

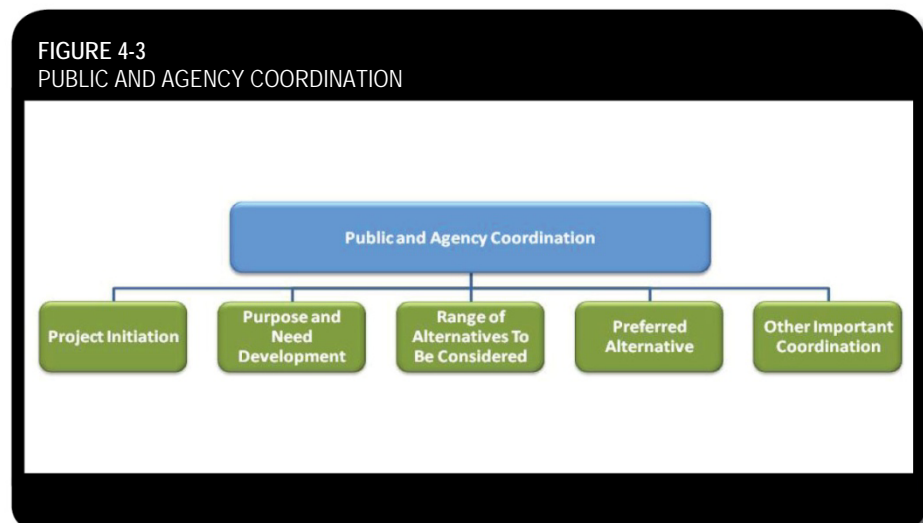
comments (through a court reporter) are available at the meetings. Spanish translation is provided, as appropriate.

Community Meetings

Reaching consensus on project alternatives and design requires continuous communication with communities affected by the proposed improvements. Meeting with the officials of these communities before and after project decisions are reached ensures that preferences of the communities are considered during the decisionmaking process. Community meetings are conducted to coincide with project milestones, such as elimination or selection of project alternatives and PIMs.

4.2 Public and Agency Coordination

The remainder of this chapter describes the public and agency coordination that occurred at each milestone of the project including project initiation, solidification of the project's purpose and need, identification of the alternatives to be considered in this document, and finally, the identification of the Preferred Alternative. The coordination that has occurred with regulatory (and other) agencies, which ensures that the project not only complies with regulatory policies but also minimizes environmental and social impacts, is described (see Figure 4-3).



4.2.1 Project Initiation

A number of activities required by NEPA, SAFETEA-LU, and CSS occurred at the outset of Tier Two to begin the project process, including notification of project startup, identification of cooperating and participating agencies, data gathering, the establishment of guidelines for project operations, and scoping. Such activities occurred at several different venues, including project working group meetings, NEPA/404 merger meetings, and public outreach events.

4.2.1.1 Project Initiation Requirements

Stakeholder Involvement Plan

As mentioned, SAFETEA-LU requires the development of a coordination plan that establishes the public outreach and involvement structure of the project. As such, a rigorous *Stakeholder Involvement Plan* was developed. The *Stakeholder Involvement Plan* ensures that all legal requirements are satisfied; it documents how agencies, stakeholders, and other members of the public are incorporated into the project's process; and it reflects the unique coordination and

communication needs of the project. The *Stakeholder Involvement Plan* identifies stakeholders, along with lead, cooperating, and participating agencies, and their project roles. The *Stakeholder Involvement Plan* defines the methods of how stakeholder input would be obtained and utilized. Finally, the *Stakeholder Involvement Plan* describes the multiple tools used to reach out to stakeholders to keep them informed of the project activities and to obtain their input.

Timeframe Agreement

A timeframe agreement, consisting of a schedule for project-related activities, has been developed for Tier Two per SAFETEA-LU. It was adopted by FHWA and IDOT on June 8, 2010, and was updated, as necessary. It identifies the dates that milestones are expected to be completed and identifies the actual dates that the milestones were completed.

Notice of Intent

The CEQ requires that a Notice of Intent (NOI) to prepare an EIS be published in the Federal Register. The NOI contains information regarding the proposed action and potential alternatives for improvements, the planned scoping process, and contact information for the project. The NOI for the EO-WB project was published in the Federal Register on June 8, 2011 and December 20, 2011.

Identification of Lead, Cooperating, and Participating Agencies

The FHWA and IDOT are typically joint lead agencies for transportation projects in Illinois, and this project is no exception. However, because a portion of the proposed improvements (i.e., a portion of the West Bypass corridor) is on O'Hare Airport property, and because the project requires adherence to a number of aviation requirements and regulations, FAA has been added as a joint lead agency. A MOU between FHWA, IDOT, and FAA regarding joint leadership was signed on May 6, 2011 (see Appendix B). In the fall of 2011, the Illinois Tollway also joined as a joint lead agency, following the agency's passage of a funding package to finance the Elgin-O'Hare Expressway and West Bypass corridors as toll roads, in addition to financing other projects in their system. NEPA and CEQ require lead agencies to invite other agencies with regulatory jurisdiction or expertise in an environmental resource relevant to the project as cooperating agencies. These agencies provide early and regular input on the project, including relevant information required to develop the EIS and timely comments on the project's environmental documentation. They also provide input on the project's purpose and need, alternatives screening analysis (including selection of the Build Alternative), and the preferred alternative. Invitation letters to cooperating agencies were mailed on July 8, 2011 (see Appendix B). The FTA and USEPA agreed to participate as cooperating agencies in Tier Two.

