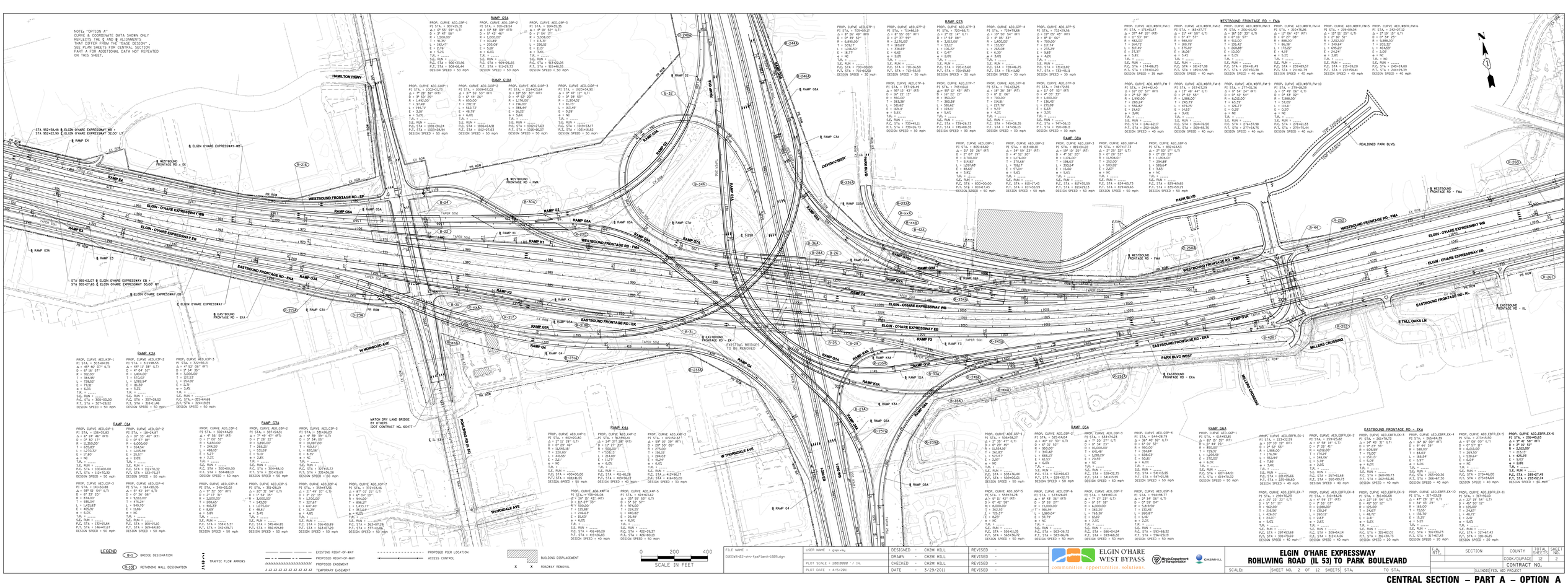
CH2MHILL

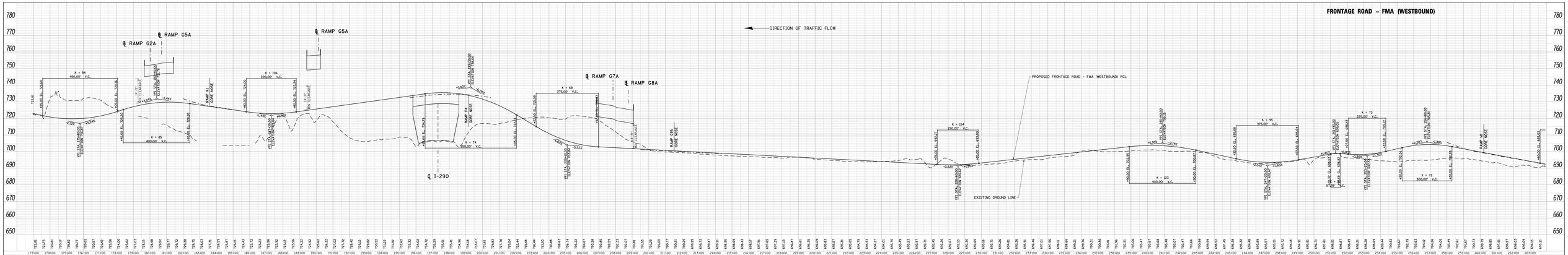
ROADWAY PLAN SHEET LAYOUT
ELGIN O'HARE AND WEST BYPASS

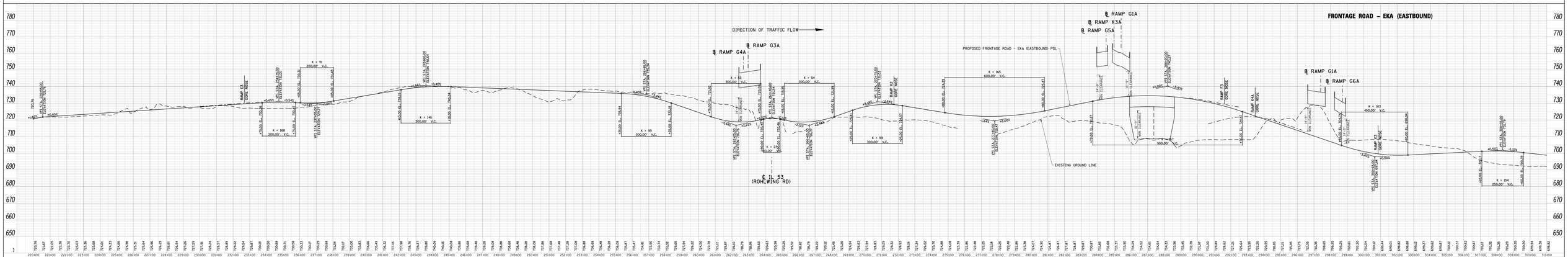
SCALE= | SHEET NO. 1 OF 12 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	12	1
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART A – OPTION A AND NORTH SECTION – OPTION A