Agencies without jurisdiction or special expertise, but with an interest in the project, were invited to be participating agencies, per SAFETEA-LU. Invitation letters to these agencies were mailed on July 8, 2011. Agencies that accepted the invitation are listed in Appendix A of the *Stakeholder Involvement Plan*. Participating agencies are expected to provide timely comments on the project's purpose and need, study methodologies, range of alternatives, environmental impact analyses, and the preferred alternative.

Scoping

Scoping is a process that CEQ requires in implementing NEPA. Regulatory agencies and stakeholders are asked to describe important issues that relate to the project, as well as other issues that do not require detailed analysis. It can be a formal or informal process. For the EO-WB project, scoping took place at several venues – CPG meeting, NEPA/404 Merger Group

meeting, and PIM Number 1 (see subsection 4.2.1.2). Scoping activities that occurred at these meetings are described in the following subsections.

4.2.1.2 Project Initiation Activities

A number of activities occurred to kickoff Tier Two of the EO-WB project. These activities ranged from internal project team meetings to meetings with regulatory resource agencies and area communities. These are described below.

Project Team Meetings

- **Project Management Team Meetings.** The PMT provided the foundation from which the project would develop. The scope of Tier Two engineering, environmental, and public involvement activities were determined by the PMT. The timeframes agreement, *Stakeholder Involvement Plan*, and cooperating and participating agencies to be invited were solidified. Strategies for validating the project's purpose and need, screening the project alternatives, and identifying the build alternative(s) were determined at PMT meetings. The determination to add FAA and the Illinois Tollway as joint lead agencies was made by the PMT.
- **Project Study Group (Working Group) Meetings.** The GWG, TWG, DWG, and EWG were assembled at the outset of the project to design solutions for achieving the project's purpose and need and ensuring that those solutions meet regulatory requirements while they minimize environmental and socioeconomic impacts. The GWG was charged with developing roadway alternatives for both the ICP and 2040 Build Alternative. In the development of both, the GWG worked closely with the TWG and DWG to incorporate the transit facilities that the TWG recommended and the drainage solutions that the DWG identified into the GWG's proposed design. The EWG communicated regularly with the other working groups to ensure that the proposed roadway, transit, and drainage features of the project minimized impacts to sensitive resources, complied with environmental regulations, and optimized the opportunities for mitigation.

Agency and Public Involvement Meetings

The project team also met with regulatory resource agencies and members of the public to initiate Tier Two of the EO-WB project. These are identified in Table 4-1 and are described below.

• One-on-one Community Meetings: November and December 2009; January, March, April, May, June, October, and November 2010	• NEPA/404 merger meeting: September 2010
• Illinois Tollway: February, March, May, July, and October 2010 and January 2011	• Newsletter Number 9: September 2010
• FAA: June, July, and November 2010	• PIM: September 2010
• Speakers' Bureaus: June and November 2010; February, September, and November 2011	• Regulatory Resource Agencies: December 2010
• Project CPG/Task Force Meeting: August 2010	

- **Regulatory Resource Agency Coordination.** On September 9, 2010, members from the EO-WB project team attended the NEPA/404 merger meeting to present an overview of Tier Two and conduct scoping. Because the USACE was not in attendance at the September 9, 2010, NEPA/404 merger meeting, a separate meeting was held on December 17, 2010, to conduct scoping with USACE representatives. Representatives of USEPA and USFWS were in attendance also. The following were identified at the meetings as important topics to address in Tier Two:
 - Evaluating the possibility of reducing air emissions during construction by using locally sourced materials (e.g., spoil from the OMP).
 - Using the MOVES model to evaluate PM_{2.5} emissions if it is decided that a hot-spot quantitative analysis should be conducted.
 - Evaluating greenhouse gas effects.
 - Evaluating noise impacts in environmental justice areas.
 - Seeking to improve water quality at all creeks in the project corridor.
 - Incorporating water quality and quantity best management practices.
 - Considering various mitigation options that satisfy the regulatory agencies.
 - Evaluating green infrastructure practices and using recycled materials.

Other Agency Meetings

Project team members met or corresponded with agencies that have an interest in the project as part of initiating Tier Two. At these meetings, information was gathered so that the project engineers could consider sensitive resources during the alternatives development and refinement stages.

- **Federal Aviation Administration.** The FAA became involved in the project because improvements are proposed near and on O'Hare Airport property, which is regulated by the FAA. Restrictions related to airspace, navigational aids, and the conversion of airport property to surface transportation uses were all potential actions requiring FAA approvals. Therefore, the FAA agreed to join Tier Two as a joint lead agency with the agreement that their actions and the impact of those actions be fully disclosed in the EIS being prepared for the EO-WB project.
- **Illinois Tollway.** The Illinois Tollway has been involved in both Tier One and Tier Two of the process for the EO-WB project. In the early stages of the project, the Illinois Tollway's interest was to ensure congruence between the proposed improvements and the existing tollway facilities. Data that were shared included existing and projected traffic numbers, as well as ongoing and planned projects along the tollway facilities within the project corridor. These data were used to determine the scope and limits of project-related work along tollway facilities. Illinois Tollway staff was also a member of the EWG, DWG, and GWG and attended meetings and provided input on Illinois Tollway requirements with regard to environmental processes and design components. Additionally, the evaluation of funding sources concluded that tolling was the only viable solution for project implementation. As such, the Illinois Tollway agreed to implement the project and joined as a lead agency in 2011.

Public and Stakeholder Outreach Activities

- **Corridor Planning Group and Task Force Meeting.** A newsletter was issued in September 2010 announcing the start of Tier Two, and outlining the public involvement activities that lay ahead. The CPG and Task Forces had been assembled for the first time a month earlier to initiate their involvement in Tier Two. In their working session they addressed the following topics:
 - Local roadway design improvements under consideration.
 - Financing strategies and the potential effects of tolling the roadway versus keeping it a freeway.
 - Transit station locations, parking, and access along the existing Elgin O’Hare corridor.
- **Community Meetings.** During the project initiation stage, 19 community meetings were held during the six months between November 2009 and April 2010 to introduce the scope and schedule for Tier Two, a recap of Tier One, the alternative development approach in Tier Two, and the travel forecasting required to support the sizing and extent of the improvements. Some of the highlights of these meetings included:
 - Briefing the communities on the *Tier One ROD*, and how that decision affects work in Tier Two, particularly the development of alternatives.
 - Briefing on Tier Two scope and schedule, consisting of detailed engineering and environmental studies that would advance the project to the next stage to include final design and construction. Tier Two would be completed by the end of 2012, and deliverables would consist of a Tier Two Final EIS and ROD, a design study report, financial plan, project management plan, location drainage report, and an Access Justification Report for I-290.
 - An overview of the traffic forecasting to support Tier Two. Traffic forecasting would be completed through 2040 for both the No-Build Alternative and Build Alternative. The approach supporting the forecasting included a unique approach to population and employment forecasts for the area built on a market-based real estate assessment, wherein the development potential of the area was evaluated with and without transportation improvements.
 - An overview of the alternative development process was presented, emphasizing that for this phase of work, alternatives were in the form of design refinements, including mainline sizing, interchange alternates, and preservation of transit in the corridor.
 - An interchange study for North Avenue/I-294 that was conducted separately by the City of Northlake, which was integrated into the EO-WB project process. The objective of early meetings was to exchange information on preliminary engineering concepts in the locale of North Avenue, share traffic forecast data, establish a schedule for deliverables, and identify other data input critical to preparation of timely deliverables.
- **Public Information Meeting.** The PIM Number 1 in Tier Two was held in Itasca, Illinois, on September 21, 2010 and was attended by 158 people. Display materials included:
 - Tier One corridor location decision.
 - Comparison of level of detail between Tier One and Tier Two.
 - Tier Two Alternative development process.
 - Interchange locations.
 - Financing options and funding sources.
 - Transit facilities and station locations.

- Bicycle and pedestrian facilities.
- Aesthetic design considerations.

The meeting produced 17 written comments, consisting of general support for the project, questions about bicycle and transit accommodations, questions about interchange access, possible diversion of traffic to arterial routes from a tolled facility, personal property impacts, local drainage issues, and informational requests (i.e., exhibit materials, maps). The comment period remained open until October 12, 2010, and yielded two more comments.

- **Website.** The updated project website was launched November 11, 2010 with Tier Two information. Information for users to view or download included an overview of Tier Two, with schedule and objectives, and with exhibits showing preliminary engineering activities (interchange alternates at the nine interchange areas), environmental constraints, and preliminary options for financing and construction sequencing.
- **Speakers' Bureau.** An overview of Tier Two was provided at the meetings of the Chicago Society of American Military Engineers Post on June 16, 2010; NAI Hiffman – Association of Industrial Real Estate Brokers on November 9, 2010; the Transportation and Highway Engineering conference at the University of Illinois on February 22, 2011; the Naperville Chamber of Commerce on September 19, 2011; the Roadbuilders' Association on September 21, 2011; and the Illinois Section of American Society of Civil Engineers on November 10, 2011.