NOTES "OPTION A"
CURVE & COORDINATE DATA SHOWN ONLY
REFLECTS PART A AND B ALIGNMENTS.
SEE PLAN SHEETS FOR CENTRAL SECTION
PART A FOR ADDITIONAL DATA NOT REPEATED
ON THIS SHEET.
HAMILTON PKWY
ELGIN O'HARE EXPRESSWAY WB
ELGIN O'HARE EXPRESSWAY EB
WESTBOUND FRONTAGE RD - EK
WESTBOUND FRONTAGE RD - EKA
WESTBOUND FRONTAGE RD - FMA
WESTBOUND FRONTAGE RD - FK
EASTBOUND FRONTAGE RD - EKA
EASTBOUND FRONTAGE RD - EK
EASTBOUND FRONTAGE RD - FK
EASTBOUND FRONTAGE RD - FMA
EASTBOUND FRONTAGE RD - KL
RAMP G1
RAMP G2
RAMP G3
RAMP G4
RAMP K1
RAMP K2
RAMP K3
RAMP K3A
RAMP K4
RAMP K4A
RAMP F1
RAMP F2
RAMP F3
RAMP F4
RAMP E1
RAMP E2
RAMP E3
RAMP E4
RAMP GA
RAMP GB
RAMP GC
RAMP GD
RAMP GE
RAMP GF
RAMP GG
RAMP GH
RAMP GJ
RAMP GK
RAMP GL
RAMP GM
RAMP GN
RAMP GP
RAMP GQ
RAMP GR
RAMP GS
RAMP GT
RAMP GU
RAMP GV
RAMP GW
RAMP GX
RAMP GY
RAMP GZ
DEVON CREEK
DEVON DR
PARK BLVD
PARK BLVD WEST
REALIGNED PARK BLVD
TEMP CONNECTOR
TALL OAKS LN
MILLERS CROSSING
W NORWOOD AVE
W THORNDALE AVE
THORNDALE AVE
ROHLWING RD (IL 53)
LEVEE DR
EXISTING BRIDGES TO BE REMOVED
MATCH DRY LAND BRIDGE BY OTHERS IDOT CONTRACT NO. 60417
STA 952+38.48 ℄ ELGIN O'HARE EXPRESSWAY WB ℄
STA 952+22.90 ℄ ELGIN O'HARE EXPRESSWAY 32.00° LT
STA 955+12.07 ℄ ELGIN O'HARE EXPRESSWAY EB ℄
STA 955+27.65 ℄ ELGIN O'HARE EXPRESSWAY 30.00° RT
℄ ELGIN O'HARE EXPRESSWAY
℄ ELGIN O'HARE EXPRESSWAY EB
℄ EASTBOUND FRONTAGE RD - EKA
℄ WESTBOUND FRONTAGE RD - EF
℄ WESTBOUND FRONTAGE RD - EK
℄ WESTBOUND FRONTAGE RD - FMA
℄ EASTBOUND FRONTAGE RD - EK
℄ EASTBOUND FRONTAGE RD - KL
PROP. CURVE AEO_G1P-1 PI STA.= 907+25.31 Δ = 6° 59' 58" (LT) D = 5° 47' 58" R = 1,206.00' L = 182.47' E = 2.76' T = 91.39' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 906+33.96 P.T. STA = 908+16.44
PROP. CURVE AEO_G2P-1 PI STA.= 910+29.54 Δ = 7° 39' 58" (RT) D = 5° 47' 58" R = 1,206.00' L = 203.08' E = 3.47' T = 101.75' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 909+26.65 P.T. STA = 911+29.73
PROP. CURVE AEO_G3P-1 PI STA.= 914+35.35 Δ = 7° 39' 58" (LT) D = 1° 54' 13" R = 3,008.00' L = 313.30' E = 2.26.51' T = 156.82' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 913+22.05 P.T. STA = 916+48.51
PROP. CURVE AEO_G4P-1 PI STA.= 1019+45.27 Δ = 18° 50' 59" (RT) D = 4° 00' 35" R = 1,430.00' L = 470.30' E = 6.30' T = 237.51' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1017+07.76 P.T. STA = 1021+78.06
PROP. CURVE AEO_G5P-1 PI STA.= 1124+31.06 Δ = 19° 01' 49" (RT) D = 8° 31' 06" R = 672.00' L = 223.20' E = 3.70' T = 112.74' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1122+18.32 P.T. STA = 1124+41.52
PROP. CURVE AEO_G6P-1 PI STA.= 1176+45.47 Δ = 37° 44' 20" (RT) D = 11° 53' 16" R = 480.00' L = 316.20' E = 10.84' T = 163.72' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1174+86.75 P.T. STA = 1178+42.27
PROP. CURVE AEO_G7P-1 PI STA.= 1183+27.77 Δ = 37° 44' 20" (LT) D = 11° 53' 16" R = 480.00' L = 316.20' E = 10.84' T = 163.72' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1181+87.98 P.T. STA = 1185+02.98
PROP. CURVE AEO_G8P-1 PI STA.= 1249+40.40 Δ = 37° 44' 20" (RT) D = 11° 53' 16" R = 1,992.00' L = 1,312.24' E = 1,556.82' T = 15.62' e = 5.4% TAN. = ----- S.E. RUN = ----- P.C. STA = 1240+62.27 P.T. STA = 1253+18.39
PROP. CURVE AEO_G9P-1 PI STA.= 1274+86.75 Δ = 37° 44' 20" (LT) D = 11° 53' 16" R = 1,988.00' L = 1,309.70' E = 1,552.76' T = 478.25' e = 5.4% TAN. = ----- S.E. RUN = ----- P.C. STA = 1264+76.50 P.T. STA = 1278+05.75
PROP. CURVE AEO_G10P-1 PI STA.= 1299+09.04 Δ = 37° 44' 20" (RT) D = 11° 53' 16" R = 480.00' L = 316.20' E = 10.84' T = 163.72' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1297+45.32 P.T. STA = 1301+61.52
PROP. CURVE AEO_G11P-1 PI STA.= 1327+07.12 Δ = 37° 44' 20" (LT) D = 11° 53' 16" R = 480.00' L = 316.20' E = 10.84' T = 163.72' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1325+43.40 P.T. STA = 1329+59.60
PROP. CURVE AEO_G12P-1 PI STA.= 1347+27.22 Δ = 19° 01' 49" (LT) D = 8° 31' 06" R = 672.00' L = 223.20' E = 3.70' T = 112.74' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1345+14.48 P.T. STA = 1347+37.68
PROP. CURVE AEO_G13P-1 PI STA.= 1367+24.75 Δ = 37° 44' 20" (RT) D = 11° 53' 16" R = 480.00' L = 316.20' E = 10.84' T = 163.72' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1365+60.83 P.T. STA = 1368+77.03
PROP. CURVE AEO_G14P-1 PI STA.= 1394+09.06 Δ = 37° 44' 20" (LT) D = 11° 53' 16" R = 480.00' L = 316.20' E = 10.84' T = 163.72' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1392+45.34 P.T. STA = 1395+61.54
PROP. CURVE AEO_G15P-1 PI STA.= 1419+77.55 Δ = 37° 44' 20" (RT) D = 11° 53' 16" R = 480.00' L = 316.20' E = 10.84' T = 163.72' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1417+13.83 P.T. STA = 1420+30.03
PROP. CURVE AEO_G16P-1 PI STA.= 1444+53.80 Δ = 85° 15' 39" (LT) D = 49° 44' 26" R = 115.00' L = 170.51' E = 31.37' T = 105.61' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1439+48.19 P.T. STA = 1441+18.70
PROP. CURVE AEO_G17P-1 PI STA.= 1474+05.47 Δ = 37° 44' 20" (RT) D = 11° 53' 16" R = 480.00' L = 316.20' E = 10.84' T = 163.72' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1472+41.75 P.T. STA = 1475+57.95
PROP. CURVE AEO_G18P-1 PI STA.= 1494+42.25 Δ = 34° 59' 25" (RT) D = 4° 52' 20" R = 1,176.00' L = 717.68' E = 7.31' T = 372.68' e = 5.6% TAN. = ----- S.E. RUN = ----- P.C. STA = 1490+69.57 P.T. STA = 1498+87.25
PROP. CURVE AEO_G19P-1 PI STA.= 1524+04.06 Δ = 19° 01' 49" (RT) D = 8° 31' 06" R = 672.00' L = 223.20' E = 3.70' T = 112.74' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1522+91.32 P.T. STA = 1525+14.52
PROP. CURVE AEO_G20P-1 PI STA.= 1564+72.55 Δ = 19° 01' 49" (RT) D = 8° 31' 06" R = 672.00' L = 223.20' E = 3.70' T = 112.74' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1562+59.81 P.T. STA = 1564+83.01
PROP. CURVE AEO_G21P-1 PI STA.= 1584+72.55 Δ = 19° 01' 49" (RT) D = 8° 31' 06" R = 672.00' L = 223.20' E = 3.70' T = 112.74' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1582+59.81 P.T. STA = 1584+83.01
PROP. CURVE AEO_G22P-1 PI STA.= 1604+72.55 Δ = 19° 01' 49" (RT) D = 8° 31' 06" R = 672.00' L = 223.20' E = 3.70' T = 112.74' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1602+59.81 P.T. STA = 1604+83.01
PROP. CURVE AEO_G23P-1 PI STA.= 1624+72.55 Δ = 19° 01' 49" (RT) D = 8° 31' 06" R = 672.00' L = 223.20' E = 3.70' T = 112.74' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1622+59.81 P.T. STA = 1624+83.01
PROP. CURVE AEO_G24P-1 PI STA.= 1644+53.80 Δ = 85° 15' 39" (LT) D = 49° 44' 26" R = 115.00' L = 170.51' E = 31.37' T = 105.61' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1639+48.19 P.T. STA = 1641+18.70
PROP. CURVE AEO_G25P-1 PI STA.= 1674+05.80 Δ = 37° 44' 20" (RT) D = 11° 53' 16" R = 480.00' L = 316.20' E = 10.84' T = 163.72' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1672+41.83 P.T. STA = 1675+58.03
PROP. CURVE AEO_G26P-1 PI STA.= 1694+09.04 Δ = 37° 44' 20" (LT) D = 11° 53' 16" R = 480.00' L = 316.20' E = 10.84' T = 163.72' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1692+45.32 P.T. STA = 1695+61.52
PROP. CURVE AEO_G27P-1 PI STA.= 1724+27.22 Δ = 19° 01' 49" (LT) D = 8° 31' 06" R = 672.00' L = 223.20' E = 3.70' T = 112.74' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1722+14.48 P.T. STA = 1724+37.68
PROP. CURVE AEO_G28P-1 PI STA.= 1744+53.80 Δ = 85° 15' 39" (LT) D = 49° 44' 26" R = 115.00' L = 170.51' E = 31.37' T = 105.61' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1739+48.19 P.T. STA = 1741+18.70
PROP. CURVE AEO_G29P-1 PI STA.= 1764+05.80 Δ = 37° 44' 20" (RT) D = 11° 53' 16" R = 480.00' L = 316.20' E = 10.84' T = 163.72' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1762+41.83 P.T. STA = 1765+58.03
PROP. CURVE AEO_G30P-1 PI STA.= 1784+09.04 Δ = 37° 44' 20" (LT) D = 11° 53' 16" R = 480.00' L = 316.20' E = 10.84' T = 163.72' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1782+45.32 P.T. STA = 1785+61.52
PROP. CURVE AEO_G31P-1 PI STA.= 1804+27.22 Δ = 19° 01' 49" (LT) D = 8° 31' 06" R = 672.00' L = 223.20' E = 3.70' T = 112.74' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1802+14.48 P.T. STA = 1804+37.68
PROP. CURVE AEO_G32P-1 PI STA.= 1824+53.80 Δ = 85° 15' 39" (LT) D = 49° 44' 26" R = 115.00' L = 170.51' E = 31.37' T = 105.61' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1819+48.19 P.T. STA = 1821+18.70
PROP. CURVE AEO_G33P-1 PI STA.= 1844+05.80 Δ = 37° 44' 20" (RT) D = 11° 53' 16" R = 480.00' L = 316.20' E = 10.84' T = 163.72' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1842+41.83 P.T. STA = 1845+58.03
PROP. CURVE AEO_G34P-1 PI STA.= 1864+09.04 Δ = 37° 44' 20" (LT) D = 11° 53' 16" R = 480.00' L = 316.20' E = 10.84' T = 163.72' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1862+45.32 P.T. STA = 1865+61.52
PROP. CURVE AEO_G35P-1 PI STA.= 1884+27.22 Δ = 19° 01' 49" (LT) D = 8° 31' 06" R = 672.00' L = 223.20' E = 3.70' T = 112.74' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1882+14.48 P.T. STA = 1884+37.68
PROP. CURVE AEO_G36P-1 PI STA.= 1904+53.80 Δ = 85° 15' 39" (LT) D = 49° 44' 26" R = 115.00' L = 170.51' E = 31.37' T = 105.61' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1899+48.19 P.T. STA = 1901+18.70
PROP. CURVE AEO_G37P-1 PI STA.= 1924+05.80 Δ = 37° 44' 20" (RT) D = 11° 53' 16" R = 480.00' L = 316.20' E = 10.84' T = 163.72' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1922+41.83 P.T. STA = 1925+58.03
PROP. CURVE AEO_G38P-1 PI STA.= 1944+09.04 Δ = 37° 44' 20" (LT) D = 11° 53' 16" R = 480.00' L = 316.20' E = 10.84' T = 163.72' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1942+45.32 P.T. STA = 1945+61.52
PROP. CURVE AEO_G39P-1 PI STA.= 1964+27.22 Δ = 19° 01' 49" (LT) D = 8° 31' 06" R = 672.00' L = 223.20' E = 3.70' T = 112.74' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1962+14.48 P.T. STA = 1964+37.68
PROP. CURVE AEO_G40P-1 PI STA.= 1984+53.80 Δ = 85° 15' 39" (LT) D = 49° 44' 26" R = 115.00' L = 170.51' E = 31.37' T = 105.61' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1979+48.19 P.T. STA = 1981+18.70
PROP. CURVE AEO_G41P-1 PI STA.= 2004+05.80 Δ = 37° 44' 20" (RT) D = 11° 53' 16" R = 480.00' L = 316.20' E = 10.84' T = 163.72' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 2002+41.83 P.T. STA = 2005+58.03
PROP. CURVE AEO_G42P-1 PI STA.= 2024+09.04 Δ = 37° 44' 20" (LT) D = 11° 53' 16" R = 480.00' L = 316.20' E = 10.84' T = 163.72' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 2022+45.32 P.T. STA = 2025+61.52
PROP. CURVE AEO_G43P-1 PI STA.= 2047+27.22 Δ = 19° 01' 49" (LT) D = 8° 31' 06" R = 672.00' L = 223.20' E = 3.70' T = 112.74' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 2045+14.48 P.T. STA = 2047+37.68
PROP. CURVE AEO_K3P-1 PI STA.= 323+46.58 Δ = 45° 46' 07" (LT) D = 6° 36' 57" R = 922.00' T = 384.90' L = 737.02' E = 77.95' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 300+00.00 P.T. STA = 307+76.52
PROP. CURVE AEO_K3P-2 PI STA.= 321+98.53 Δ = 44° 11' 38" (LT) D = 4° 24' 57" R = 1,404.00' T = 570.02' L = 1,082.94' E = 115.50' e = 5.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 307+28.52 P.T. STA = 318+11.46
PROP. CURVE AEO_K3P-3 PI STA.= 321+90.23 Δ = 4° 52' 06" (RT) D = 1° 54' 56" R = 3,000.00' T = 127.63' L = 254.51' E = 2.71' e = 5.4% TAN. = ----- S.E. RUN = ----- P.C. STA.= 321+44.68 P.T. STA = 324+19.59
PROP. CURVE AEO_K4P-1 PI STA.= 402+00.00 Δ = 7° 01' 03" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,265.83' L = 2,529.06' E = 69.39' e = NC TAN. = ----- S.E. RUN = ----- P.C. STA = 400+00.00 P.T. STA = 404+65.05
PROP. CURVE AEO_K4P-2 PI STA.= 403+40.30 Δ = 24° 37' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 3,509.13' L = 4,958.89' E = 266.39' e = NC TAN. = ----- S.E. RUN = ----- P.C. STA = 401+31.18 P.T. STA = 406+90.07
PROP. CURVE AEO_K4P-3 PI STA.= 403+40.30 Δ = 159° 10' 39" (RT) D = 0° 29' 46" R = 11,540.00' T = 156.00' L = 284.27' E = 0.27' e = NC TAN. = ----- S.E. RUN = ----- P.C. STA.= 403+96.27 P.T. STA = 406+80.20
PROP. CURVE AEO_K4P-4 PI STA.= 410+06.08 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 404+80.20 P.T. STA = 409+38.18
PROP. CURVE AEO_K4P-5 PI STA.= 424+63.62 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 423+29.85 P.T. STA = 428+87.82
PROP. CURVE AEO_K4P-6 PI STA.= 438+46.08 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 437+12.31 P.T. STA = 442+70.28
PROP. CURVE AEO_K4P-7 PI STA.= 452+86.53 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 451+52.76 P.T. STA = 457+10.73
PROP. CURVE AEO_K4P-8 PI STA.= 466+27.00 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 464+93.23 P.T. STA = 470+51.20
PROP. CURVE AEO_K4P-9 PI STA.= 480+67.47 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 479+33.70 P.T. STA = 484+91.67
PROP. CURVE AEO_K4P-10 PI STA.= 494+77.94 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 493+44.17 P.T. STA = 499+02.14
PROP. CURVE AEO_K4P-11 PI STA.= 509+08.41 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 507+74.64 P.T. STA = 513+32.61
PROP. CURVE AEO_K4P-12 PI STA.= 523+38.88 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 522+05.11 P.T. STA = 527+63.08
PROP. CURVE AEO_K4P-13 PI STA.= 537+49.35 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 536+15.58 P.T. STA = 541+73.55
PROP. CURVE AEO_K4P-14 PI STA.= 551+59.82 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 550+26.05 P.T. STA = 555+84.02
PROP. CURVE AEO_K4P-15 PI STA.= 566+00.29 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 564+66.52 P.T. STA = 570+24.49
PROP. CURVE AEO_K4P-16 PI STA.= 580+40.76 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 579+07.00 P.T. STA = 584+64.96
PROP. CURVE AEO_K4P-17 PI STA.= 595+81.23 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 594+47.47 P.T. STA = 600+05.43
PROP. CURVE AEO_K4P-18 PI STA.= 609+21.70 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 607+87.94 P.T. STA = 613+45.90
PROP. CURVE AEO_K4P-19 PI STA.= 623+62.17 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 622+28.41 P.T. STA = 627+86.37
PROP. CURVE AEO_K4P-20 PI STA.= 637+02.64 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 635+68.88 P.T. STA = 641+26.84
PROP. CURVE AEO_K4P-21 PI STA.= 651+43.11 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 650+09.35 P.T. STA = 655+67.31
PROP. CURVE AEO_K4P-22 PI STA.= 665+83.58 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 664+49.82 P.T. STA = 670+07.78
PROP. CURVE AEO_K4P-23 PI STA.= 680+24.05 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 678+90.29 P.T. STA = 684+48.25
PROP. CURVE AEO_K4P-24 PI STA.= 694+64.52 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 693+30.76 P.T. STA = 698+88.73
PROP. CURVE AEO_K4P-25 PI STA.= 708+46.99 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 707+13.23 P.T. STA = 712+71.20
PROP. CURVE AEO_K4P-26 PI STA.= 723+29.46 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 721+95.70 P.T. STA = 727+53.67
PROP. CURVE AEO_K4P-27 PI STA.= 737+11.93 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 735+78.17 P.T. STA = 741+35.14
PROP. CURVE AEO_K4P-28 PI STA.= 751+94.40 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 750+60.64 P.T. STA = 756+18.61
PROP. CURVE AEO_K4P-29 PI STA.= 766+76.87 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 765+43.11 P.T. STA = 771+01.08
PROP. CURVE AEO_K4P-30 PI STA.= 780+59.34 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 779+25.58 P.T. STA = 784+83.55
PROP. CURVE AEO_K4P-31 PI STA.= 795+41.81 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 794+08.05 P.T. STA = 799+65.99
PROP. CURVE AEO_K4P-32 PI STA.= 809+24.28 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 807+90.52 P.T. STA = 813+48.49
PROP. CURVE AEO_K4P-33 PI STA.= 824+06.75 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 822+72.99 P.T. STA = 828+30.96
PROP. CURVE AEO_K4P-34 PI STA.= 838+89.22 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 837+55.46 P.T. STA = 843+13.43
PROP. CURVE AEO_K4P-35 PI STA.= 853+71.69 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 852+37.93 P.T. STA = 857+95.90
PROP. CURVE AEO_K4P-36 PI STA.= 867+54.16 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 866+20.40 P.T. STA = 871+78.37
PROP. CURVE AEO_K4P-37 PI STA.= 882+36.63 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 881+02.87 P.T. STA = 886+60.84
PROP. CURVE AEO_K4P-38 PI STA.= 896+51.10 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 895+17.34 P.T. STA = 900+75.31
PROP. CURVE AEO_K4P-39 PI STA.= 910+85.57 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 909+51.81 P.T. STA = 915+09.78
PROP. CURVE AEO_K4P-40 PI STA.= 925+20.04 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 923+86.28 P.T. STA = 929+44.25
PROP. CURVE AEO_K4P-41 PI STA.= 939+54.51 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 938+20.75 P.T. STA = 943+78.72
PROP. CURVE AEO_K4P-42 PI STA.= 953+88.98 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 952+55.22 P.T. STA = 958+13.19
PROP. CURVE AEO_K4P-43 PI STA.= 968+23.45 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 966+89.69 P.T. STA = 972+47.66
PROP. CURVE AEO_K4P-44 PI STA.= 982+57.92 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 981+24.16 P.T. STA = 986+82.13
PROP. CURVE AEO_K4P-45 PI STA.= 997+92.39 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 996+58.63 P.T. STA = 1002+16.60
PROP. CURVE AEO_K4P-46 PI STA.= 1012+26.86 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1010+93.10 P.T. STA = 1016+50.57
PROP. CURVE AEO_K4P-47 PI STA.= 1027+61.33 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1026+27.57 P.T. STA = 1031+85.54
PROP. CURVE AEO_K4P-48 PI STA.= 1042+95.80 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1041+62.04 P.T. STA = 1047+20.01
PROP. CURVE AEO_K4P-49 PI STA.= 1057+30.27 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1055+96.51 P.T. STA = 1061+54.48
PROP. CURVE AEO_K4P-50 PI STA.= 1072+64.74 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1071+30.98 P.T. STA = 1076+88.95
PROP. CURVE AEO_K4P-51 PI STA.= 1087+98.98 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1086+65.45 P.T. STA = 1092+23.42
PROP. CURVE AEO_K4P-52 PI STA.= 1102+33.21 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1100+99.69 P.T. STA = 1106+57.66
PROP. CURVE AEO_K4P-53 PI STA.= 1117+67.92 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1116+34.40 P.T. STA = 1121+92.37
PROP. CURVE AEO_K4P-54 PI STA.= 1132+02.63 Δ = 87° 22' 27" (LT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1130+69.11 P.T. STA = 1136+27.08
PROP. CURVE AEO_K4P-55 PI STA.= 1147+37.34 Δ = 87° 22' 27" (RT) D = 0° 29' 46" R = 11,540.00' T = 1,433.77' L = 1,757.97' E = 89.24' e = 6.0% TAN. = ----- S.E. RUN = ----- P.C. STA = 1146+03.82 P.T. STA = 1151+61.79
PRO





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	PLOT DATE = 4/5/2011	DATE - 3/29/2011	REVISED -

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.
Illinois Department of Transportation
CH2MHILL

ELGIN O'HARE EXPRESSWAY
SYSTEM RAMP PROFILES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			12	3
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			
SCALES	SHEET NO. 3 OF 12 SHEETS STA.	TO STA.		

CENTRAL SECTION – PART A – OPTION A

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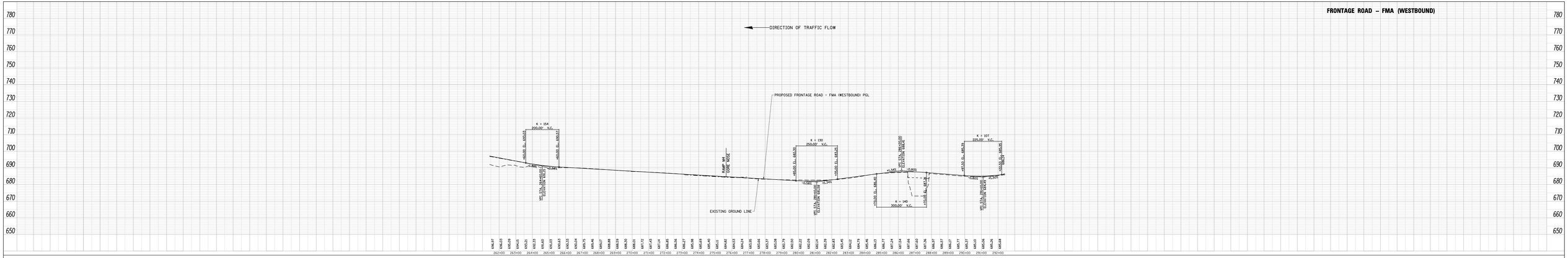

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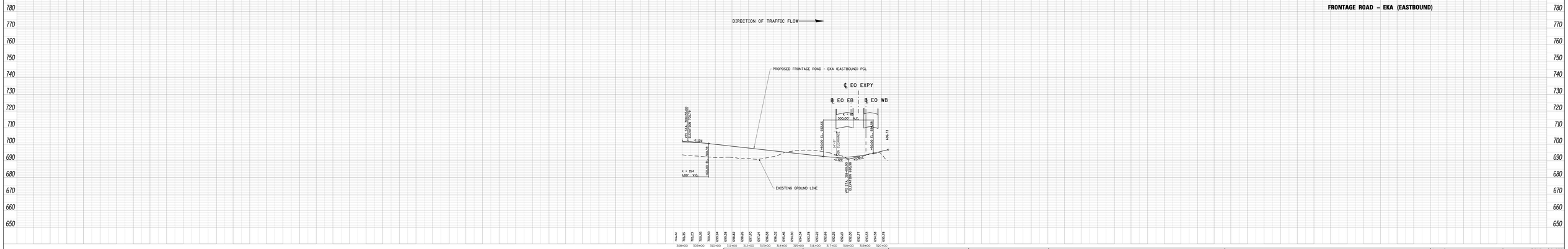

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	PLOT DATE = 4/5/2011	DATE - 3/29/2011	REVISED -

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Illinois Department of Transportation

CH2MHILL

ELGIN O'HARE EXPRESSWAY
SYSTEM RAMP PROFILES

SCALE: | SHEET NO. 4 OF 12 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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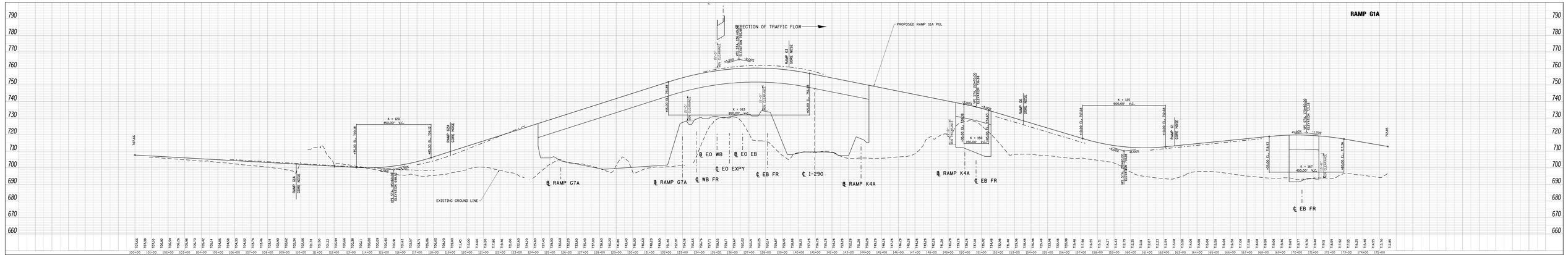
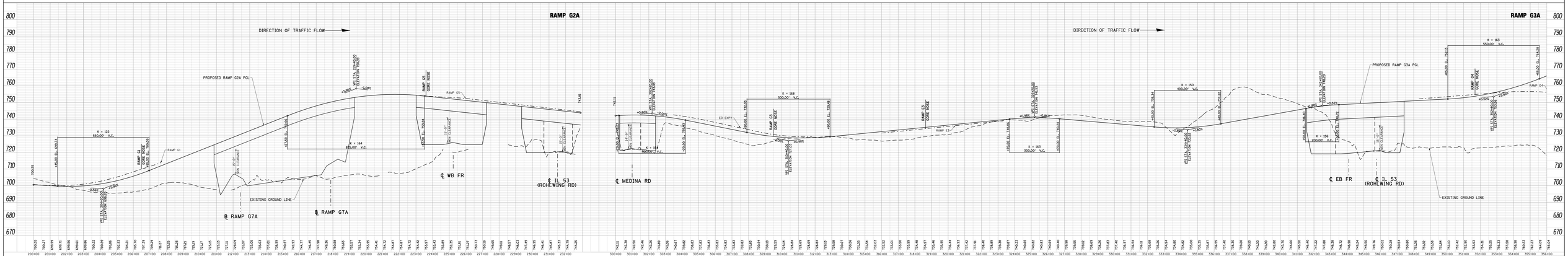
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART A – OPTION A





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		DRAWN - CH2M HILL	REVISED -		
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -		
	PLOT DATE = 4/5/2011	DATE - 3/29/2011	REVISED -		

SCALE: SHEET NO. 5 OF 12 SHEETS STA. TO STA.

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		ILLINOIS FED. AID PROJECT		

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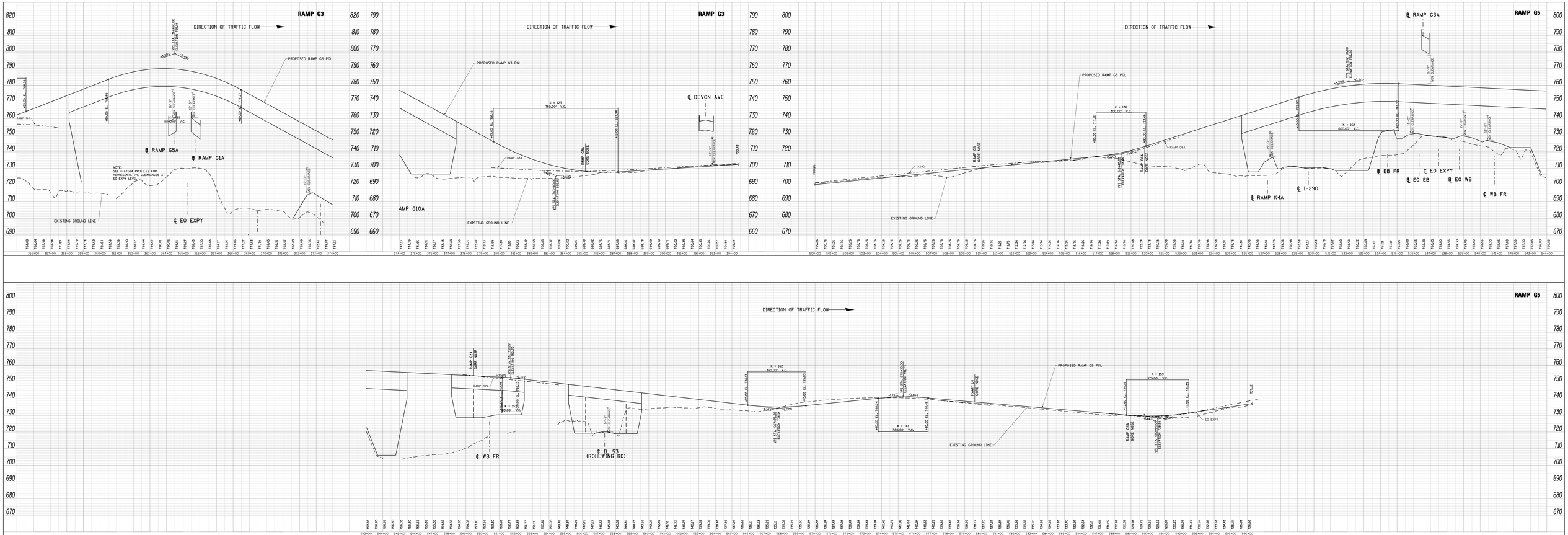

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CENTRAL SECTION – PART A – OPTION A

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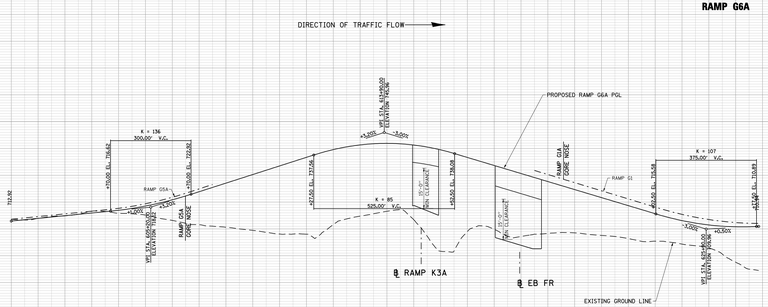

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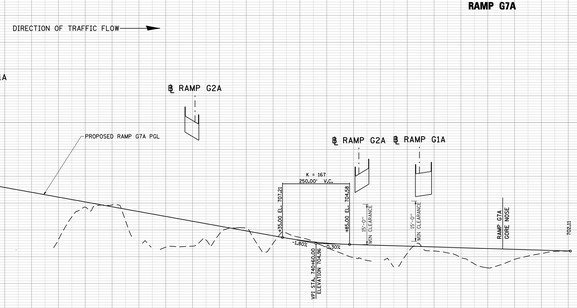

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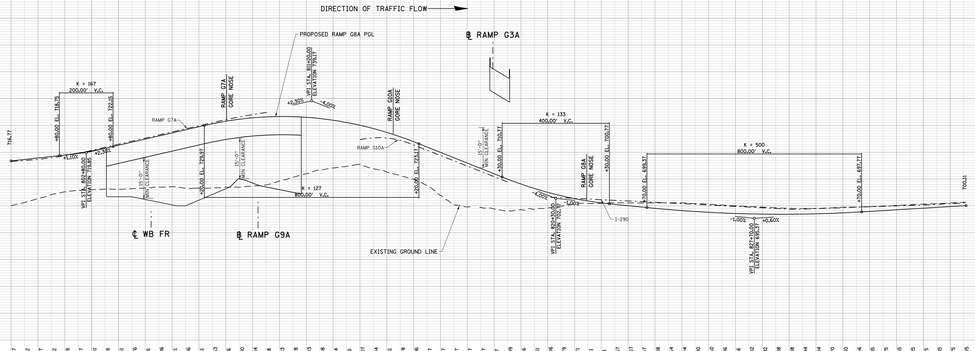

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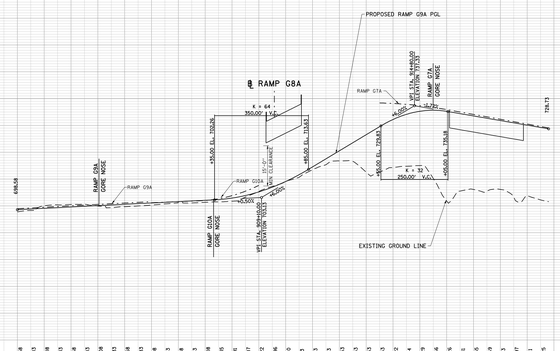

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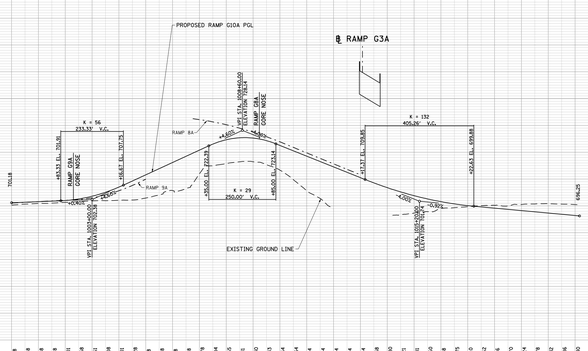

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ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Illinois Department of Transportation

CH2MHILL

ELGIN O'HARE EXPRESSWAY
SYSTEM RAMP PROFILES

SCALES | SHEET NO. 7 OF 12 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			12	7
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CENTRAL SECTION – PART A – OPTION A

SECTION 4

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Article updated: 4/4/2011 06:39 PM | published: 4/5/2011 05:00 AM

Tolls forecast for scaled-back Elgin-O'Hare expansion

By **MARNI PYKE**

Extending the Elgin-O'Hare Expressway and building a western bypass around the airport won't happen without tolls, state plans indicate.

The Illinois Department of Transportation also intends to scale back the $3.6 billion project by $1.4 billion until more funding surfaces.

But even turning the current and future Elgin-O'Hare Expressway and possibly the bypass into tollways won't cover all the costs. And one idea to help finance the plan with local taxes is causing concerns for some mayors.

IDOT will hold a public meeting today to get reaction to its latest plan to extend the Elgin-O'Hare Expressway east from Itasca and build a western bypass. The bypass would be on the airport's west side, connecting with the Elgin-O'Hare, I-90 to the north and I-294 to the south.

Four funding proposals include tolling the existing expressway, extension and bypass; tolling the existing expressway and extension; tolling the existing expressway, extension and north leg of the bypass; and tolling the existing expressway, extension and south leg of the bypass.

Illinois State Toll Highway Authority Executive Director Kristi Lafleur said the agency was exploring every revenue option along with IDOT.

"We are still early on in the process of determining how we can make the Elgin-O'Hare West Bypass a reality," Lafleur said via e-mail.

"We already know that multiple sources of funding will be needed to make this project financially viable. We still have a lot of work ahead of us."

With Illinois in an ongoing revenue crisis and no action on a long-awaited federal transportation funding bill, tolling makes sense, officials said. Preliminary estimates indicate that toll revenues from the new construction could allow the tollway to borrow up to $1.25 billion.

State engineers also recommend constructing the extension and bypass with two lanes in each direction instead of three as originally intended for an initial cost of $2.2 billion.

"Given the challenges of funding, we looked for a way to reduce costs while still providing for a complete project," IDOT project manager Peter Harmet said.

As revenues materialize, so will the additional lanes. Public transit, with rail or express buses in the median of the extension and north leg of the bypass, also was included in the $3.6 billion plan. Under the $2.2 billion option, express buses using the shoulder of the highway are proposed and space will be set aside in the medians for future transit.

The state is still considering options to make up the funding gap. One alternative that would involve creating a special taxing area for businesses and industries within 1.5 miles of the project is raising questions in affected communities, including Schaumburg, Itasca, Elk Grove Village, Hanover Park, Roselle and Wood Dale, whose leaders wrote IDOT and the tollway expressing concerns.

“It could be unduly burdensome,” Schaumburg Village President Al Larson said.

“It would be counterproductive to economic development,” Wood Dale Mayor Ken Johnson said.

Hanover Park Village President Rod Craig also called the idea “frightening” but hoped the group letter would nip the special tax area in the bud.

The taxing area is just one among several financing ideas planners are mulling over, including low-interest federal government loans, Harmet said.

“The idea is to look at as many financing strategies as possible,” Harmet noted.

The meeting runs from 4 to 8 p.m. today at the Holiday Inn Itasca, 860 W. Irving Park Road.

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SECTION 5A

Public Meeting Transcript

PUBLIC COMMENTS

ELGIN O'HARE WEST BYPASS

Report of proceedings held at the Holiday Inn, 860 West Irving Park Road, Itasca, Illinois, on the 5th day of April, A.D., 2011, commencing at the hour of 4:00 p.m.

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WALTER MILLER: I put in my comment card but one thing I did notice as I was walking around the table, they have that weird interchange where you had the crisscross. I don't like those, to say the least. I
16:56:02 think those cause great confusion and traffic jams and accidents. And especially when you have the two lanes of traffic going down the same ramp, you're going to have major collisions coming down on that ramp and all you're going to do is have accidents on that ramp coming
16:56:20 in from the expressway. So I don't think it's going to work as good as the cloverleafs, if you want to call them that. That's an opinion. That was that map right here (indicating).

Then the other thing is, I don't like the tax
16:57:48 idea, but I put that on the comment card already, but, you know, charging five miles on either side of the expressway, it's going to raise everyone's property tax or whatever. You know, I rent so it's going to raise my rent, but the people that are going to benefit most from
16:58:04 it are the truckers and they don't pay any tax on that, you know, except for the gasoline tax and they are going to use most of that to avoid I-90 taxes, if you know what I am saying, you know, tolls, because you know what they do right now is they take 20 out all the way out to

Hampshire, hop the toll way, get off at Belvedere and there's no toll from Hampshire to Belvedere, going west, if you go west. Coming back, they have a little toll in the middle of nowhere just before you hit Hampshire, but anyway.

16:58:35

The last thing I am really concerned with is Chicago already sold the Skyway, Indiana already sold the Indiana toll road. If they make this into a toll road, ten years down the road after this thing starts needing some road work, let's say, is the State going to sell it to raise millions to pay off their debt because you know Quinn and everybody else is not bringing down the debt as it is so. My expectation is he is going to sell off everything but the kitchen sink in order to raise it.

16:58:53

16:59:35

I was talking to one of my cohorts that we both attend Roselle board meetings together. Can I ask if you guys are ever going to improve where you take Gary Road, go there in through the expressway, get off at Spring, instead of making that screwy -- get off at Central onto Rosenburg and then cutback around because you are just beating up the small, I call it, two-lane highway. It's not made for that type of traffic. Just beating it up terrible. I know Schaumburg put a stop

17:17:53

when you first built it but all the traffic is going that way anyway.

So that's my complaint and I forgot to mention that when I was here. So I hope when you do the
17:18:22 improvements, you really do make Gary -- so you take Gary Road straight out of the expressway and get off at Spring instead of having them come around that weird direction. Walter Miller, 19 West Walnut Court, Apartment 2, Roselle, 60172.

17:18:55

MR. WEINEWUTH: Well, I guess what I want to say is I am against any kind of tax to the residents of Roselle and I think taxing the businesses is also -- the businesses in a mile, mile-and-a-half -- I don't have a
17:13:14 business, it's not that and I am not one that is saying that because I have a business, but I just think that it is wrong and I think it's harmful to the business community.