4.2.2 Purpose and Need Development

The purpose and need that was developed in Tier One was revisited in Tier Two after it was determined that the project's planning horizon would be updated from 2030 to 2040 to be consistent with the newly adopted regional transportation plan, *GO TO 2040 Comprehensive Regional Plan* (CMAP, 2010). The expectation was that the purpose and need statements (e.g., improve regional and local travel, improve travel efficiency) from Tier One would remain valid in Tier Two, but the updated travel analysis stemming from new 2040 travel forecasts would be used to update the detailed technical discussion in the document. During several public involvement events and regulatory resource agency meetings, the public, stakeholders, resource agencies, and community representatives were informed that the purpose and need statement was being updated to 2040. These meetings included: PIM Number 1 in September 2010, the second CPG and Task Force meeting in November 2010, a meeting with resource agencies in December 2010, community meetings in January 2011, and the NEPA/404 merger meeting in February 2011. Recipients of Newsletter Number 10, which was distributed in March 2011, were apprised that the project's purpose and need statement was being updated to reflect 2040 forecasts and were invited to the April 2011 PIM.

In early 2011, the 2040 traffic analysis was completed, the PMT and joint lead agencies reassessed the project's purpose and need statement, and (ultimately) the purpose and need statement was validated for Tier Two. The Purpose and Need, along with the updated traffic analysis, were presented for public review and comment at the April 2011 PIM. An exhibit describing the project's transportation needs was displayed alongside traffic analysis results, which influence the project's needs. The exhibit highlighted traffic analysis results that had changed between the 2030 and 2040 analyses. The 2040 traffic analysis results were presented to the CPG, Task Force, and communities in July 2011.

Regulatory resource agencies had a preview of the updated purpose and need statement at the February and June 2011 NEPA/404 merger meetings. Concurrence was granted at the September 2011 NEPA/404 merger meeting.

4.2.3 Identification of the Range of Alternatives to be Considered

Development and evaluation of project alternatives were the products of much coordination and input from technical working groups and the public. This process started with the development of a strategy or methodology for the development of alternatives. The result of this work concluded that the process in Tier Two would be very different from Tier One. Whereas, the location of the proposed improvements was established in Tier One, the work in Tier Two focused on the refinement of design features within the preferred project corridor with the objective of assembling the least impactful, most cost-effective, and travel-efficient project elements that would be part of the complete Build Alternative. Thus, Tier Two was a detailed examination of design alternates for the facility type (i.e., freeway, toll road, or a combination), interchange types, mainline requirements, transit requirements, and drainage. Stakeholder participation was integral to this process as it advanced through each element of design.

4.2.3.1 Approach to Project Refinements

The methodology for developing the design features of the proposed project was primarily the work of the technical project team. The technical team conceived the overall approach and used the GWG as its principal sounding board. Once the concept was developed, various groups provided input, including comments from working groups (i.e., EWG, DWG), the communities via the one-on-one meetings, agencies, CPG, public meeting venues, newsletters, and the website. The stakeholders universally supported the proposed methodology. The opportunities for stakeholders to provide input on the methodology for developing and evaluating project alternatives are listed in Table 4-2.

TABLE 4-2
Stakeholder Opportunities: Project Refinements

<ul style="list-style-type: none"> Community One-on-One Meetings: March – June 2010 	<ul style="list-style-type: none"> PIM: September 2010
<ul style="list-style-type: none"> CPG/Task Force Meeting: August 2010 	<ul style="list-style-type: none"> NEPA/404 Merger Meeting: February 2011
<ul style="list-style-type: none"> Newsletter Number 9: September 2010 	

4.2.3.2 Development of the Facility Type Alternates

The examination of facility type alternates was used to evaluate funding options. Developing the facility as a freeway, toll road, or combination were considered. In the consideration of each, numerous funding options were evaluated, ranging from traditional public monies (e.g., federal highway funds, state funding) to user fees to public-private partnership options. The assessment of funding options quickly arrived at the conclusion that for a project of this magnitude, public monies would be severely constrained in the current economic climate and the foreseeable future. Alternatively, user fees were examined with the project implemented as a new element of the Illinois Tollway system or developed as a public-private partnership, wherein a private concern would construct and operate the facility. Stakeholders were fully informed of the funding options for the project. Facility-type options were presented for public input and comments several times (see Table 4-3).

<ul style="list-style-type: none"> • CPG/Task Force Meetings: August 2010 – September 2011 	<ul style="list-style-type: none"> • Community One-on-One Meetings: November 2010 – July 2011
<ul style="list-style-type: none"> • NEPA/404 Merger Meetings: September 2010, February 2011, June 2011, September 2011 	<ul style="list-style-type: none"> • Newsletter Number 10: March 2011
<ul style="list-style-type: none"> • PIMs: September 2010 and April 2011 	<ul style="list-style-type: none"> • PIM: April 2011
<ul style="list-style-type: none"> • Finance Working Group: September 2011 – November 2011 	

Stakeholders were provided with frequent opportunities to supply input on the selection of a preferred facility type alternate. Acknowledging that public monies were limited, stakeholders agreed that user fees would generate the funding necessary to develop the project in the most expeditious timeframe. The final recommendation from the Governor’s Advisory Council identified the Illinois Tollway as the preferred implementer. In September 2011, the Illinois Tollway Board of Directors enacted a system toll increase that would finance their 15-year capital improvement program, *Move Illinois: The Illinois Tollway Driving the Future*, which includes the EO-WB project (Illinois Tollway, 2011). The program would provide \$3.1 billion (estimated funding at the mid-point of construction) in funding for the project. The project budget identifies an additional \$300 million to be contributed by others. The Council’s finance working group reconvened in September 2011, under the guidance of DuPage County, to assess the funding options for the monies to be contributed by others.

In October 2011, Elk Grove Village presented a proposal to the finance working group that included deferring the north leg of the West Bypass corridor from the Illinois Tollway’s capital improvement program in order to reduce the overall cost of the project to eliminate the need for \$300 million in funding from other sources. In response to the proposal, the Illinois Tollway and IDOT assessed the ramifications of deferring the north leg of the West Bypass corridor including the effects on the overall scope of the project, the project’s purpose and need, the Illinois Tollway cost share policy, and funding needed to complete the north leg of the West Bypass corridor at a future date. On November 30, 2011, the Illinois Tollway presented a summary of their analysis of the proposal, specifically that the preferred course of action would be to maintain the originally conceived ICP. Work has resumed by the finance working group in search of funding sources for the \$300 million.

4.2.3.3 Development of the Interchange Type Alternates

The development of the interchange alternates prompted the most stakeholder involvement. Stakeholders provided their input regarding interchange type alternates on frequent occasions (see Table 4-4). Access was considered a priority by all communities; therefore, the configuration of the interchanges to provide the optimal access was of critical interest. The consideration of interchange alternates was grouped into nine areas (see Exhibit 2-4A). In some cases, an area included only one interchange, while other areas included several related interchange locations. The technical arm of the team developed up to seven alternates in each of the nine areas. These alternates were further reviewed by the GWG for compliance with standards, constructability, and operational characteristics. The EWG examined the alternates in

terms of their impacts on environmental resources, and slight adjustments in the configuration of alternates were made in many cases to avoid loss of resource or to reduce impacts to commercial and industrial properties.

TABLE 4-4
Stakeholder Opportunities: Development of Interchange Type Alternates

<ul style="list-style-type: none"> Community One-on-One Meetings: March 2010 – December 2011 	<ul style="list-style-type: none"> Newsletter Number 9: September 2010
<ul style="list-style-type: none"> OMP: March – October 2010 	<ul style="list-style-type: none"> PIMs: September 2010 and April 2011
<ul style="list-style-type: none"> CPG/Task Force Meetings: August 2010 – September 2011 	<ul style="list-style-type: none"> Regulatory Resource Agencies: July, September, and October 2011
<ul style="list-style-type: none"> NEPA/404 Merger Meetings: September 2010, February 2011, June 2011, September 2011 	

Once the working groups were satisfied with the range of alternates, the stakeholders were engaged. Project team members met with the communities affected by the interchange alternatives in each of the nine areas to present the various interchange forms and discuss the advantages and disadvantages of each. The affected communities provided their reaction as to how well the interchange alternates addressed their community interests. In general, the villages of Roselle and Schaumburg supported alternates that provided good service, limited impacts to adjacent properties, and were compatible with transit operations. The Village of Itasca expressed support for maximizing access between I-290 and the Elgin-O'Hare Expressway and surrounding development. Optimizing access to planned redevelopment of aging properties was of great interest to the Village of Wood Dale. Bensenville supported geometric features that provided improved access to existing businesses. Franklin Park expressed support for maximizing access to the industrial businesses while reducing displacements. Elk Grove Village expressed interest in providing the greatest access to area businesses with the least impact on local roadway operations. The design team, after receiving input from the communities, improved the interchange designs to better address the needs of the communities. As such, the input from the communities was central to many of the decisions that were made regarding the interchange alternates carried forward in the process.

4.2.3.4 Agency Concurrence

In the summer of 2011, agreement was reached on the recommended alternates for the various design features. These recommended features were brought together to form the Build Alternative. At that time, concurrence on the alternates to be carried forward was requested from the regulatory resource agencies in the NEPA/404 Merger Group. The project team briefed the merger agencies on the process of developing alternates on two occasions (February 15, 2011 and June 28, 2011).

On September 8, 2011, formal concurrence was sought. The agencies deferred concurrence pending further information regarding the use of best management practices for water quality enhancement and regarding details concerning the interchange alternates. Specific information regarding available right-of-way also was requested to determine if the Build Alternative would provide for sufficient space to incorporate best management practices. Following the September

8 meeting, five separate discussions/meetings were conducted with the USACE, USEPA, and USFWS. During the series of meetings, the agencies were presented with detailed mapping of the proposed project, interchange alternates, the right-of-way, and an assessment of potential locations for best management practices.