What I would like to see is, I would like a
17:13:32 referendum on the funding of the -- I think the Elgin-O'Hare extension is a great idea, but I think it should be decided on by the people.

Ed Weinewuth, W E I N E W U T H, 3500 Countryside Drive, Roselle 60172.

MS. MILLS: I am here and I would like to be on record as opposing the value added special assessment for Roselle.

My name is a Jeanne Mills, 1113 Prescott, Unit 1D, Roselle, Illinois, 60172.

17:14:37

MR. MARINO: This road shouldn't be built unless funding is available. No tolls, no taxes; available funding.

Patrick Marino, M A R I N O, PO Box 277, Medinah, 60157.

17:16:18

ANONYMOUS SPEAKER: At first I was for the expansion but now I am not based on the e-mail I received today about the potential of Roselle residents being special assessed for it and now I am totally against it because I am a single individual living on my own and I can't afford any added expenses for tax-wise and just anything that would come through. Thank you.

17:47:36

17:47:56

MR. ROEING: On the toll for the Elgin-O'Hare bypass, that will not work. We have a toll road system that when it was built it was supposed to be -- end up being free when we got through paying for it, but we

never got through paying for it because the roads keep falling apart.

We should learn how to build roads from Adolf Hitler. His road system he built in Germany over
17:49:01 60 years ago, which is still intact, so he could transfer his tags from one side of Germany to the other. Our highways here last about 25 years and then they fall apart. Something to think about.

Dean Roeing, 1248 Carlisle Avenue, Elk Grove,
17:49:48 60007.

MR. HOREJS: Scott Horejs, 209 Murray Drive, Wood Dale, Illinois. I'd like to make a comment on the way the highway or the bypass is funded. I would suggest
18:01:07 that the tolling be done from exiting O'Hare only and fund the project that way.

ANONYMOUS SPEAKER: I am totally against them putting a toll on the Elgin-O'Hare expressway west of
18:50:10 Meachum Road. East, let them tax the City. West, keep it free. Need money for the expansion project? Tax the city government. They are the ones that started it.

Instead of putting that money in their pockets they should put it into their projects, okay. Why don't

they put highway on top of highway? You know, like these expansion bridges, you've got traffic going one way and traffic going another way underneath it, they can do that. Instead of going all this way, they go this way. That would work, wouldn't it? Because as wide as you make this you can make that, too. It's all on the same one.

MS. VERCILLO: I think somewhere along the line they should start thinking about smart cars and lanes for smart cars because in another 15 years everybody is going to be old. There is not going to be any young people anymore at all. We are all going to be old and we will need -- I would rather be in a lane with a smart car so if somebody hit me with a smart car, it wouldn't hurt as much as a big car. And I just think it's a good idea, you know, to do that rather than a bike lane. Who is going to take their bike to the airport? They're making a bike path to the airport.

Audrey Vercillo, 103 Boardwalk, Unit GW Elk Grove, Illinois 60007.

MR. GRON: Fifth lane that stops 500 feet from the other fifth lane. I need the south section, Sheet 10

through 14. I need the full size -- full size map.

Norman Gron, 1101 East Green Street, Franklin Park, Illinois, 630) 616-1700. E-mail: phoenix1@ameritech.net

STATE OF ILLINOIS.)
) SS.
COUNTY OF COOK)

Fran Barber, being first duly sworn, on oath says that she is a Certified Shorthand Reporter and Notary Public doing business in the City of Chicago, County of Cook and the State of Illinois;

That she reported in shorthand the proceedings had at the foregoing Illinois Department of Transportation public comments.

And that the foregoing is a true and correct transcript of her shorthand notes so taken as aforesaid and contains all the proceedings had at the said meeting.

Frances H. Barber
_____
FRAN BARBER, CSR

CSR No. 084-004699

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WALTER 2:*1* 4:*8*
want 2:*11* 4:*11*
way 2:*24* 3:*1* 4:*2* 6:*13*, *16* 7:*3*, *3*, *4*, *5*
WEINEWUTH 4:*11*, *23*
weird 2:*3* 4:*7*
Well 4:*11*
WEST 1:*1*, *1* 3:*2*, *3* 4:*8* 6:*19*, *20*
wide 7:*6*
wise 5:*18*
Wood 6:*12*
work 2:*11* 3:*10* 5:*22* 7:*5*
wrong 4:*17*

< Y >
years 3:*9* 6:*5*, *7* 7:*11*
young 7:*12*

SECTION 5B

Public Comments and Responses

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

I am concerned with the Expressway Bus travelling on the shoulder of the road. This sounds quite unsafe to me. Shoulders should be used for Emergency purposes only.

Where will the tolls be located / how many?

I am concerned with businesses being taxed. This is quite unfair and will drive a business away from the area. We need to promote the economic growth of our communities.

I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name: Arlene Machala

Address: 528 W. North St.
Itasca, IL 60143

Phone: (630) 773-9289

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

It may be better to start construction on Elgin-Ohare rather than wait for full financing. This way some of the TOLL money will help pay for the North-South construction.

I (do ☐ do not ☒) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name: _____

Address: _____

_____

Phone: _____

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

LOOKS WELL THOUGHT OUT.
ONLY HOPE IS FOR A PEOPLE MOVER / TRAIN
FROM WESTERN TERMINAL / PARKING
THROUGH THE AIRPORT TO EAST (MAIN)
TERMINAL. UNDERGROUND. ??

WASTE OF TIME & MONEY TO EXPAND AT
ALL IF ALL TRAFFIC ENDS UP AT
THE SAME OLD PLACE.
BAD FOR CHICAGO, SUBURBS & TRAVELERS.

I (do ☐ do not ☒) desire a response.

Would you like your name added to our project mailing list?
Yes ☒ No ☐

Name: JAMES MURYN

Address: 4N211 PINE GROVE
BENSENVILLE, IL 60106

Phone: _____

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

- Great Presentation - All of the staff was very professional & informative!

As a homeowner in Bensenville I really appreciate the ability to give input and the thoughtfulness with which this plan is taking shape. Its really nice to be included! Thanks!

In general I think IDOT and all its staff are doing a great job. Looking forward to the finished product! Keep up the good work.

I (do ☐ do not ☒) desire a response.

Would you like your name added to our project mailing list?
~~Yes ☐ No ☒~~
Its already on the list!

Name: Connie Murray

Address: 4N211 Pine Grove Ave
Bensenville IL

Phone: _____

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

I would like to receive a copy of the Central Section Part B drawing.

John Suerth
CERE
20 N. Martingale Road
Ste. 100
Schaumburg, IL. 60173
847-706-4929

john.suerth@cbre.com

I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name: _____

Address: _____

_____

Phone: _____

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

PLEASE BURN CD OF ALL PLANS — THANKS!

I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name:

Address:

Phone:

GRUBB & ELLIS.
From Insight to Results

Brian Carroll, CCIM
Senior Vice President
Transaction Services
Industrial Group

Grubb & Ellis Company
9550 West Higgins Road, Suite 1050
Rosemont, IL 60018
847.555.8435 direct
630.315.8040 cell
847.323.1466 fax
brian.carroll@grubb-ellis.com
www.grubb-ellis.com

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

Please send me sheet 10 of 14 of the Buildout Plan

Thank you Bob Gill

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☒ No ☐

Name: Bob Gill Astroblast Inc.

Address: 1141 E Green St.
Franklin Pk. Il. 60131

Phone: 630.595.0240

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

Could I please get the map of the north section
Sheet #13 and sheet #~~11~~ 12.

thank you

Ron Greco

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☒ No ☐

Name: RON GRECO

Address: 2100 S. MT. PROSPECT RD
DES PLAINES IL. 60018

Phone: 847-635-7800

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

CENTRAL SECTION - PART B
SHEET 11 OF 14
BOTH CD & SHEET

MICHAEL FONDA
AVISON YOUNG
9700 W. HIGGINS RD
SUITE 500
ROSEMONT, IL 60018

I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name: _____

Address: _____

_____

Phone: _____

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

Please mail to the
Salt Creek Watershed Network the
Environmental Features Report to
Ron Hursh
526 N Edgewood Ave
La Grange Park, IL 60526
708. 354. 4434

4/5/11

I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name: _____

Address: _____

_____

Phone: _____

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

CENTRAL SECTION - PART A
SHEET 4 OF 14
BOTH SHEET & CD

MICHAEL FONDA
AVISON YOUNG
& 1700 W. HIGGINS RD
SUITE 500
ROSEMONT, IL 60018

I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name: _____

Address: _____

_____

Phone: _____

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

PLEASE SEND ME A FULL BUILD OUT PLAN
* NORTH SECTION
* SHEET 13 OF 14

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☒ No ☐

Name: PAUL CROCILLA
Address: 2420 HAMILTON RD
ARLINGTON HEIGHTS, IL 60005
Phone: 847-593-4900

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

Full Build Oad North Section
Sheet ~~11 & 15~~ 13 & 14
BOTH ~~HARD~~ COPY & ELECTRONIC

MICHAEL FONDA
AVISON YOUNG
9700 W. HIGGINS ROAD
SUITE 500
ROSEMONT, IL 60018
847-849-1900

I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name: _____

Address: _____

_____

Phone: _____

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

THANKS FOR THE FRONTAGE RD. FOR ITASCA RESIDENTS AT TALLOAKS LANE, PARK BLVD. & ARLINGTON HTS. RD. I AM ON TALLOAKS LN. IN ITASCA & WOULD VERY MUCH NEED THE FRONTAGE RD. CONCEPT — BUT OK WITH THE CURRENT PLAN WITH X2 FRONTAGE RDS. ON EACH SIDE OF THE NEW HIGHWAY SO TALL OAKS LN. CAN GO E/W USING THE X2 FRONTAGE RDS. LIDIA P. ON 4-5 VERY HELPFUL & KNOWLEDGABLE SHE WORKS FOR BYPASS COMMITTEE & SHE SHOWED ME THE MAP SO I COULD SEE TO THIS — TALLOAKS LN / FRONTAGE RD.

I can't give my #, I work 7PM-9AM. I SLEEP 10A-4PM & I have a computer. PAPER MAIL thanx. Steve Scuderi

I (do ☑ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☑ No ☐

Name: STEVEN SCUDERI

Address: 386 E. TALLOAKS LN.
ITASCA IL. 60143

Phone: WORK MINUTES # not given out.

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

1. Build, #1!!

2. The only major complaint I've had to this point involves the loss of the Des Plaines Oasis — which, I have already been told, — is beyond the purview of your project.

I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name: Bob Crocker

Address: 640 E Golf Rd
Des Plaines IL 60016-2305

Phone: 847 814 1767

COMMENT FORM

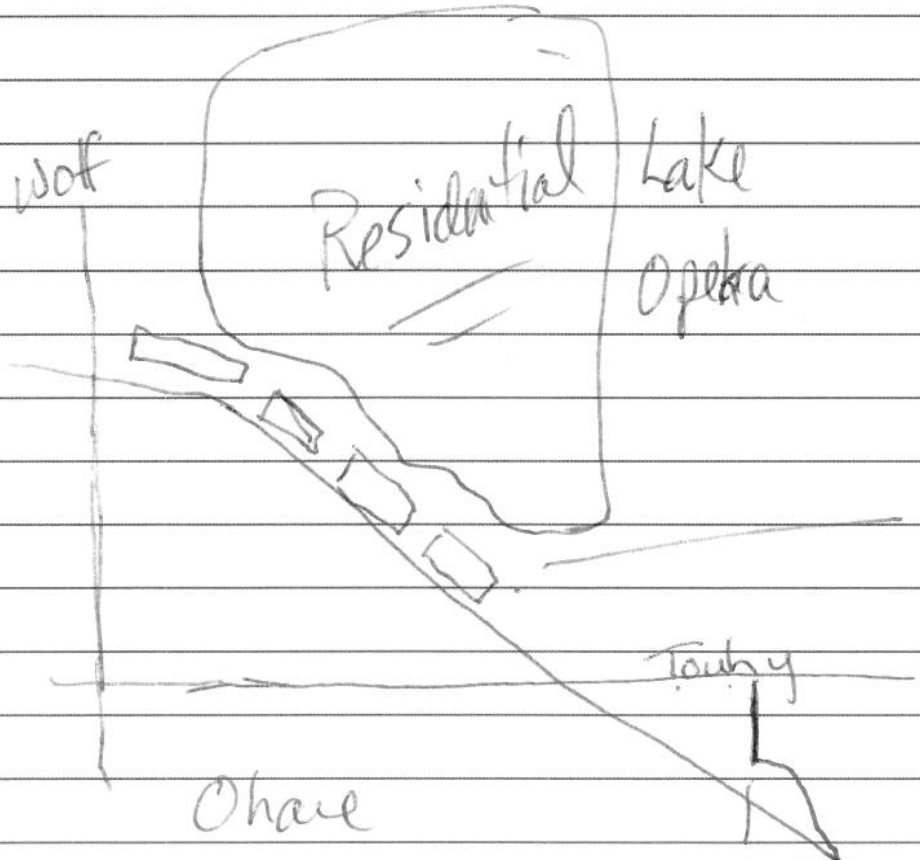
ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

① Grade separation of Touhy + RR tracks west of Mt Prospect Road is very good.

② Noise abatement walls needed -
From I90 / Lee to west to protect the residential area north of Touhy and east of Wolf



I (do ☐ do not ☐) desire a response.

Name: J. PAQUET

Address: 2131 Elmira
Des Plaines IL
60018

Would you like your name added to our project mailing list?
Yes ☐ No ☐

③ Bypass is good idea

Phone: 847 376 5905

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

I Live Near corridor and am in support of the project.

I am Not directly impacted by the specific geometrics so I will Not comment on these.

ONLY CONCERN IS that Noise wall studies be incorporated into project.

I Live Near S.E. Quadrant of Meacham and Nerge intersection and currently hear a significant amount of Traffic Noise from existing Meacham / Elgin - OHARE INTERCHange.

I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name: Richard A. Russo

Address: 1468 Hodlmain Lane
Elk Grove, IL 60007

Phone: 847-985-8983

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

Rohlwing/53 Interchange with EOH could use a connection to SB/EB 290. Truck movements from South of EOH in this area use this ramp heavily. Removing the option of SB/EB 290 access would drive the truck traffic to the next logical point - 290/355 - Lake St. Interchange. This would make that Interchange unusable. Evaluate making the Rohlwing/53 Interchange a Single-Point Urban Designed Interchange (SPUD). Movements with truck traffic would flow better, and it would possibly require less R.O.W.

I (do ☐ do not ☒) desire a response.

Would you like your name added to our project mailing list?
Yes ☒ No ☐

Name: Greg Carmen

Address: 148 W. Devon Ave.
Roselle, IL

Phone: (773) 592-9747

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

I am a resident at 1731 Roosa in Elk Grove. Looking at the maps and presently I have the closest home property to not only the 2 lane Elgin O'Hare lanes but also the 3 lane frontage road. People use this road to avoid and hop scotch traffic. Also the noise abatement for this area is only on the expressway proper and not the frontage road. The Berm and half dead plantings do not stop the traffic noise from my home. I can see truck drivers as they pass my kitchen window. On days with any wind from the west the traffic noise funnels down the ~~on~~ westbound ramp at Meacham sending the noise east to my house and neighborhood.

Some suggestions -

- Sound proof frontage road where homes are adjacent to roadway
- Test sound at these areas on windy days and non-backed up traffic times
- Do not make this local road a toll road
- increase plantings - timber walls are not kept up leaving unsightly and noisy sections
- No JAKe Brakes for Trucks !!!

I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name: Pam Smith

Address: 1731 Roosa
Elk Grove

Phone: 847 352 9628

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

IN ITASCA, AT HAMILTON PARKWAY, THE PROPOSED CONNECTION TO THE NORTH FRONTAGE RD LOOKS UNSAFE.

NOW, THE CONNECTOR HAS ITS OWN LANE ALONGSIDE THE WB EXIT LANE TO MEACHAM RD. THERE IS NO TRAFFIC CONTROL FOR THIS MERGE.

I THINK THE HAMILTON CONNECTION SHOULD BE ELIMINATED AND FORCE TRAFFIC TO CONTINUE SOUTH TO THE ~~CURRENT~~ PROPOSED 53/X-WAY INTERCHANGE AREA.

THERE IS ALSO AN INDUSTRIAL ROAD CONNECTION IN THIS SAME AREA WHICH ALSO LOOKS UNSAFE.