It was generally agreed that the analysis of interchange alternates was complete, and that the incorporation of best management practices could be accomplished with the recommended alternates. It was further agreed that best management practices would be described as an element of the proposed improvement, and that the potential locations for best management practices be discussed in the Draft EIS, and a more specific concept for the location, type, and scale of best management practices be prepared for inclusion in the Final EIS. Overall, the agencies were satisfied that the alternative development process was appropriate to Tier Two, and concurrence was solicited from FHWA via correspondence. Concurrence was granted by all parties in October 2011 for the alternates (Build and No-Build Alternatives) to be carried forward (see Appendix B).

4.2.3.5 Development of Aesthetic Features

A unique component of the development process for the alternates is the definition of an overall concept for integrating aesthetic features into the EO-WB project improvement plan. To address these requirements, the proposed project created the CAAT, made up of representatives of each of the communities immediately adjacent to the planned improvements, as well as members of groups and agencies with an interest in the overall aesthetics of the corridor.

A series of four workshops were conducted. The first workshop focused on corridor character. CAAT members identified several key words to describe the existing conditions or the future vision for each section of the corridor. Some words, such as “gateway” and “multimodal,” were common to all sections. However, for the most part, the descriptors in the west and central sections were more rustic, including “quaint” and “prairie,” while the north and south sections were more urban or industrial in nature such as “efficient,” “aviation,” and “economic engine.”

The group selected an overall theme for the project to discuss at the second meeting. The preference was for a signature gateway theme. “Gateways to the Future” was chosen and featured a simple continuous palette of landscape and hardscape throughout the corridor with customized elements highlighting each community. The third meeting focused on specific design elements, ranging from low-cost to signature elements that could be implemented within the corridor. The final meeting included endorsement of a set of design guidelines that, in addition to defining specific applications and areas of enhancement, highlights the following project objectives:

- Aesthetics should be scalable and appropriate for the multiple users in these corridors.
- Aesthetics should highlight and support new functions and improved efficiency of the corridors.
- Aesthetics should highlight improved areas of accessibility.
- Sustainable best management practices should be considered in selecting aesthetic treatments.

4.2.3.6 Development of Other Roadway Features

The development of the Build Alternative considered several other features that would have an impact on the project footprint or right-of-way requirements. Among these were the transit, drainage, best management practices, and bicycle/pedestrian elements. Transit has been a widely accepted element of the overall project, and there has been strong support for its inclusion from the early stages of Tier One.

In Tier Two, the focus has been on the details of transit including its right-of-way needs, station location, and parking. A technical analysis of the space requirements for right-of-way was conducted and accepted by the TWG. In regular meetings with the transit providers, it was concurred that a median width of 60 feet would be sufficient for either BRT or LRT, and the right-of-way would be expanded to 90 feet at station locations. The station locations were of great interest to the communities, and their comments and opinions about station locations were requested at a meeting with each community. Two adjustments in station location were affected by these comments – the Hamilton Lakes’ Development station and the Wood Dale station. Additionally, the Village of Hanover Park requested extending transit service to its community from the Schaumburg station. An examination of six alternates identified one that has been recommended for inclusion in the overall transit solution. Companion to the station location input, communities offered ideas about preferred locations for station parking (see Exhibit 2-7 for station locations).

The bicycle and pedestrian element of the plan drew interest from all affected communities. In the development of the plan, all affected communities were engaged with the particulars of the plan, and each provided its input on local bicycle and pedestrian needs, linkages to activity centers, and local bikeways. The final plan provides predominately east-west bicycle facilities with other elements serving north-south travel.

Drainage is an issue important to all areas in northeastern Illinois. Whereas, many communities already experience flooding issues, the management of stormwater from a large transportation facility was of concern. IDOT clarified that the implementation of roadway drainage would take into consideration IDOT and Illinois Tollway criteria, and ordinances of DuPage and Cook counties. Several communities suggested that IDOT should consider drainage solutions that address the roadway needs, as well as existing community needs. The existing needs for several communities are being examined further, including Village of Franklin Park, City of Wood Dale, Bloomingdale Township, and Village of Itasca, as well as CDA.

Stakeholder opportunities for the development of other roadway features, such as transit, drainage, and bicycle/ pedestrian accommodations, are listed in Table 4-5.

TABLE 4-5
Stakeholder Opportunities: Development of Other Roadway Features

• RTA: October 2009 – November 2011	• PIMs: September 2010 and April 2011
• Community One-on-One Meetings: March 2010 – July 2011	• NEPA/404 Merger Meetings: September 2010, February 2011, June 2011, September 2011
• OMP: May – October 2010; December 2011	• Active Alliance: November 2010 and October 2011
• MWRDGC: June – October 2010; September 2011	• CPG/Task Force Meetings: August 2010 – March 2011

4.2.4 Identification of the Preferred Alternative

The Preferred Alternative was identified after extensive coordination with community leaders and regulatory resource agencies, and receiving input from affected residents and business owners. The Tier Two Draft EIS, which presented alternatives under consideration, was distributed to libraries, community leaders, stakeholders, and regulatory resource agencies for review and comment. A Public Hearing was held to provide the opportunity for area residents and other stakeholders to view the Tier Two Draft EIS and engineering drawings, and also to ask questions to the project team members. Meetings were held with community leaders to gain input on the design details of the Build Alternative. Consultation occurred regularly with regulatory resource agencies regarding environmental and socioeconomic impacts of the project and appropriate mitigation measures. Coordination activities are described in the following subsections.

4.2.4.1 Tier Two Draft EIS and Public Hearing Comments

The Tier Two Draft EIS was published and distributed for public review and comment in March 2012. The Notice of Availability was published in the Federal Register on March 30, 2012, signaling the beginning of the comment period. The comment period continued until May 14, 2012. During that time, a Public Hearing was held on April 18, 2012 to encourage input and comments on the proposed plan.

Comments were received from various sources including regulatory resource agencies, interest groups, special districts, municipalities, and the public, as summarized below.

The regulatory resource agency comments stressed the importance of implementing effective best management practices for reducing impacts to water quality and wetlands while honoring the FAA's requirements for reducing the wildlife attractants near airports. Other agency comments included consideration of fish and wildlife passage at greenways/stream crossings, and an interest in wetland and waters mitigation.

Interest groups/authorities commented on a variety of issues including: potential chloride pollution and practices to reduce chloride impact to receiving waters; bicycle and pedestrian compliance with Complete Streets Policy; concerns about an exit ramp location on I-294 that would impact the Maywood Sportsmen's Club; preserving fire department access to hydrants; providing emergency vehicle turn-a-rounds; impacts to the Touhy Flood Control Reservoirs; and approval of a construction sequencing plan by the owning agency.

The general public comments were specific to private property impacts, noise barrier locations, design issues, and requests for information (e.g., maps).

Each of the comments received during the comment period were reviewed. Detailed responses have been written and sent to everyone that commented during the Tier Two Draft EIS comment period. Appendix B contains a copy of the comments and the responses that were prepared by IDOT.

4.2.4.2 Coordination with Communities and Other Stakeholders

The municipalities have been engaged in the project throughout the development process, and have contributed to a solution that is compatible with their individual needs and the needs of the project as a whole. Since the circulation of the Tier Two Draft EIS, the communities were asked to review the engineering drawings for those portions of the project that affect their

community. Individual meetings were conducted with all of the affected communities between April and July of 2012. Most of the communities suggested design changes that would affect details of the project, but did not affect the overall concept. Among the major comments were shifting the location of an off-ramp along I-294, provision of a continuous frontage road between IL 83 and York Road, and an improved circulation pattern in the Hamilton Lakes' Development. Recommendations for further refinements of the intersection options at IL 72 and Elmhurst Road were also received from communities, including Elk Grove Village. Project team members worked with community representatives to develop an intersection improvement that met the traffic needs of the area without major disruption to surrounding commercial and industrial properties. In late July 2012, a meeting was held with stakeholders to review the final design details of the preferred intersection type. At that meeting, it was agreed that the Quadrant Bypass (Old Higgins Road) Alternate is the preferred alternate (see Appendix B for concurrence letter from Elk Grove Village).

In June 2012, IDOT hosted the last CPG meeting. The presentation summarized the Public Hearing comments, status of the Tier Two Final EIS, project sequencing during implementation, and transition to the Local Advisory Committee under the leadership of the Illinois Tollway.

4.2.4.3 Agency Concurrence

A project update was presented to the NEPA/404 merger group in June 2012. A comparison of the No-Build and Build Alternatives was provided, in addition to a comparison of the interchange alternates at the Elmhurst Road and I-90 interchange and intersection alternates at the IL 72 and Elmhurst Road intersection. Concurrence of the Preferred Alternative and alternates was requested and received at the September 6, 2012 NEPA/404 Merger Meeting. The Build Alternative is the Preferred Alternative, the diverging diamond (Alternate 4) is the preferred alternate at the Elmhurst Road and I-90 interchange location, and the Quadrant Bypass (Old Higgins Road) Alternate is the preferred alternate at the IL 72 and Elmhurst Road intersection location.

4.2.5 Other Coordination

Coordination with regulatory/resource and public safety agencies was required to ensure that the improvements are compliant with environmental regulations and minimize environmental and social impacts. The following topics required additional coordination with the agencies to ensure that these stipulations were satisfied.

4.2.5.1 Bird Survey

The USFWS, INHS, IDOT, and the project team met on March 4, 2010, to discuss the potential need for a bird survey as part of Tier Two environmental studies. This meeting was held in response to the Tier One Draft EIS comment letter from USFWS and a subsequent meeting on December 1, 2009, to discuss the letter. The purpose of the bird survey would be to determine which species (particularly migratory birds, or rare and declining species) could be affected by noise as a result of the proposed EO-WB project improvements. Five potential bird survey sites were discussed with USFWS at the meeting. These sites were identified by the project team prior to the meeting, based on an aerial review and a field visit by INHS, IDOT, and consultant staff.