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name: ROBERT GILLY
Address: 211 E. FOSTER
ROSELLE, IL, 60172
Phone:

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

IF YOU ARE COMING INTO THE BENSENVILLE AREA FROM THE CITY (90W) OR (294S) THERE IS STILL NO EASY EXIT. STILL NEED TO EXIT @ IRVING PK RD. TO TAFT OR YORK. IT SEEMS POSSIBLE TO MAKE AN EXIT NEAR WOLF RD. OR NEAR GRAND AVE. THE CURRENT 294S EXIT ONLY LETS YOU TRAVEL ONTO COUNTYLINE RD SOUTH

ALSO... NO NEW WAY TO ENTER 294N FROM OUR AREA. WHY? I STILL NEED TO ENTER @ IRVING/MANNHEIM. ONCE AGAIN IT SEEMS THAT AN ENTERANCE @ GRAND OR WOLF RD WOULDN'T BE THAT IMPOSSIBLE.

I (do ☑ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☑ No ☐

Name: TONY SPENCER

Address: 545 E. RED OAK ST.
BENSENVILLE, IL 60106

Phone: 630 860-9455

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

What type of noise abatement will be placed along the Green St / County Line Rd area?

What type of aesthetics will be placed along Green St & County Line Rd?

Will County Line Rd be extended North of Green St?

Will County Line Rd be widened? If so - how?

I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name: Kim Schoppe

Address: 314 E Jefferson
Bensenville 60106

Phone: _____

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

Please not a Tollway!

I would rather you raise the license plate fees by $50.00/yr instead of a Tollway.

I (do ☐ do not ☒) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name: Jeff Snyder

Address: 872 Cass Ln
Elk Grove Vlg 60007

Phone: 847-891-3248

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

I am against any form of Value Capture or financial overlay

Build it in its entirety

Thanks

I (do ☐ do not ☒) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☒

Name: Matt Roan

Address: 732 Deep Wood Ct
Elgin IL 60007

Phone: _____

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

THERE'S NO QUESTION THAT WE NEED MORE HIGHWAYS. PLEASE DO NOT PAY FOR THEM WITH TOLLS

I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name: RUSSELL JOHNSON

Address: 124 N. BUCKINGHAM DR
SUGAR GROVE, IL 60554

Phone: 630-466-7946

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

(1) NOT IN FAVOR OF ASSEMENT TAX TO FUND THE HIGHWAY LET PEOPLE WHO USE IT PAY FOR IT

(2) I HOPE IN 10 YEARS AFTER THE HIGHWAY IS BUILT IT IS NOT SOLD TO A PRIVATE PARTY LIKE THE INDIANA TOLLROAD + SKYWAYS WERE

(3) SERIOUSLY YOU SHOULD EXTEND ELGIN/O'HARE ALL THE WAY FROM ITS CURRENT WEST END TO ELGIN

(4) YOU NEED TO CONNECT GARY ROAD TO SPRINGMTH INSTEAD OF RUNNING ALL THAT TRAFFIC OVER CENTRAL & RODENBURG 99% OF THE TRAFFIC FLOWS THAT WAY.

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☒ No ☐

Name: WALTER A MILLER

Address: 19 W WALNUT CT - APT #2
ROSELLE, IL 60172

Phone: 630-529-7511

E-MAIL wmillesi@hotmail.com

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities opportunities solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

No tolls

Either do it on public funding or don't do it.

I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name: Nancy Minard

Address: 315 Dalewood Ave
Wood Dale IL 60191

Phone: _____

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

OPPOSE Special Assessment Value Added Tax

I (do ☐ do not ☑) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☑

Name: Jeanne Mills

Address: 1113 Prescott 2D
Roselle IL 60172

Phone: 630 924 0725

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

I DO NOT LIKE THE IDEA OF CHANGING THE CURRENT EOH TO A TOLLWAY

I AM VERY OPPOSED TO THE IDEA OF A NEW LOCAL AREA TAX.

I (do ☑ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name: JEFF WARNIMONT

Address: 363 GEORGETOWN SQ.
WOOD DALE, IL 60191

Phone: 630-595-5660

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

I was for the expantion but now that I received an e-mail with the potential chance of my village being special assessed I am NOW AGAINST IT! I am a single individual and cannot afford any added expenses added to my household.

I (do [X] do not [ ]) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No [X]

Name: Anthony Sciullo

Address: 1113 Prescott DR #2D
Roselle, IL 60172

Phone: 630-461-3938

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

Central Section Part A
Option A
definitely!

Those who live/work in the Hamilton Lakes area need full access in all directions that is convenient!

Itasca is dealing with lots of flooding in this area - be sure you have evaluated this enough for those "once in a hundred year storms" we have had several times now!

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☒ No ☐

Name: Mary Jean Kreusler
Address: 359 Bay Drive
Itasca IL 60143
Phone: 630-250-5514

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

The Central Section - Part A / Option A is what I would like chosen for it gives more access to the Hamilton Lakes Area.

Concerned with the flooding that may be brought because of all the cement / land taken.

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☒ No ☐

Name: Arlene Machala

Address: 528 W. North St.
Itasca, IL 60143

Phone: (630) 773-9289

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

April 5, 2011

Mr. Peter Harmet
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

Dear Mr. Harmet:

For more than three years, we have partnered with the Illinois Department of Transportation in a fair and open process to develop the plans for the construction and completion of the Elgin O'Hare Expressway. This process has resulted in unanimous consensus for the location of the expressway – Build Alternative 203, Option D.

After reaching consensus, we continued partnering with IDOT as you have worked to develop the Environmental Impact Statement (Tier 2) analysis in order to identify funding sources for this vital project. For the first time in memory, all interested parties are unified in agreement on a truly multi-modal, transportation project that has been designated as a "Project of National Significance." This is no small task, as our study area covers 130 square miles, 27 municipalities, and numerous stakeholders.

Our ongoing cooperative effort with IDOT over the past several years has been unprecedented and we look forward to continuing that ongoing relationship as IDOT continues its Tier 2 Study.

The purpose of this letter is to make public our comments and concerns regarding the Elgin O'Hare West Bypass. As we have moved through this long and detailed process, our community has identified a number of necessities associated with the full construction of Build Alternative 203, Option D. Those necessities include:

- the completion of the east-west extension and north-south connection to I-90 and I-294 in its entirety;
- interchange access at the locations identified and agreed upon by the impacted communities without significant financial obligation to those communities;
- appropriate space and accommodations within the expressway envelope for future transit development; and
- improvements identified by IDOT and agreed upon by participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads.

The completion of these components is necessary if we are to reap the full benefits of this project.

Elk Grove Village would like it to be known that we have significant concerns related to one aspect of the financing plan. At this point in time, we would like it be known that we are adamantly opposed to any form of Value Capture (or any other narrowly defined financial overlay type-district) as a means of funding this project.

As it is being proposed today, this roadway would be tolled at a rate 5-6 times greater than the system average ($0.03-0.04 compared to $0.20). We do not feel that it is equitable that our community's property owners would also be forced to pay an additional property tax on top of this toll rate.

Within the past several months, the entities and individuals below have made the following statements:

- The Elgin O'Hare West Bypass is a Project of National Significance – U.S. Congress;
- The Elgin O'Hare West Bypass is "one of the most important transportation needs in the State" – Governor Pat Quinn;
- The "Elgin O'Hare West Bypass is a 21st century project that keeps Illinois at the forefront of a global economy" - IDOT Secretary Gary Hannig; and
- "The Elgin O'Hare West Bypass will bring tremendous growth and opportunity to Illinois and the entire Midwest Region" - Tollway Executive Director Kristi Lafleur.

Given that these leaders have declared the Elgin O'Hare West Bypass such an important project with benefits extending to the State, Midwest Region, and Nation (as noted above), our community should not be asked to carry the brunt of financing this vital project through the use of Value Capture.

Moreover, Elk Grove Village is already located adjacent to existing highways (I-90/I-290). Any growth in property values due to the proximity of highway access has already taken place. We believe the same can be said for Hanover Park, Schaumburg, Roselle, and Itasca, which already have free and direct access to the Elgin O'Hare Expressway.

Any additional tax would only stifle economic growth and drive away existing business and industry within this corridor.

It has been stated that nearly 80% of all vehicle trips in the study area either pass through, originate, or terminate **outside** of the study area. Furthermore, given that the study area's traffic congestion is a regional problem (Chicago region ranks #1 according to the *Urban Mobility Report*) and that the economic benefits extend significantly beyond the narrowly defined Value Capture boundaries, we request that IDOT and the Illinois Tollway Authority explore a more regional approach to funding this project and others waiting to be built.

Thus far, preliminary tolling analysis has been limited to the use of an increased tolling rate relative to the rest of the tollway system, applied solely to the existing EOWB and the proposed west bypass. Given the clear benefit of this project to the regional expressway network and to proximate roadway facilities, we request that the tolling analysis be broadened to include examination and consideration of the following tolling strategies and methods:

- Toll increases – Please provide analysis of revenues that may be generated through increases of the tolling rates beyond the EOWB, specifically toll increases regionally or system-wide.
- Cordon tolling – Please provide analysis on the revenues that could be generated through the use of cordon tolling specifically within the study area as well as applied to the greater metropolitan area.
- Congestion pricing – The preliminary report addresses the potential use of congestion pricing methods along the EOWB. Please provide analysis of revenues that might be generated through the use of congestion pricing along the EOWB, regionally and system-wide.

- Tolling of existing freeways – The stakeholder communities request examination and additional information regarding potential expansion of the existing tollway system to include sections of existing freeways, specifically the existing freeway connection of I-290 between I-355 and I-90.
- Frontage Road - The proposed use of tolling upon the frontage road system is of concern to a number of corridor communities. Please provide additional detail on the proposed implementation and rates of frontage road tolling. In addition, please give consideration to breaks within the continuous frontage road system to eliminate the need to toll local frontage roads.

At this point in time, we are aware that should the roadway be constructed as a tolled facility, there still exists a $1 to $1.5 billion funding gap to complete the interim $2.2 billion project in its entirety. Should IDOT come to the conclusion that there are insufficient funds to construct this project in its entirety as agreed upon by all impacted communities, we believe that this project will lose the political will of the communities.

Moreover, should complete funding for the $2.2 billion interim project not be identified, Elk Grove Village reserves its right to re-evaluate its participation in this project.

With that being said, Elk Grove Village remains committed to IDOT and their Tier II process. We ask that IDOT work with the Governor's Advisory Council and seek an extension to this deadline for issuing a final report outlining the financing plan for the Elgin O'Hare West Bypass.

This is a project that has been discussed and looked at since the 1980s. There is too much at stake for this vital project to be rushed through without it receiving its due diligence.

We hope to partner in building more than an expressway to an airport. It will be that, but our vision is that it will also become a corridor of economic development, innovation, and opportunity. Only if this project is built as agreed upon by the impacted communities without significant financial obligation to our communities, will the true potential for job creation and business development along the corridor become a reality.

We now have a once in a lifetime opportunity to correctly develop and construct this project in its entirety.

Sincerely,

Craig B. Johnson
Mayor

C: Board of Trustees
Village Manager
U.S. Congressman Peter Roskam

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

(1) I live on Bay Drive in Itasca, behind the Hamilton Lakes business complex. I frequently travel south on 355/53. I do not want to pay another toll just to go a few blocks to go from Park to the exit south. I want to know more about where the tolls would be! (or north on 53)

(2) I am very concerned about taxing the local cities. They are struggling as it is with the state finances being what they are. I say NO to taxing local cities!

(3) The "bus down the shoulder" idea sounds very unsafe. Have you seen how people drive down Thorndale & on the 90? I predict a bad rear end collision with that idea! (5)

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☒ No ☐

Name: Mary Jean Kreusler

Address: 359 Bay Drive
Itasca IL 60143

Phone: 630-250-5514

(4) Why do we never hear about tollroads mid or south in IL? 294 was supposed to become a freeway! Ha!

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

4-19-11

DEAR MR. RON KRALL,

TRAILS VILLAGE HOMEOWNERS ASSOCIATION RESIDENTS OF ROSELLE, IL ON THE BLOCKS OF 800, 900 & 1000 YOSEMITE TRAIL AND THE BLOCK OF 500 CUMBERLAND TRAIL ARE OPPOSED TO "VALUE CAPTURE" AS A POTENTIAL FUNDING ALTERNATIVE TO HELP OFFSET SOME OF THE CAPITAL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE ELGIN O'HARE EXTENSION AND THE CONSTRUCTION OF THE WEST BYPASS.

ATTACHED, PLEASE RECOGNIZE SIGNED PETITIONS FOR THE BUILDINGS IN OUR COMMUNITY.
IT CONSISTS OF 30 ADDRESS'S WITH A TOTAL OF 106 SIGNATURES.

I (do ☒ do not ☐) desire a response.

Name: CARRIE DAHLSTROM

Would you like your name added to our project mailing list?
Yes ☒ No ☐

Address:

Phone:

4-19-11

PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 820 YOSEMITE TRAIL ROSELLE, IL 60172

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. ALEX CUSMA	Alex Cusma	820 YOSEMITE TRAIL D
2. STEPHANIE CUSMA	Stephanie Cusma	820 YOSEMITE TRAIL D
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4-19-11

PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 830 YOSEMITE TRAIL ROSELLE, IL 60172

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. GAIL BIELKE ~~Gail Bielke~~	Gail Bielke ~~GAIL BIELKE~~	830 Yosemite Trl #A
2. M. BIELKE	M W Bielke	830 Yosemite Trl #A
3. Nick Boyd	Nick Boyd	830 Yosemite Trl #D
4. ~~Jerome~~ JEROME J. PIONKE	Jerome J Pionke	830 YOSEMITE TR. #D
5 J. Gulaitis	J Gulaitis	830 Yosemite Tr #B
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4-19-11

PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 831 YOSEMITE TRAIL ROSELLE, IL 60172

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. EDWIN MIROCHNA	Edwin Mirochna	831 YOSEMITE TRL APT D ROSELLE, IL
2. DOLORES MIROCHNA	Dolores Mirochna	831 YOSEMITE TRL APT D ROSELLE, IL
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4-19-11

PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 860 YOSEMITE TRAIL ROSELLE, IL 60172

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. STACEY J. ANTONSEN		860 YOSEMITE TRAIL UNIT D
2. TIMOTHY C. ANTONSEN		SAME AS ABOVE
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4-19-11

PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 870 YOSEMITE TRAIL ROSELLE, IL 60172

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. Robert F. Litwin		870 Yosemite Trl Unit A
2. Claudia Reyes	Claudia Reyes	870 Yosemitel trl UnitC
3. Elizabeth Baer	Elizabeth Baer	870 Yosemite Trl Unit D
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4-19-11

PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 871 YOSEMITE TRAIL ROSELLE, IL 60172

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. ARTUR CZAPIUK	Artur Czapiuk	871 Yosemite Trl #A Roselle IL 60172
2. ANNA CZAPIUK	Anna Czapiuk	871 Yosemite Trl #A Roselle IL 60172
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PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 880 YOSEMITE TRAIL ROSELLE, IL 60172

4-19-11

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. DOLLY M. LARSEN	Dolly M Larsen	880-B YOSEMITE TRAIL ROSELLE, IL 60172
2. Diane L. Ellis	Diane L. Ellis	880 Yosemite Trl, Unit B Roselle, IL 60172
3. Jaideep Kate	Jaideep Kate	880 Yosemite Trl, Unit C Roselle, IL-60172
4. Bhagyashri Kate	Bhagyashri Kate	880 Yosemite Trl, Unit C Roselle, IL-60172
5. Steven A Venuso	STEVEN A. VENUSO	880 YOSEMITE TR UNIT A ROSELLE, IL 60172
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PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 881 YOSEMITE TRAIL ROSELLE, IL 60172

4-19-11

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. Eric Burklund	Eric Burklund	zip-60172 / Unit B 881 Yosemite Trail Roselle, IL.
2. MARY HATCH	Mary J. Hatch	881 Yosemite TR UNIT C Roselle IL 60172
3. Ann Ponzeca	ANN-PANZECA	881 YOSEMITE T.R. UNIT "D" ROSELLE
4. KEN SCHOEPP		881 YOSEMITE TRL UNIT A
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PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 900 YOSEMITE TRAIL ROSELLE, IL 60172

4-19-11

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. ROBERT Roddy	Robert Roddy	900A YOSEMITE TRAIL
2. FRANK Rossi	Frank Rossi	900D Yosemite Tr.
3. Kathy Kozodoy	Kathy Kozodoy	900C Yosemite Tr
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4-19-11

PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 901 YOSEMITE TRAIL ROSELLE, IL 60172

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. Jennifer Leckie	Jennifer Leckie	901-B Yosemite Tr. Roselle
2. Bruce Leckie	Bruce Leckie	901-B Yosemite Tr.
3. ROBIN LECKIE	Robin Leckie	901-B Yosemite Tr.
4. Jon Leckie	Jon Leckie	901B Yosemite Tr

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PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 910 YOSEMITE TRAIL ROSELLE, IL 60172

4-19-11

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. KATHY GAFFNEY	Kathy Gaffney	910 YOSEMITE #B ROSELLE 60172
2. DONNA TURNER	Donna Turner	" Unit A
3. GUNIVALDIS SELGA	G. A. Selga	" " UNIT C
4. SALVATORE MARINO		" " UNIT D
5. LISA BUNDY	L Bundy	" " Unit D
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PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 911 YOSEMITE TRAIL ROSELLE, IL 60172

4-19-11

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. CARRIE DAHLSTROM	Carrie Dahlstrom	911-A Yosemite
2. MARGARET SWEDA	Margaret Sweda	911-C Yosemite
3. ELLEN VOGEL	Ellen M. Vogel	911 D Yosemite
4. SHirley A KORCeK	Shirley a Korcek	911 B yosemite TR.
5. SCOTT DAHLSTROM	Scott Dahlstrom	911 A YOSEMITE

PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 940 YOSEMITE TRAIL ROSELLE, IL 60172

4-19-11

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. CARA GARRETT	Cara Garrett	940 Yosemite Trail, #A Roselle, IL 60172
2. Bryan Garrett	Bryan Garrett	940 Yosemite Trail #A 60172
3. Rosemary Bozzi	Rosemary Bozzi	940 Yosemite Trl #D
4. JANE McINTOSH	Jane McIntosh	940 Yosemite Trl #D
5. Cookie GARRETT	Cookie Garrett	940 Yosemite tr. #A
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PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 941 YOSEMITE TRAIL ROSELLE, IL 60172

4-19-11

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. Patrick McCarthy		941 Yosemite Trl Unit B
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PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 951 YOSEMITE TRAIL ROSELLE, IL 60172

4-19-11

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. SEANNE JOHNSON		951 Yosemite Trail Unit B
2. RALPH JOHNSON		952 Yosemite Trail Unit B
3. Michele Neylon	Michele Neylon	951 Yosemite Tr. Unit D
4. M.t	Megan Pflanz	951 Yosemite trail Unit A
5. Karen Pflanz	Karen Pflanz	951 Yosemite trail Unit A (owner)
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PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 960 YOSEMITE TRAIL ROSELLE, IL 60172

4-19-11

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. HILMA M AGUAYO	Hilma M Aguayo	960 YOSEMITE TRL UNIT-A
2. MALGORZATA RZECZKOWSKA		960 Yosemite Tr. #D
3. ANATOL RZECZKOWSKI	Anatol Rzeczkowski	960 YOSEMITE TRL #D
4. PAWEL DROZDEL	Pawel Drozdel	960 B YOSEMITE TR.
5. Dominik Rzeczkowski	D Rzeczkowski	960 Yosemite Tr. #D
6. Nicole Schmidt	Nicole Schmidt	960 Yosemite Tr. - C
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PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 961 YOSEMITE TRAIL ROSELLE, IL 60172

4-19-11

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. JOAN RACINE	Joan T. Racine	961-A YOSEMITE TRL ROSELLE, IL 60172
2. Jaime Tonn	Jaime M. Tonn	961-A YOSEMITE TR. ROSELLE, IL 60172
3. KEN BUDA		961-D YOSEMITE TRAL ROSELLE, IL 60172
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PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 970 YOSEMITE TRAIL ROSELLE, IL 60172

4-19-11

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. LaDonna Randazzo	LaDonna Randazzo	970 B Yosemite TR.
2. DIANE MAHER	Diane Maher	970 A Yosemite Tr
3. Rita Tewes	Rita Tewes	970C Yosemite Tr
4. Linda M. Tewes	LINDA M TEWES	970 Yosemite Tr #C
5. Bela Patel	Bela Patel	970 yosemite Tr #D
6. FRANK RANDAZZO	Frank Randazzo	970 B yosemite TR
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PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 991 YOSEMITE TRAIL ROSELLE, IL 60172

4-19-11

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. ROBERT G. LANHAM	Robert G Lanham	991-D YOSEMITE TRAIL, ROSELLE
2. GENEVIEVE CARRANO	Genevieva Carrano	991 B Yosemite Trail Roselle
3. Jason Hasting	[signature]	991-C yosemite trail
4. Ashley Belein	[signature]	991-C yosemite trail
5. Veronica Faur	Veronica Faur	991-C yosemite trail
6. BRIAN D LANHAM	Brian D Lanham	991-D YOSEMITE TRAIL
7. Cathryn Lanham	[signature]	991-D Yosemite Trail
8. Robert Lanham	[signature]	991-D Yosemite Trail

PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 1001 YOSEMITE TRAIL ROSELLE, IL 60172

4-19-11

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. William Hamlin		1001 Yosemite TRL #A
2. Keith Schnetzler	K. Schnetzler	1001 Yosemite #C
3. Jon Thomas	Jon Thomas	1001 Yosemite #C
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PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 501 CUMBERLAND TRAIL ROSELLE, IL 60172

4-19-11

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. MIKE IRCZY		501-B Cumberland Trail
2. BRYAN THOMAS	Bryan Thomas	501-A " "
3. Melissa Thomas	Melissa Thomas	501-A " "
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PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 520 CUMBERLAND TRAIL ROSELLE, IL 60172

4-19-11

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. BRIAN LEONARD		520 C
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PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 521 CUMBERLAND TRAIL ROSELLE, IL 60172

4-19-11

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. Al Hollstrom	Al Hollstrom	521 Cumberland Trail A
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PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 531 CUMBERLAND TRAIL ROSELLE, IL 60172

4-19-11

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. Maggie Kueking	Maggie Kueking	531 Cumberland Trail #C
2. JAMES BANKS	James Banks	531 CUMBERLAND TRAIL #C
3. Amber Gomez	Amber Gomez	531 Cumberland Trail unit A
4. David Gomez		531 Cumberland Tr. #A

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PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 551 CUMBERLAND TRAIL ROSELLE, IL 60172

4-19-11

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. PIOTR GUMULA RENATA GUMULA	Piotr Gumula Renata Gumula	551 Cumberland Trail #D
2. Nancy Parker Stefanos Polizos	Nancy Parker Stefanos Polizos	551 A Cumberland Trail 551 C Cumberland TRL
3. Timothy Watson	Timothy Watson	551 A Cumberland Trail
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PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 560 CUMBERLAND TRAIL ROSELLE, IL 60172

4-19-11

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. STEVEN BRUBAKER	Steven Brubaker	560 - D
2. F. GORSKI	Florence Gorski	560 - C
3. JACEK BRODA	Jacek Broda	560 - A
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PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 561 CUMBERLAND TRAIL ROSELLE, IL 60172

4-19-11

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. JAVIER PATIÑO		561 #B
2. Charles & Valerie Haag		561 #A
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PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 570 CUMBERLAND TRAIL ROSELLE, IL 60172

4-19-11

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. Ryan Friis		570 CUMBERLAND TRL, UNIT D
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PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 580 CUMBERLAND TRAIL ROSELLE, IL 60172

4-19-11

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. Anish & Neha Shah	Anish H Shah	580 Cumberland, Unit A Roselle, IL, 60172
2. STANISLAW KROL	[illegible]	580 CUMBERLAND TR "D" ROSELLE IL 60172
3. Marie Amico	Marie Amico	580 Cumberland
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PETITION FOR TRAILS VILLAGE HOMEOWNERS ASSOCIATION
BUILDING 591 CUMBERLAND TRAIL ROSELLE, IL 60172

4-19-11

Trails Village Homeowners are opposed to Value Capture as a potential funding alternative to help offset some of the capital costs associated with the construction of the Elgin O'Hare extension and the construction of the West Bypass.

Resident name (please print)	Resident signature	Address with unit #
1. Robert Pietrini	Robert Pietrini	591 C
2. MARIE ORLOWSKI	Marie Orlowski	591 C
3. Victor Schulist	Victor Schulist	591 Cumberland Trail Unit D Roselle, IL 60172
4. Russell Smith	Russell Smith	591 A

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CH2MHILL TRANSMITTAL

To: Avison Young
9700 W. Higgins Rd, #500
Rosemont, IL 60018

From: Libby Braband
CH2M HILL
8501 W. Higgins, Ste 300
Chicago, IL 60631

Attn: Michael Fonda

Date: February 21, 2013

Re: EOWB Public Meeting Request for Information

We Are Sending You:		Method of shipment:	
Attached		Under separate cover via	
Shop Drawings	X	Documents	Tracings
Prints		Specifications	Catalogs
Copy of letter	X	Other: CD	

Quantity	Description
1 CD	Complete Plan Set

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Remarks:

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CH2MHILL TRANSMITTAL

To: 2100 S. Mount Prospect Rd
Des Plaines, IL 60018

From: Libby Braband
CH2M HILL
8501 W. Higgins, Ste 300
Chicago, IL 60631

Attn: Ron Greco

Date: February 21, 2013

Re: EOWB Public Meeting Request for Information

We Are Sending You:		Method of shipment:	
Attached		Under separate cover via	
Shop Drawings	X	Documents	Tracings
Prints		Specifications	Catalogs
Copy of letter	X	Other: CD	

Quantity	Description
1 Hard Copy	Sheets 12 and 13 of 14

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CH2MHILL TRANSMITTAL

To: 2420 Hamilton Road
Arlington Heights, IL 60005

From: Libby Braband
CH2M HILL
8501 W. Higgins, Ste 300
Chicago, IL 60631

Attn: Paul Crocilla

Date: February 21, 2013

Re: EOWB Public Meeting Request for Information

We Are Sending You:		Method of shipment:	
Attached		Under separate cover via	
Shop Drawings	X	Documents	Tracings
Prints		Specifications	Catalogs
Copy of letter	X	Other: CD	

Quantity	Description
1 CD & 1 Hard Copy	Sheet 13 of 14

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Remarks:

Copy To:

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CH2MHILL TRANSMITTAL

To: Avison Young
9700 W. Higgins Rd, #500
Rosemont, IL 60018

From: Libby Braband
CH2M HILL
8501 W. Higgins, Ste 300
Chicago, IL 60631

Attn: Michael Fonda

Date: February 21, 2013

Re: EOWB Public Meeting Request for Information

We Are Sending You:		Method of shipment:	
Attached		Under separate cover via	
Shop Drawings	X	Documents	Tracings
Prints		Specifications	Catalogs
Copy of letter	X	Other: CD	

Quantity	**Description**
1 CD & 1 Hard Copy	Sheets 4,11 and 13 of 14

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Remarks:

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CH2MHILL TRANSMITTAL

To: CBRE
20 N. Martingale Rd, #300
Schaumburg, IL 60173

From: Libby Braband
CH2M HILL
8501 W. Higgins, Ste 300
Chicago, IL 60631

Attn: John Suerth

Date: February 21, 2013

Re: EOWB Public Meeting Request for Information

We Are Sending You:		Method of shipment:	
Attached		Under separate cover via	
Shop Drawings	X	Documents	Tracings
Prints		Specifications	Catalogs
Copy of letter	X	Other: CD	

Quantity	Description
1 Hard Copy	Sheets 7 and 11

If the material received is not as listed, please notify us at once.

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CH2MHILL TRANSMITTAL

To: 9550 W. Higgins, #1050
Rosemont, IL 60018

From: Libby Braband
CH2M HILL
8501 W. Higgins, Ste 300
Chicago, IL 60631

Attn: Brian Carroll

Date: February 21, 2013

Re: EOWB Public Meeting Request for Information

We Are Sending You:		Method of shipment:	
Attached		Under separate cover via	
Shop Drawings	X	Documents	Tracings
Prints		Specifications	Catalogs
Copy of letter	X	Other: CD	

Quantity	Description
1 CD	Sheets 1 - 14

If the material received is not as listed, please notify us at once.

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CH2MHILL TRANSMITTAL

To: 1141 E. Green Street
Franklin Park, IL 60131

From: Libby Braband
CH2M HILL
8501 W. Higgins, Ste 300
Chicago, IL 60631

Attn: Bob Gill

Date: February 21, 2013

Re: EOWB Public Meeting Request for Information

We Are Sending You:		Method of shipment:	
Attached		Under separate cover via	
Shop Drawings	X	Documents	Tracings
Prints		Specifications	Catalogs
Copy of letter	X	Other: CD	

Quantity	Description
1 Hard Copy	Sheet 10 of 14

If the material received is not as listed, please notify us at once.

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ELGIN O'HARE
WEST BYPASS
communities. opportunities. solutions.

LETTER OF TRANSMITTAL

DATE: April 8, 2011

PROJECT NO: 07-0404

ATTENTION: Ron Hursh

SUBJECT: Elgin O'Hare - West Bypass

SENT VIA:

- ☒ **STANDARD MAIL**
- ☐ **FEDEX**
- ☐ **UPS**
- ☐ **HAND DELIVERY**

TO: Ron Hursh
Salt Creek Watershed Network
526 N. Edgewood Ave
LaGrange Park, IL 60526

WE ARE SENDING YOU ATTACHED:

COPIES	DATE	NO.	DESCRIPTION
1			Environmental Features Exhibit (full-size)

THESE ARE TRANSMITTED AS CHECKED BELOW:

☐ FOR APPROVAL	☐ FOR YOUR USE	☒ AS REQUESTED	☐ FOR REVIEW AND COMMENT

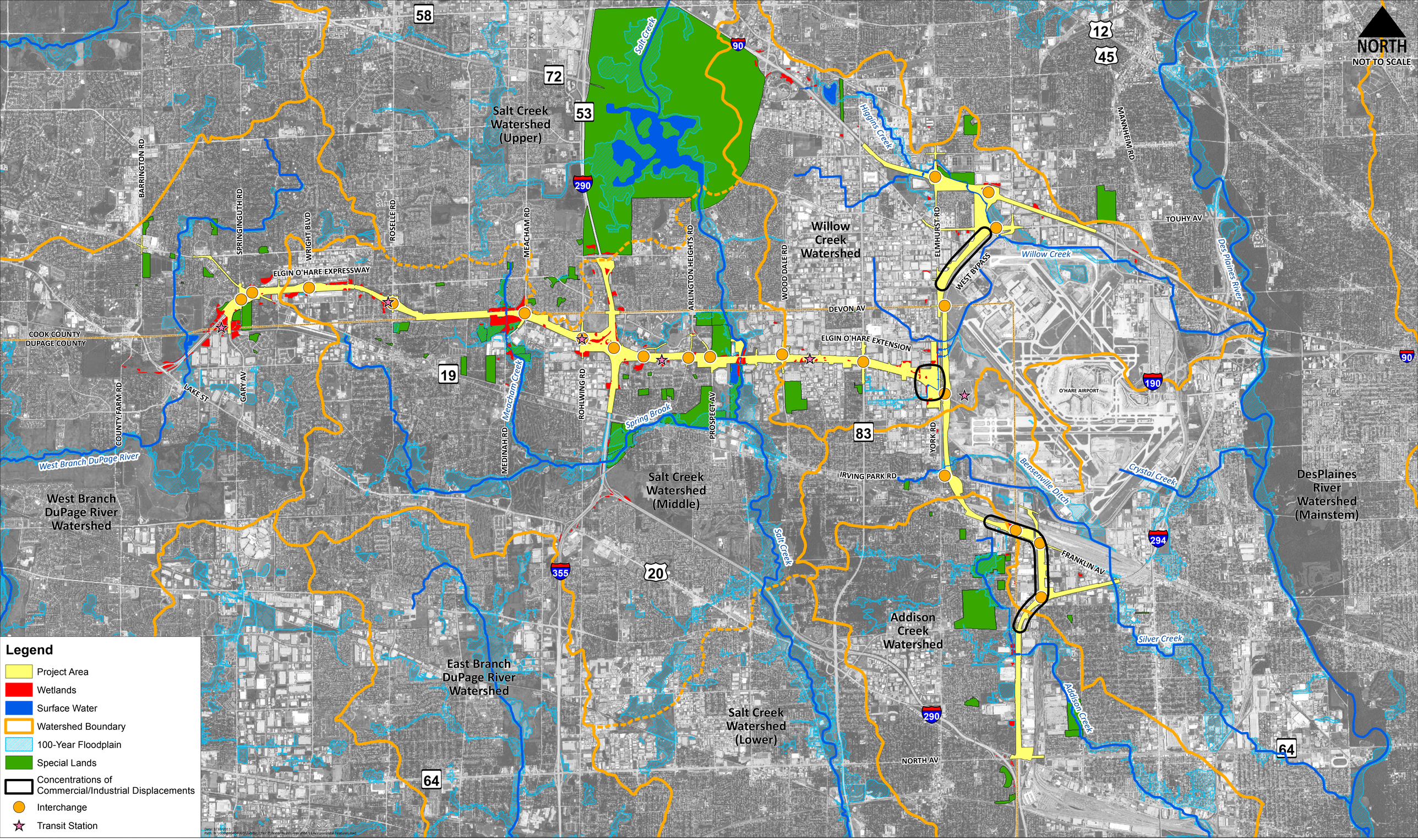
REMARKS: Ron,
Thanks for attending the Public Information Meeting on April 5, 2011. Here is the exhibit that you requested.