The urban nature of the project corridor, existing noise generators, and existing and projected traffic volumes were also discussed with USFWS at the meeting. USFWS requested that

additional information regarding the traffic volumes be provided for its review. In an e-mail dated March 31, 2010, USFWS stated that bird surveys were not necessary to determine the potential noise impacts on birds. This determination was based on the high volume of traffic in the existing condition and the relatively long distance between the project corridor and habitat areas of concern.

4.2.5.2 Mitigation

Mitigation of natural resource impacts has been discussed with the cognizant resource agencies for an extended period of time (see Table 4-6). The primary issues have included the use of best management practices for enhancing the quality of roadway runoff before reaching local receiving waters, reduction of chlorides being discharges to local waterways, consideration of fish and wildlife passage at stream crossings, restoration of displaced wetland/waters, application of practices that would reduce air pollutants during construction, and compliance with the FAA's Wildlife Advisory Circular. Repeated meetings on these topics have resulted in mitigation measures that will benefit the environment for the long-term (see subsection 3.21). At the agency meeting in July 2012, concurrence was reached on all of the major mitigation strategies and the manner they would be presented in the Tier Two Final EIS.

• USACE, USEPA, USFWS: December 17, 2010	• USEPA: September 14, 2011
• CPG/Task Force Meeting: January 25, 2011	• FAA, USACE, USFWS: September 21, 2011
• FAA: March 21, 2011	• USACE, USEPA, USFWS: October 12, 2011
• IDNR: May 13, 2011	• USACE, USEPA, USFWS: January 30, 2012
• FAA, USACE, USEPA, USFWS: July 15, 2011	• FAA, USACE, USEPA, USFWS: March 7, 2012
• USACE, USEPA, IEPA, IDNR, USDA, USFWS, FAA: July 23, 2012	

4.2.5.3 Air Quality Analysis

Several agencies have been consulted to develop the methodology for the air quality impact analysis. IDOT and FHWA had multiple telephone calls and meetings with USEPA, IEPA, and CMAP to determine the methodology for the PM_{2.5} quantitative hot-spot analysis and methodology for the MSAT analysis. It was determined that MOVES would be used for the air quality analysis for both PM_{2.5} and MSAT. The local methodology and analysis results were discussed at Tier Two interagency consultation meetings, which were attended by FHWA, USEPA, IDOT, IEPA, FTA, and CMAP.

4.2.5.4 Section 4(f)

The proposed improvements would require temporary involvement with four Section 4(f) resources: the Salt Creek Golf Course, two Schaumburg Bicycle Paths, and the Salt Creek Greenway Trail. A temporary easement would be required at the golf course entrance to blend the profile of the driveway and the improved Prospect Avenue. Safety or logistical reasons may require the temporary rerouting of the three bicycle facilities during construction. The Wood

Dale Park District is the owner with jurisdiction over the golf course, the Village of Schaumburg is the owner with jurisdiction over the two Schaumburg Bicycle Paths, and the City of Wood Dale is the owner with jurisdiction over the Salt Creek Greenway Trail where it crosses the project corridor. In the summer of 2011, the proposed improvements and how they would temporarily affect the resources were discussed with the owners with jurisdiction. Bicycle facility detours that may be temporarily required were determined during these conversations. Subsequently, written concurrence was obtained from the owners with jurisdiction that the temporary involvement with the resources would not adversely impact the function of the resources (see Appendix B).

4.2.5.5 O'Hare Airport

Coordination has occurred with CDA and OMP personnel regarding project activities that involve O'Hare Airport property and OMP projects. As a portion of the West Bypass corridor will be located on O'Hare Airport property, discussions have been held with CDA chief counsel regarding the requirements involved in using airport property for roadway improvements under FAA's Land Use Release policy. In January 2012, it was determined that any conversations regarding the use of airport property for the roadway would be deferred until after the Tier Two ROD is completed. Meetings have also occurred with CDA and OMP staff in order to relay project status, discuss compatibility of the EO-WB project with planned airport projects, review advancing design work for the EO-WB project, and exchange information helpful to the analysis and design of the EO-WB project.

4.2.5.6 Emergency Response

Fire and police personnel from local departments along the project corridor were consulted to determine how emergency responders utilize the existing facility and the ways in which the proposed improvements would impact emergency response during and after construction. Emergency response facilities located in the communities were identified, such as the number and location of police and fire stations, fire districts, service areas (if more than one station exists). Emergency responder's activities and standards for response time were discussed. Routes used through the communities and primary routes to frequently accessed hospitals during emergency responses were identified. Any restrictions for travel on limited-access facilities were discussed.

The consensus was that emergency response within the project area will benefit from the completed EO-WB project. However, many challenges were noted and discussed, including the provision of local access before, during, and after construction, as well as availability of alternative routes before, during, and after construction.

Emergency response personnel also provided input with regard to activities that have potential to minimize impacts to emergency response activities and expressed the need for additional coordination as the project moves forward. These methods are described in subsection 3.5.4.