Thanks for your interest in the project.

COPY TO:

BY: Pete Knysz

N:\Idot\070404\Admin\Public Meetings and Hearing\Tier Two Public Meeting 2\LOT_SCWN_Hursh_040811.doc



Legend

- Project Area
- Wetlands
- Surface Water
- Watershed Boundary
- 100-Year Floodplain
- Special Lands
- Concentrations of Commercial/Industrial Displacements
- Interchange
- Transit Station

CH2M

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

July 18, 2011

Mr. Jeff Warnimont
363 Georgetown Square
Wood Dale, IL 60191

Re: Public Information Meeting #2, Comments

Dear Mr. Warnimont:

Thank you for your comments submitted at the Elgin O'Hare - West Bypass (EO-WB) Public Information Meeting # 2 held on April 5, 2011.

The current cost for the EO-WB project is $3.6 Billion (2010 dollars). Given the challenges associated with securing major funding for any project, IDOT is exploring ways to reduce costs by staging the construction of this project and a variety of financing strategies.

We acknowledge your concerns about tolling and local financing concepts, and will consider stakeholder input as well as impacts, benefits, and costs in determining a viable implementation strategy.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project and encourage you to visit the project web site (www.elginohare-westbypass.org), as it provides current project information.

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

bcc: CH2M Hill
File

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COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

I DO NOT LIKE THE IDEA OF CHANGING THE CURRENT EOH TO A TOLLWAY

I AM VERY OPPOSED TO THE IDEA OF A NEW LOCAL AREA TAX.

I (do ☑ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name: JEFF WARNIMONT

Address: 363 GEORGETOWN SQ.
WOOD DALE, IL 60191

Phone: 630-595-5660

CH2M Hill

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

June 14, 2011

Mr. Steven Scuderi
386 East Tall Oaks Lane
Itasca, IL 60143

Re: Public Information Meeting #2, Comments

Dear Mr. Scuderi:

Thank you for your comments regarding the Elgin O'Hare - West Bypass (EO-WB) project, which were submitted as part of Public Information Meeting # 2 held on April 5, 2011.

Regarding the proposed frontage system concept, this element of the design was proposed to provide more direct access local residents.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project and encourage you to visit the project web site (www.elginohare-westbypass.org), as it provides current project information.

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

bcc: CH2M Hill
File

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COMMENT FORM

ELGIN O'HARE WEST BYPASS

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

THANKS FOR THE FRONTAGE RD. FOR ITASCA RESIDENTS AT HILLCREST LANE, PARK BLVD. & ARLINGTON HTS. RD. I AM ON HILLCREST LN. IN ITASCA & WOULD VERY MUCH NEED THE FRONTAGE RD. CONCEPT -- BUT OK WITH THE CURRENT PLAN WITH X2 FRONTAGE RDS. ON EACH SIDE OF THE NEW HIGHWAY SO HILLCREST LN. CAN GO E/W USING THE X2 FRONTAGE RDS. JUDITH P. ON 4-5 VERY HELPFUL & KNOWLEDGABLE SHE WORKS FOR BYPASS COMMITTEE & SHE SHOWED ME THE MAP SP: TO THIS -- HILLCREST LN / FRONTAGE RD.

I CAN'T GIVE MY #, I WORK 1PM-9PM. I SLEEP 10A-4PM & I HAVE A COMPUTER. PAPER MAIL THANX. Steve Scuderi

I (do ☑ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☑ No ☐

Name: STEVEN SCUDERI

Address: 386 E. HILLCREST LN.
ITASCA IL. 60143

Phone: WORK MINUTES & NOT GIVEN OUT

CH2M Hill

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

July 14, 2011

Mr. Anthony Sciulloi
1113 Prescott Drive #2D
Roselle, IL 60172

Re: Public Information Meeting #2, comments

Dear Mr. Sciulloi:

Thank you for comments submitted at the Elgin O'Hare - West Bypass (EO-WB) Public Information Meeting # 2 held on April 5, 2011.

The current cost for the EO-WB project is $3.6 Billion (2010 dollars). Given the challenges associated with securing major funding for any project, IDOT is exploring ways to reduce costs by building the project in Phases and a variety of financing strategies.

We acknowledge your concerns about tolling and local financing concepts, and will consider stakeholder input as well as impacts, benefits, and costs in determining a viable implementation strategy.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project and encourage you to visit the project web site (www.elginohare-westbypass.org), as it provides current project information.

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

bcc: CH2M Hill
File

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COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

I was for the expantion but now that I received an e-mail with the potential chance of my village being special assessed I am NOW AGAINST IT! I am a single individual and cannot afford any added expenses added to my household.

I (do ☒ do not ☒) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☒

Name: Anthony Sciullo

Address: 1113 Prescott DR #2D
Roselle, IL 60172

Phone: 630-461-3938

CH2M Hill

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

July 14, 2011

Ms. Kim Schoppe
314 East Jefferson
Bensenville, IL 60106

Re: Public Information Meeting #2, Comments

Dear Ms. Schoppe:

Thank you for your comments regarding the Elgin O'Hare - West Bypass (EO-WB) project, which were submitted as part of Public Information Meeting # 2, held on April 5, 2011.

Specifically, you noted concerns regarding several items along Green Street/County Line Road which included; noise abatement, aesthetics, extending County Line Road north of Green Street, and potential widening of County Line Road. Responses to each of these concerns are noted below.

As part of our ongoing studies, we will be conducting a noise analysis and evaluation. The results of the analysis should be available later this fall, and will identify noise impacts and any required mitigation.

Regarding the aesthetics, the project team has assembled a Corridor Aesthetics Advisor Team (CAAT) that is comprised of participants from the neighboring communities along the corridor. Thus far the CAAT has identified a basic theme for the corridor, with specific design guidelines to be developed as a next step. For more detailed information regarding the CAAT or the developed theme, please visit the project website or contact us by phone.

County Line Road is not proposed to be extended north of Green Street. However, two interchange ramps to/from the West Bypass are proposed which are located north of Green Street. Please see the attached exhibit that illustrates the two ramp features.

Widening of County Line Road in the context of the EO-WB project will be limited to some minor channelization widening to create left, right and through northbound lanes and one southbound lane. The extent of this minor widening extends approximately 700 feet south of Green Street. For any other long term plans for County Line Road, please contact the Cook County Highway Department at (312) 603-1700.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project and encourage you to visit the project web site (www.elginohare-westbypass.org), as it provides current project information.

If you have any questions or need additional information, please call 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

Attachment

cc: John Beissel, Cook County Highway Department

bcc: CH2M Hill
File

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COMMENT FORM

ELGIN O'HARE WEST BYPASS

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

What type of noise abatement will be placed along the Green St / County Line Rd area?

What type of aesthetics will be placed along green St & County Line Rd?

Will County Line Rd be extended North of Green St?

Will County Line Rd be widened? If so - how?

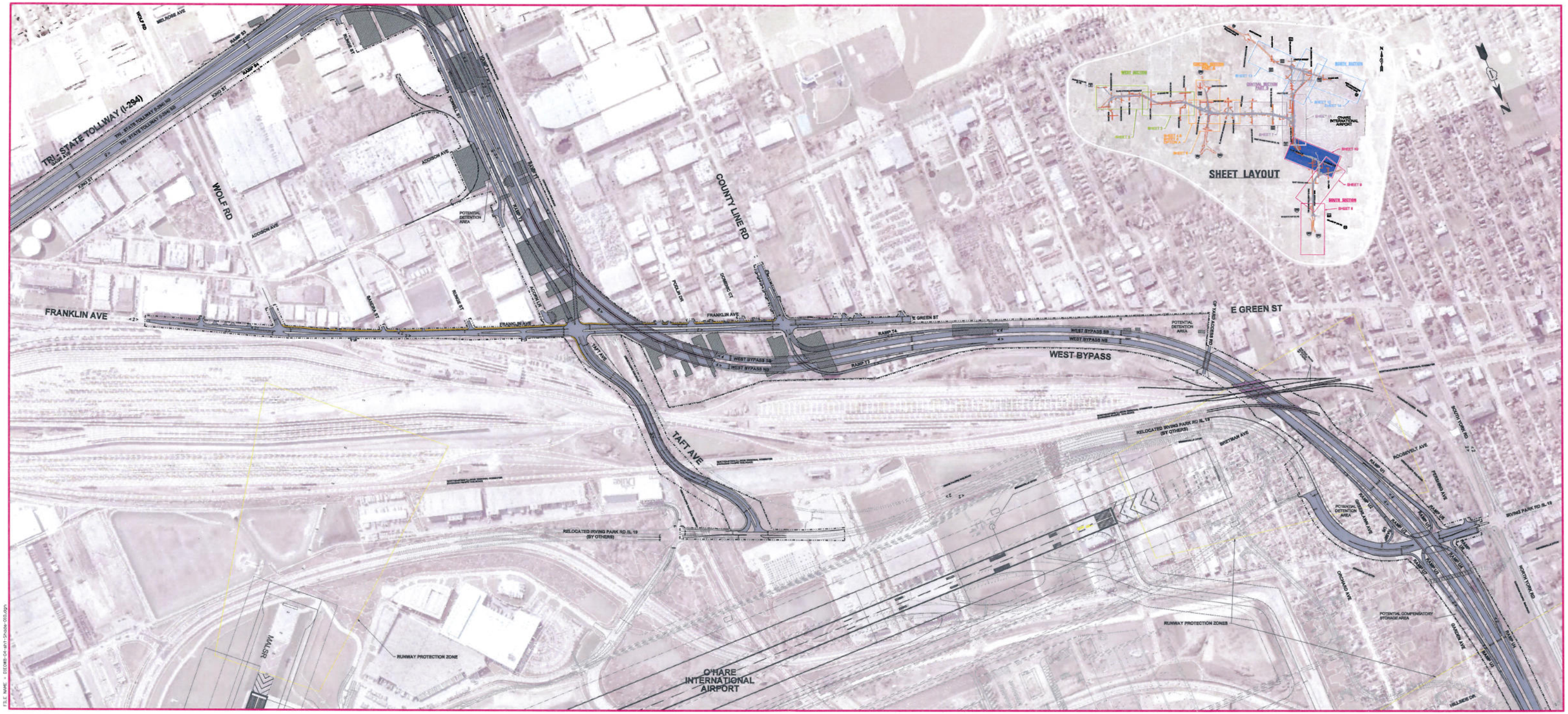
I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name: Kim Schoppe

Address: 314 E Jefferson
Bensenville 60106

Phone:


TRI-STATE TOLLWAY (I-294)
KING ST
WOLF RD
ADDISON AVE
POTENTIAL DETENTION AREA
RAMP S3
RAMP S4
RAMP S1
RAMP S2
POWELL ST
KEELER AVE
COUNTY LINE RD
FRANKLIN AVE
RAMP T4
E GREEN ST
WEST BYPASS SB
WEST BYPASS NB
WEST BYPASS
RAMP T3
TAFT AVE
RAMP T1
RAMP T2
RAMP T5
RAMP T6
RAMP T7
RAMP T8
RAMP T9
RAMP T10
RAMP T11
RAMP T12
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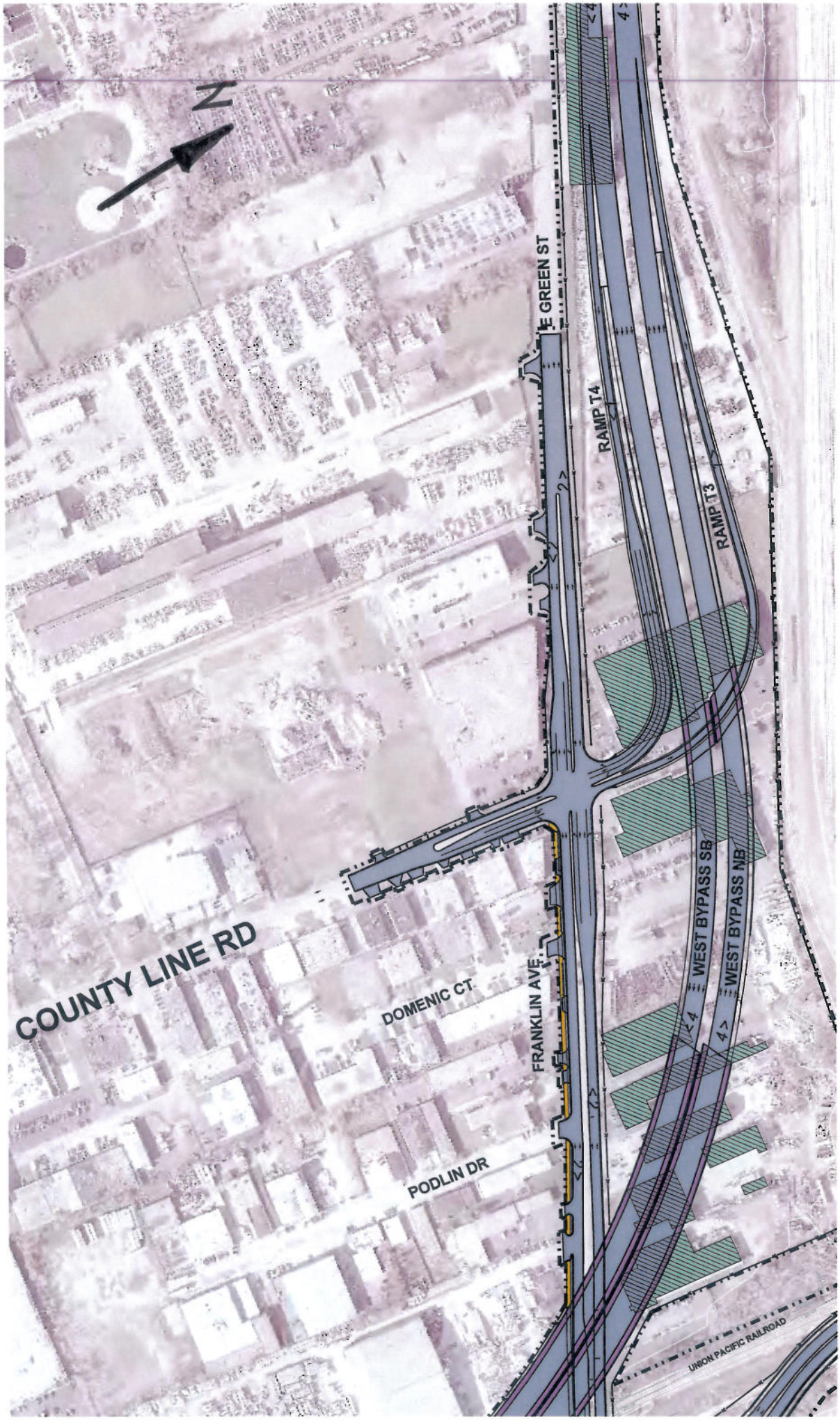
N
E GREEN ST
RAMP T4
RAMP T3
WEST BYPASS SB
WEST BYPASS NB
COUNTY LINE RD
DOMENIC CT
FRANKLIN AVE
PODLIN DR
UNION PACIFIC RAILROAD

CH2M Hill

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

July 14, 2011

Mr. Richard A. Russo
1468 Holdmair Lane
Elk Grove, IL 60007

Re: Public Information Meeting #2, Comments

Dear Mr. Russo:

Thank you for your comments submitted at the Elgin O'Hare - West Bypass (EO-WB) Public Information Meeting # 2 held on April 5, 2011.

As part of our ongoing studies, a traffic noise study will be completed, with the results anticipated by late this year and those results presented formally at the Public Hearing in the early part of 2012.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project and encourage you to visit the project web site (www.elginohare-westbypass.org), as it provides current project information.

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

bcc: CH2M Hill
File

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COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities opportunities solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

I Live Near corridor and am in support of the project.

I am Not directly impacted by the specific geometrics so I will Not comment on those

ONLY CONCERN IS that Noise wall studies be incorporated into project.

I Live Near S.E. Quadrant of Meacham and Nerge Intersection and currently hear a significant amount of Traffic Noise from existing Meacham / Elgin - OHARE INTERCHANGE.

I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name: Richard A. Russo

Address: 1468 Hedlmair Lane = Holdmair
Elk Grove, IL 60007

Phone: 847-985-8983

CH2M Hill

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

July 14, 2011

J. Paquet
2131 Elrina
Des Plaines, IL 60018

Re: Public Information Meeting #2, Comments

Dear Stakeholder:

Thank you for your comments submitted at the Elgin O'Hare - West Bypass (EO-WB) Public Information Meeting # 2 held on April 5, 2011.

We acknowledge your support of the proposed railroad grade separation with Touhy (IL Rte 72) and the proposed O'Hare West Bypass.

As part of our ongoing studies, a traffic noise impact study will be completed for the EO-WB study area. The results will be available near the end of this year. In addition, the Illinois Tollway is beginning studies for the I-90 corridor. For further information regarding the I-90 work, please contact Rocco Zucchero at (630) 241-6800.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project and encourage you to visit the project web site (www.elginohare-westbypass.org), as it provides current project information.

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

cc: Rocco Zucchero

bcc: CH2M Hill
File

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COMMENT FORM

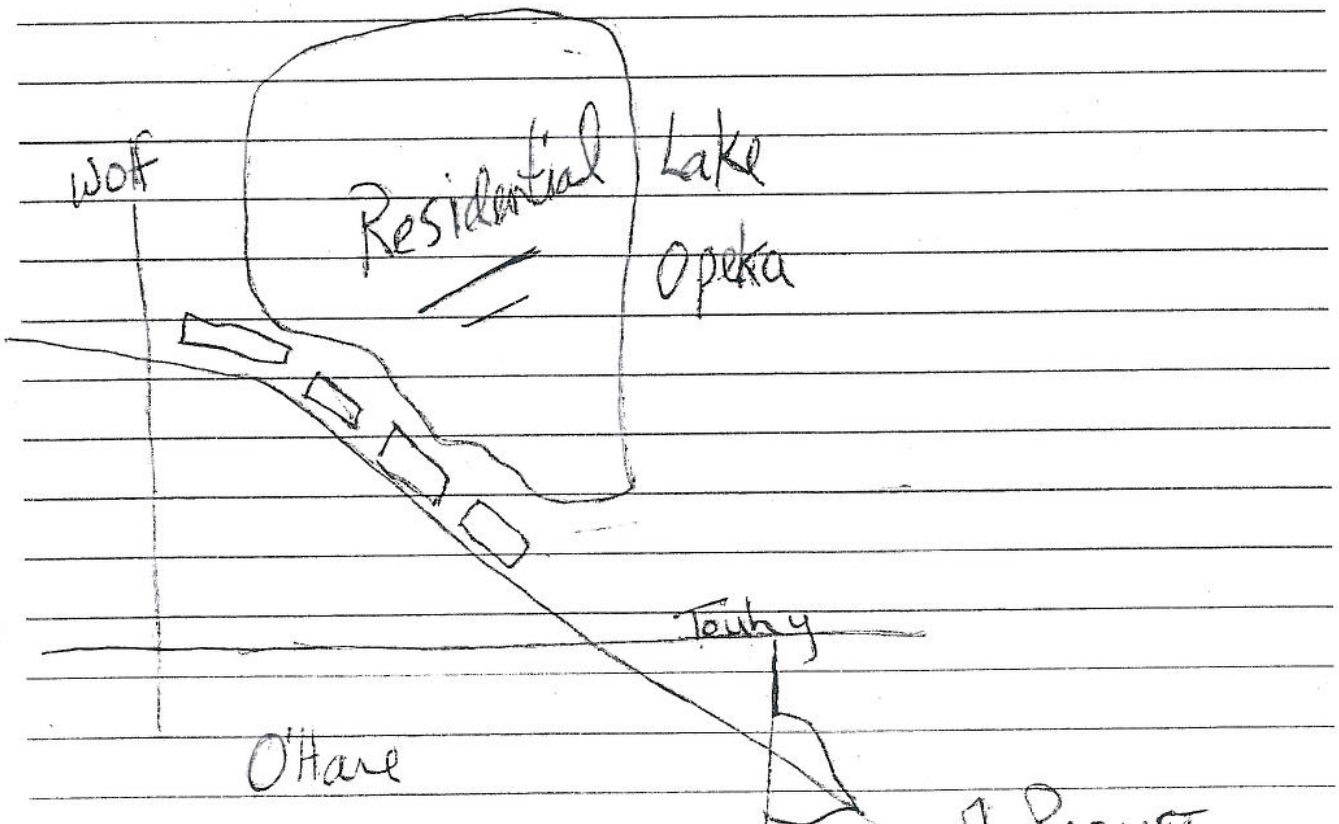
ELGIN O'HARE WEST BYPASS

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

① Grade separation of Touhy + RR tracks west of Mt Prospect Road is very good.

② Noise abatement walls needed - From I-90 / Lee to west to protect the residential area north of Touhy and east of Wolf



I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name: J. PAQUET

Address: 2131 Elmira Ave
Des Plaines IL
60018

Phone: (847) 376-5905

③ Bypass is good idea

CH2M Hill

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

July 14, 2011

Mr. Walter A. Miller
19 West Walnut Court, Apt #2
Roselle, IL 60172

Re: Public Information Meeting #2, Comments

Dear Mr. Miller:

Thank you for your comments submitted at the Elgin O'Hare - West Bypass (EO-WB) Public Information Meeting # 2 held on April 5, 2011.

The current cost of the EO-WB project is $3.6 Billion in 2010 dollars. Given the challenges associated with securing funding for any major project, both cost reduction and a variety of financing strategies are being explored. With respect to the Indiana Toll Road and the Skyway, the State of Indiana and the City of Chicago still retain ownership of those assets. The leasing arrangement, which is known as a Public Private Partnership, or P3, allows for private entities to finance new projects or operate existing assets. A P3 scenario is amongst the many financing options being studied for the EO-WB. We acknowledge your concerns about the local financing and leasing options, and will consider stakeholder input, as well as impacts, benefits, and costs in determining a viable implementation strategy.

When we began the planning process in 2007, we were examining an eastern extension of the Elgin O'Hare. Based upon our traffic studies, improvements to the existing Elgin O'Hare, to Gary Avenue were found to be necessary to address long term travel needs. A further westward extension would be beyond the scope of this current study, and we will consider planning work for this area as future Highway programs are developed.

We are also evaluating a connection between Gary Avenue and Springinsguth Road, and should have findings by the time of the EO-WB Public Hearing. We anticipate to hold the Public Hearing in early 2012.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project and encourage you to visit the project web site (www.elginohare-westbypass.org), as it provides current project information.

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

bcc: CH2M Hill
File

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COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

(1) NOT IN FAVOR OF ASSEMENT TAX TO FUND THE HIGHWAY LET PEOPLE WHO USE IT PAY FOR IT

(2) I HOPE IN 10 YEARS AFTER THE HIGHWAY IS BUILT IT IS NOT SOLD TO A PRIVATE PARTY LIKE THE INDIANA TOLL ROAD + SKYWAYS WERE

(3) SERIOUSLY YOU SHOULD EXTEND ELGIN/O'HARE ALL THE WAY FROM ITS CURRENT WEST END TO ELGIN

(4) YOU NEED TO CONNECT GARY ROAD TO SPRINGWATH INSTEAD OF RUNNING ALL THAT TRAFFIC OVER CENTRAL & RODENBURG 99% OF THE TRAFFIC FLOWS THAT WAY.

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☒ No ☐

Name: WALTER A MILLER

Address: 19 W WALNUT CT - APT #2
ROSELLE, IL 60172

Phone: 630-529-7511

E-MAIL wmillesi@hotmail.com

CH2M Hill

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

July 18, 2011

Ms. Arlene Machala
528 West North Street
Itasca, IL 60143

Re: Public Information Meeting #2, Comments

Dear Ms. Machala:

Thank you for your comments submitted at the Elgin O'Hare - West Bypass (EO-WB) Public Information Meeting # 2 held on April 5, 2011.

Your support for Part A/Option A in the Central Section is acknowledged. We will consider stakeholder input, as well as costs, benefits, and impacts as we refine the roadway geometry.

With respect to drainage, our planning process involves extensive reviews to understand the existing drainage conditions, including sensitive areas and existing flooding concerns. The proposed drainage system will be designed to consider those existing conditions, as well as the proposed roadway improvements. Additionally the design will be coordinated with the local communities and typically, when feasible, will meet the most stringent design criteria for the area. This process is currently underway on the EO-WB project.

Regarding your comments concerning bus shoulder riding, IDOT has developed the EO-WB as a comprehensive multi-modal project. The main components of the multi-modal concept allow for inclusion of mass transit and also completing the bike/pedestrian ways within the project footprint. Throughout the course of the project IDOT has worked with the Region Transit Authority (RTA), and the individual transit providers (Metra, PACE, and the CTA) to develop a comprehensive multi-modal system plan. The ultimate plan for the EO-WB includes a dedicated space for transit in the median. Bus shoulder riding is being considered in conjunction with the EO-WB initial construction phase, which includes fewer travel lanes and interchanges.

Bus shoulder riding is used throughout the country, and would only be used when the expressway travel speeds are 35 mph or less. IDOT has a pilot project utilizing bus shoulder riding underway on I-55.

At this point, the locations of the toll collection facilities have not been determined. However, with the adoption of the I-Pass technology (electronic collection), the footprint of any toll collection plazas is relatively small, if determined to even be needed at all. Please also note that we acknowledge your concerns about financing.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project and encourage you to visit the project web site (www.elginohare-westbypass.org), as it provides current project information.

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

bcc: CH2M Hill
File

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COMMENT FORM

ELGIN O'HARE WEST BYPASS

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

The Central Section - Part A / Option A is what I would like chosen for it gives more access to the Hamilton Lakes Area.

Concerned with the flooding that may be brought because of all the cement / land taken.

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☒ No ☐

Name: Arleve Machala

Address: 528 W. North St.
Itasca, IL 60143

Phone: (630) 773-9259

COMMENT FORM

ELGIN O'HARE WEST BYPASS
communities opportunities solutions

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

I am concerned with the Expressway Bus travelling on the shoulder of the road. This sounds quite unsafe to me. Shoulders should be used for Emergency purposes only.

Where will the tolls be located / how many?

I am concerned with businesses being taxed. This is quite unfair and will drive a business away from the area. We need to promote the economic growth of our communities.

I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name: Arlene Machala

Address: 528 W. North St.
Itasca, IL 60143

Phone: (630) 773-9289

CH2M Hill

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

June 14, 2011

Ms. Mary Jean Kreusler
528 West North Street
Itasca, IL 60143

Re: Public Information Meeting #2, Comments

Dear Ms. Kreusler:

Thank you for your comments regarding the Elgin O'Hare - West Bypass (EO-WB) project, which were submitted as part of Public Information Meeting # 2 held on April 5, 2011.

We have noted your preference for Part A/Option A for the Central Section, and concerns about flooding.

As part of our study, we will be developing an overall drainage plan, which will seek to improve the existing local conditions as feasible.

Regarding toll collection, the current analysis is at a conceptual level of detail, with actual toll collection facility locations to be determined by the time of the Public Hearing in early 2012. We also acknowledge your concerns regarding Value Capture/local taxing districts. This idea is part of a wide range of financing options being developed; stakeholder support will be an important consideration for determining a preferred set of financing strategies.

Lastly, the "bus on shoulder" (BOS) concept is being considered as a part of a low cost initial transit service. The shoulder riding would only occur under the most congested conditions. IDOT is working with the Regional Transportation Authority (RTA) to implement BOS on I-55 as a demonstration project. Those experiences will be considered if the EO-WB BOS moves forward to possible implementation.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project and encourage you to visit the project web site (www.elginohare-westbypass.org), as it provides current project information.

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

bcc: CH2M Hill
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COMMENT FORM

ELGIN O'HARE WEST BYPASS

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

Central Section Part 2
Option A
definitely!

Those who live/work in the Hamilton Lakes area need full access in all directions that is convenient!

Itasca is dealing with lots of flooding in this area - be sure you have evaluated this enough. At these "once in a hundred year storms" we have had several times now!

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☒ No ☐

Name: Mary Jean Kreuzer
Address: 359 Bay Drive
Itasca IL 60143
Phone: 630-250-5514

COMMENT FORM

ELGIN O'HARE WEST BYPASS

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

(1) I live on Bay Drive in Itasca, behind the Hamilton Lakes business complex. I frequently travel south on 355/53. I do not want to pay another toll just to go a few blocks to get from Park to the exit south. I want to know more about where the tolls would be! (or north on 53)

(2) I am very concerned about losing the local cities. They are struggling as it is with the state frances pulling what they are. I say NO to taking local cities!

(3) The "bus down the shoulder" idea sounds very unsafe. Have you seen how people drive down Thorndale & on the 90? I predict a bad rear end collision with that idea!

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name: Mary Jean Kusler

Address: 359 Bay Drive
Itasca IL 60143

Phone: 630-250-5514

(4) Why do we never hear about tollroads mid or south in IL? 294 was supposed to become a freeway! Ha!

CH2M Hill

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

July 14, 2011

Mr. Robert Gilly
211 East Foster
Roselle, IL 60172

Re: Public Information Meeting #2, Comments

Dear Mr. Gilly:

Thank you for your comments regarding the Elgin O'Hare - West Bypass (EO-WB) project, which were submitted as part of Public Information Meeting # 2, held on April 5, 2011.

Regarding the Hamilton Parkway connection to the Westbound Frontage Road, this design has been developed to meet IDOT and Federal Highway Administration (FHWA) standards and policies.

The design and access points are based on our analysis of forecasted traffic needs in the vicinity. The interchange locations and access ramps serve to distribute traffic more uniformly in this area. Please note that we are continuing to evaluate the roadway design and will present refined proposals later this fall.

We hope you continue to stay involved in the Elgin-O'Hare West Bypass project and encourage you to visit the project web site (www.elginohare-westbypass.org), as it provides current project information.

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

bcc: CH2M Hill
File

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COMMENT FORM

ELGIN O'HARE WEST BYPASS

Do you have comments? Please fill out this sheet and mail it back to us by April 19, 2011.

Illinois Department of Transportation

IN ITASCA, AT HAMILTON PARKWAY, THE PROPOSED CONNECTION TO THE NORTH FRONTAGE RD LOOKS UNSAFE.

NOW, THE CONNECTOR HAS ITS OWN LANE ALONGSIDE THE WB EXIT LANE TO MEACHAM RD. THERE IS NO TRAFFIC CONTROL FOR THIS MERGE.

I THINK THE HAMILTON CONNECTION SHOULD BE ELIMINATED AND FORCE TRAFFIC TO CONTINUE SOUTH TO THE PROPOSED ~~CONNECT~~ 53/X-WAY INTERCHANGE AREA.

THERE IS ALSO AN INDUSTRIAL ROAD CONNECTION IN THIS SAME AREA WHICH ALSO LOOKS UNSAFE.

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?
Yes ☐ No ☐

Name: ROBERT Colby

Address: 211 E. FOSTER
ROSELLE, IL, 60172

Phone: