

Appendix A
Geographic Information System Source List

APPENDIX A

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

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

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

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

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

GIS Data Layers

FILE NAME	DESCRIPTION	SOURCE	FILE TYPE	DATE	REF SCALE	COORDINATES	PROJECTION	GENERAL COMMENTS
BASE MAPPING								
IDOT_Study_Area.shp	Study Area Project Boundary	Project Team	Shapefile	2007	UK	West: -88.060466 East: -87.828875 North: 42.077980 South: 41.881175	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	
ill_communities_2000census.shp	Illinois Community Boundaries	U.S. Census Bureau	Shapefile	2000	UK	West: -91.466901 East: -87.522576 North: 42.508284 South: 36.970298	GCS_North_American_1983	
ill_counties_2000census.shp	Illinois Counties Boundaries	U.S. Census Bureau	Shapefile	2000	UK	West: -91.513079 East: -87.496494 North: 42.508302 South: 36.970298	GCS_North_American_1983	
ill_townships_2000census.shp	Illinois Township Boundaries	U.S. Census Bureau	Shapefile	2000	UK	West: -91.513079 East: -87.496494 North: 42.508302 South: 36.970298	GCS_North_American_1983	
Census_blk5_all	Census Blocks for Study Area	U.S. Census Bureau	Shapefile	2000	UK	Left: 1038544.758 Right: 1106233.212 Top: 1958792.296 Bottom: 1908550.014	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	COMBINED CENSUS BLOCK DATA FOR COOK AND DUPAGE COUNTIES. POPULATION AND INCOME DATA IS ATTACHED WITH EACH CENSUS BLOCK.
2000_census_blkgrp_all	Census Block Groups for Study Area	U.S. Census Bureau	Shapefile	2000	UK	Left: 1035506.769 Right: 1108414.264 Top: 1958792.242 Bottom: 1902423.304	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	COMBINED CENSUS BLOCK GROUP DATA FOR COOK AND DUPAGE COUNTIES. POPULATION AND INCOME DATA IS ATTACHED WITH EACH CENSUS BLOCK GROUP.
ill_senate_dist_2006	Illinois Legislative Senate Districts	U.S. Census Bureau	Shapefile	2006	UK	West: -91.513079 East: -87.496494 North: 42.508302 South: 36.970298	GCS_North_American_1983	
ill_house_dist_2006	Illinois Legislative House Districts	U.S. Census Bureau	Shapefile	2006	UK	West: -91.513079 East: -87.496494 North: 42.508302 South: 36.970298	GCS_North_American_1983	
Chicago-LG.Map	Aerial Photography of Chicagoland	AirPhotoUSA	PhotoMapper Map	1998	3 ft Res.	West: -88.538868 East: -87.290562 North: 42.473664 South: 41.490492	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	
Chi-99pc-Lg.Map	Aerial Photography of Chicagoland	AirPhotoUSA	PhotoMapper Map	1999	3 ft Res.	West: -88.575076 East: -87.294166 North: 42.496225 South: 41.450291	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	
Airphoto_april2006	Aerial Photography of Chicagoland	City of Chicago	Ralser Catalog	2006	1/2 ft Res.	West: -88.074487 East: -87.510979 North: 42.081783 South: 41.640093	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	
dtl_cnty_Clip.shp	Illinois Counties Boundaries	ESRI	Shapefile	2000	1:100000	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA WAS CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
Quad Maps	USGS Quadrangle maps	USGS	SID Image	VARIOUS	1:24000	West: -88.707318 East: -87.523862 North: 42.495748 South: 41.201538	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA WAS EXPORTED FROM TERRAIN NAVIGATOR PRO SOFTWARE AT 400 DPI AND CONTAINS MAPS FOR THE SIX COUNTY AREA
ill_zipcodes_bndy.shp	Zip Code Boundaries	U.S. Census Bureau	Shapefile	2000	UK	West: -91.513079 East: -87.496494 North: 42.508302 South: 36.970298	GCS_North_American_1983	
placeply_Clip.shp	Municipal Boundaries	ESRI	Shapefile	2001	1:100001	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA WAS CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
IL_County_DuPage_Cadastral_Parcels_Polygons_20061231.shp	Addison Township Parcels	DUPAGE CO. GIS DEPT.	Shapefile	2007	1:20,000	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF ALL PARCELS WITHIN ADDISON TOWNSHIP AND INCLUDES PIN, ADDRESS, BILL NAME, PROP CLASS.
IL_County_DuPage_Cadastral_PLSSSections_Polygons_20061231.shp	DuPage County Section Bndy.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF ALL SECTION BOUNDARIES WITHIN DUPAGE COUNTY.
IL_County_DuPage_Cadastral_PLSSTownships_Polygons_20061231.shp	DuPage County Township Bndy.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF ALL TOWNSHIPS WITHIN DUPAGE COUNTY AND INCLUDES NAMES
IL_County_DuPage_Elevation_Contours_Lines_1991.shp	Addison Township Contours	DUPAGE CO. GIS DEPT.	Shapefile	1991	1:1,200	West: -88.127380 East: -87.919625 North: 41.994445 South: 41.862054	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF 2' CONTOURS AND SPOT ELEVATIONS COMPILED FROM 1:1200 SCALE AERIAL PHOTOGRAPHY ACQUIRED IN 1991
IL_County_DuPage_Elevation_SpotElevation_Points_1991.shp	Addison Township Spot Elevations	DUPAGE CO. GIS DEPT.	Shapefile	1991	1:1,200	West: -88.127380 East: -87.919625 North: 41.994445 South: 41.862054	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF 2' CONTOURS AND SPOT ELEVATIONS COMPILED FROM 1:1200 SCALE AERIAL PHOTOGRAPHY ACQUIRED IN 1991
IL_County_DuPage_GovernmentalUnits_County_Polygons_20061231.shp	DuPage County Bndy.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY BOUNDARY
IL_County_DuPage_GovernmentalUnits_DuPageCountyBoardDistricts_Polygons_20061231.shp	DuPage County Board Dist. Bndy.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY BOARD DISTRICT BOUNDARIES
IL_County_DuPage_GovernmentalUnits_ElectionPrecincts_Polygons_20061231.shp	DuPage County Election Precincts	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY ELECTION PRECINCTS
IL_County_DuPage_GovernmentalUnits_IllinoisRepresentativeDistricts_Polygons_20061231.shp	DuPage Co. IL Rep Districts	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY ILLINOIS STATE REPRESENTATIVE DISTRICT BOUNDARIES
IL_County_DuPage_GovernmentalUnits_IllinoisSenateDistricts_Polygons_20061231.shp	DuPage Co. IL Senate Districts	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY ILLINOIS STATE SENATE DISTRICT BOUNDARIES
IL_County_DuPage_GovernmentalUnits_MiscellaneousServiceDistricts_Polygons_20061231.shp	DuPage Co. TIF Districts	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF MISCELLANEOUS SERVICE DISTRICTS INCLUDING TIF AND BOND DISTRICTS
IL_County_DuPage_GovernmentalUnits_Municipalities_Polygons_20061231.shp	DuPage Co. Municipal Boundary	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF ALL MUNICIPALITIES WITHIN DUPAGE COUNTY AND NAMES
IL_County_DuPage_GovernmentalUnits_UnitedStatesCongressionalDistricts_Polygons_20061231.shp	DuPage Co. US Congressional Dist.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF U.S. CONGRESSIONAL DISTRICT BOUNDARIES WITHIN DUPAGE COUNTY

FILE NAME	DESCRIPTION	SOURCE	FILE TYPE	DATE	REF SCALE	COORDINATES	PROJECTION	GENERAL COMMENTS
ENVIRONMENTAL								
Streams.shp	Illinois Rivers and Streams	IEPA/ DPC/COOK CO	Shapefile	VARIOUS	1:24000	West: -160.220853 East: -66.988396 North: 49.376613 South: 18.922673	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	THIS DATA WAS CREATED FROM ESRI DATA AND DUPAGE COUNTY DATA CLIPED AMD MERGED TOGETHER.
Merged_watersheds.shp	Watershed Boundaries	IEPA	Shapefile	UK	UK	West: -98.119642 East: -87.176180 North: 42.500356 South: 41.333409	NAD_1983_UTM_Zone_16N	THIS DATA WAS REPROJECTED TO FIT PROJECT COORDINATES, IT INCLUDES THE LITTLE CALUMET PIKE ROOT CHICAGO DESPLAIN'S UPPER AND LOWER FOX RIVERS
STCONSRV_poly_region.shp	State Conservation Areas	ISGS	Shapefile	1996	1:100000	West: -90.801922 East: -87.524676 North: 41.675809 South: 37.093084	Lat Long for MAPINFO type 0 Datum	THIS DATA CONSISTS OF THE STATE CONSERVATION AREAS DIGITIZED FROM MAPS PROVIDED FROM DNR AND WAS REPROJECTED TO FIT PROJECT COORDINATES
STFWA_poly_region.shp	Fish and Wildlife Areas	ISGS	Shapefile	1996	1:100000	West: -90.656555 East: -87.716435 North: 42.318166 South: 37.767707	Lat Long for MAPINFO type 0 Datum	THIS DATA CONSISTS OF STATE FISH AND WILDLIFE AREAS DIGITIZED FROM MAPS PROVIDED BY DNR WAS REPROJECTED TO FIT PROJECT COORDINATES
aqmsg IL_region.shp	Major Aquifers	ISGS	Shapefile	1985	1:500000	West: -91.513379 East: -87.495219 North: 42.508323 South: 36.969912	Lat Long for MAPINFO type 0 Datum	THIS DATA CONSISTS OF THE DISTRIBUTION OF MAJOR SAND AND GRAVEL AQUIFERS IN AL OF ILLINOIS AND WAS REPROJECTED TO FIT PROJECT COORDINATES
CERCLIS Active.shp	Active CERCLIS Sites	USEPA	Shapefile	2008	UK			IN DEVELOPMENT
CERCLIS Arcived.shp	Arcived CERCLIS Sites	USEPA	Shapefile	2008	UK			
SRP Sites.shp	Site Remediation Sites	IEPA	Shapefile	2008	UK			
UST Sites.shp	Underground Storage Tank Sites	State Fire Marshall	Shapefile	2008	UK			
landfills.shp	Landfill Locations	IEPA	Shapefile	1997	1:24000	West: -88.665651 East: -87.515063 North: 42.490970 South: 41.249843	NAD_1983_StatePlane_Illinois_East_FIP S 1201	THIS DATA CONSISTS OF THE LOCATIONS OF LAND FILLS IN NORTHEAST ILLINOIS AS POINTS
100 Year Floodplain.shp	100 Year Floodplain	FEMA/DUPAGE CO	Shapefile	1993/2007	UK	West: -88.060466 East: -87.828875 North: 42.077980 South: 41.881175	GCS_North_American_1927	THIS DATA ORIGINATES FROM THE MERGING OF THE DUPAGE COUNTY DATA NAD FIRM DATA FOR COOK COUNTY. IT ALSO INCLUDES UPDATED TO WILLOW HIGGINS CREEK FROM CBBEL
well points.shp	Well Locations	ISGS	Shapefile	2007	UK	West: -88.142313 East: -87.777075 North: 42.100558 South: 41.879993	GCS_Assumed_Geographic_1	THIS DATA CONSISTS OF WELL (WATER) LOCATIONS FOR THE STUDY AREA AND WAS REPROJECTED TO FIT PROJECT COORDINATES
GLIN_Managed_Lands_region.shp	Managed Lands	GLIN	Shapefile	2004	UK	West: -88.705376 East: -87.524683 North: 42.495303 South: 41.152221	Lat Long for MAPINFO type 0 Datum	THIS DATA CONSISTS OF THE MANAGED LANDS IN NORTHEAST ILLINOIS OBTAINED FROM THE GREAT LAKES CONSERVATION DISTRICT AND WAS REPROJECTED TO FIT PROJECT COORDINATES
OWN6_poly_region.shp	Greenways/Trail Opportunities	NIPC	Shapefile	2002	1:100000	West: -88.705253 East: -87.524573 North: 42.495242 South: 41.201580	Lat Long for MAPINFO type 0 Datum	THIS DATA CONSISTS OF GREENWAYS AND TRAIL OPORTUNITIES IN ILLINOIS AND WAS REPROJECTED TO FIT PROJECT COORDINATES
Lust_Sites.shp	Leaking Underground Storage Tanks	ILEPA	Shapefile	2008	UK	West: -91.5826823 East: -87.38401652 North: 42.49563968 South: 36.95351896	GCS_North_American_1983 HARN	THIS DATA CONSISTS OF THE STATUS OF ALL ILLINOIS LUST INCIDENTS REPORTED TO THE ILLINOIS EMERGENCY MANAGEMENT AGENCY (IEMA) AND TO THE ILEPA
soilmu_a_i031.shp	Cook County Soils	USDA	Shapefile	2007	1:12,000	West: -88.264315 East: -87.516942 North: 42.154365 South: 41.468302	GCS_North_American_1983	THIS DATA EXTENDS FOR ALL OF COOK COUNTY AND ORIGINATES FROM HARDCOPY SSURGO MAPS FROM 1979
i043_a_polygon.shp	DuPage County Soils	USDA	Shapefile	2008	1:12,000	West: -88.262939 East: -87.914149 North: 41.994116 South: 41.685287	GCS_North_American_1983	THIS DATA EXTENDS FOR ALL OF DUPAGE COUNTY AND ORIGINATES FROM HARDCOPY SSURGO MAPS FROM 1979
IL_Soil_Associations_1984_Py.shp	Soil Associations	ISGS	Shapefile	1984	1:1,000,000	West: -91.510917 East: -87.022340 North: 42.510709 South: 36.968509	GCS_North_American_1983	THIS DATA CONSISTS OF SOIL ASSOCIATIONS FROM THE GENERAL SOIL MAP OF ILLINOIS, THIS COVERS ALL OF ILLINOIS AND WAS REPROJECTED TO FIT PROJECT COORDINATES
IL_Quat_Unit_Bndys_2500K_1996_Ln.shp	Quarry Deposits Line	ISGS	Shapefile	1996	1:2500000	Left: -91.510917 Right: -87.498703 Top: 42.510709 Bottom: 36.968509	GCS_North_American_1983	THIS DATA CONSISTS OF A GENERALIZED VERSION OF QUATERNARY DEPOSITS OF ILLINOIS AND WAS REPROJECTED TO FIT PROJECT COORDINATES
IL_Quat_Units_2500K_1996_Py.shp	Quarry Deposits Polygon	ISGS	Shapefile	1996	1:2500001	West: -91.5826823 East: -87.38401652 North: 42.49563968 South: 36.95351896	GCS_North_American_1983	THIS DATA CONSISTS OF A GENERALIZED VERSION OF QUATERNARY DEPOSITS OF ILLINOIS AND WAS REPROJECTED TO FIT PROJECT COORDINATES
IL_Geo_Unit_Bndys_500K_1967_Ln.shp	Geologic Unit Boundaries	ISGS	Shapefile	1967	1:500001	West: -91.5826823 East: -87.38401652 North: 42.49563968 South: 36.95351896	GCS_North_American_1983	THIS DATA CONSISTS OF THE DISTRIBUTION AND EXTENT OF THE BEDROCK GEOLOGIC UNIT BOUNDARIES AND FAULTS WITH IN ILLINOIS AND WAS REPROJECTED TO FIT PROJECT COORDINATES
IL_Bedrock_Topography_1994_Ln.shp	Bedrock Surface Contours	ISGS	Shapefile	1994	1:500000	West: -91.58050943 East: -87.38825182 North: 42.49669441 South: 36.9521143	GCS_North_American_1983	THIS DATA CONSISTS OF THE BURIED BEDROCK SURFACE OF ALL OF ILLINOIS AND WAS REPROJECTED TO FIT PROJECT COORDINATES
eorep_elgin_ohare.shp	Threatened and Endangered Species	ILDNR	Shapefile	2006	UK	West: -88.229666 East: -87.758902 North: 42.154369 South: 41.831631	GCS_North_American_1927	THIS DATA CONSISTS OF THREATENED AND ENDANGERED SPICES WITHIN THE PROJECT STUDY AREA AND WAS REPROJECTED TO FIT PROJECT COORDINATES
inai_elgin_ohare.shp	Illinois Natural Area Inventory Sites	ILDNR	Shapefile	2008	1:24000	West: -88.140550 East: -87.763872 North: 42.119195 South: 41.831656	GCS_North_American_1927	THIS DATA CONSISTS OF ILLINOIS NATURAL AREAS INVENTORY SITES WITHIN THE PROJECT STUDY LIMITS AND WAS REPROJECTED TO FIT PROJECT COORDINATES BASED ON AERIALS OR QUAD MAPS
inpc_elgin_ohare.shp	Land Protection Areas	ILDNR	Shapefile	2006	1:24000	West: -88.067085 East: -87.894077 North: 42.118347 South: 41.833465	GCS_North_American_1927	THIS DATA CONSISTS OF LAND PROTECTION AREAS OVERSEEN BY THE ILLINOIS NATURE PRESERVE COMMISSION(INPC) INCLUDES DEDICATED NATURE PRESERVES, REGISTERED LAND/WATER RESERVES, AND NATURAL HERITAGE LANDMARKS BASED ON 7.5 MINUTE QUAD MAPS
lake2004ucs.shp	303(d) Lakes 2004	IEPA	Shapefile	UK	UK	West: -91.203768 East: -87.503349 North: 42.493953 South: 37.094789	GCS_North_American_1927	THIS DATA CONSISTS OF LAKES LISTED ON THE 303(d) LIST FOR YEAR 2004
lake2006.shp	303(d) Lakes 2006	IEPA	Shapefile	UK	UK	West: -91.203993 East: -87.506709 North: 42.502799 South: 37.094844	GCS_North_American_1927	THIS DATA CONSISTS OF LAKES LISTED ON THE 303(d) LIST FOR YEAR 2006
npdes.shp	Outfall Points	IEPA	Shapefile	2003	UK	West: -91.515591 East: -87.458617 North: 42.506713 South: 36.980624	GCS_North_American_1927	THIS DATA CONSISTS OF DISCHARGE POINTS (OUTFALLS) FOR ILLINOIS REGULATED UNDER THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM. COVERS ALL OF ILLINOIS
park_dtl_Clip.shp	Parks and Preserves Locations	ESRI	Shapefile	2000	1:100000	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	THIS DATA WAS CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
wshed.shp	Illinois Watersheds	IEPA	Shapefile	UK	UK	Left: 2440541.5Right: 3568587.75 Top: 3450058.0 Bottom: 1441164.0	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	THIS DATA CONSISTS OF ALL WATERSHED/SUB-BASINS WITHIN ILLINOIS WE REPROJECTED TOP FIT IN PROJECT COORDINATES
strsite.shp	305 (b) Stream Monitoring Sites	IEPA	Shapefile	UK	1:24000	West: -91.584411 East: -87.419287 North: 42.504091 South: 36.963114	GCS_North_American_1927	THIS DATA CONSISTS OF STREAM MONITORING SITES LISTED ON THE 305(b) LIST
str2004ucs.shp	EPA Assessed Streams 2004	IEPA	Shapefile	2004	1:100000	West: -91.583288 East: -87.382822 North: 42.545903 South: 36.954291	GCS_North_American_1927	THIS DATA CONSISTS OF ILLINOIS STREAM DATA THAT DEFINES STREAMS LISTED ON THE 303(D) LIST AND WAS REPROJECTED TO FIT PROJECT COORDINATES
streams06.shp	EPA Assessed Streams 2006	IEPA	Shapefile	2006	1:100000	West: -91.583288 East: -87.382822 North: 42.545903 South: 36.954291	GCS_North_American_1927	THIS DATA CONSISTS OF ILLINOIS STREAMS BASED ON THE NATIONAL HYDROGRAPHY DATASET (NHD) AND ASSIGNED IEPA ID'S FOR ATTAINMENT ASSESSMENTS, AND WAS REPROJECTED TO FIT PROJECT COORDINATES
strm2004.shp	EPA Assessed Streams 2004	IEPA	Shapefile	2004	1:100000	West: -91.583288 East: -87.382822 North: 42.545903 South: 36.954291	GCS_North_American_1927	THIS DATA CONSISTS OF DELINEATED STREAMS OF ALL OF ILLINOIS BY THE IEPA BUREAU OF WATER IN THE 2004 ILLINOIS WATER QUALITY REPORT AND IDENTIFICATION IN THE 2004 ASSESSMENT DATABASE (ADB)
ddf_c100ln.shp	100 Year Floodplain Contour Line	DUPAGE CO. STORM WATER	Shapefile	2007	UK	West: -88.274371 East: -87.917320 41.994219 South: 41.684909	North: NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	THIS DATA CONSISTS OF DUPAGE COUNTY 100 YEAR FLOODPLAIN CONTOUR LINE
ddf_fwln.shp	Floodway Line	DUPAGE CO. STORM WATER	Shapefile	2007	UK	West: -88.274371 East: -87.917320 41.994219 South: 41.684909	North: NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	THIS DATA CONSISTS OF DUPAGE COUNTY FLOODWAY BOUNDARY LINES
ddf_fwpy.shp	Floodway Area	DUPAGE CO. STORM WATER	Shapefile	2007	UK	West: -88.274371 East: -87.917320 41.994219 South: 41.684909	North: NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	THIS DATA CONSISTS OF DUPAGE COUNTY FLOODWAY AREAS
ddf_m100ln.shp	100 Year Miscelanious Lines	DUPAGE CO. STORM WATER	Shapefile	2007	UK	West: -88.274371 East: -87.917320 41.994219 South: 41.684909	North: NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	THIS DATA CONSISTS OF DUPAGE COUNTY MISCELLANEOUS LINES
ddf_p100ln.shp	100 Year Floodplain Line	DUPAGE CO. STORM WATER	Shapefile	2007	UK	West: -88.274371 East: -87.917320 41.994219 South: 41.684909	North: NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	THIS DATA CONSISTS OF DUPAGE COUNTY 100 YEAR FLOODPLAIN BOUNDARY LINES
ddf_p500ln.shp	500 Year Floodplain Line	DUPAGE CO. STORM WATER	Shapefile	2007	UK	West: -88.274371 East: -87.917320 41.994219 South: 41.684909	North: NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	THIS DATA CONSISTS OF DUPAGE COUNTY 500 YEAR FLOODPLAIN BOUNDARY LINES
ddf_p500py.shp	500 Year Floodplain Polygon	DUPAGE CO. STORM WATER	Shapefile	2007	UK	West: -88.274371 East: -87.917320 41.994219 South: 41.684909	North: NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	THIS DATA CONSISTS OF DUPAGE COUNTY 500 YEAR FLOODPLIAN BOUNDARY AREAS
ddf_xsmln.shp	Cross Section Lines	DUPAGE CO. STORM WATER	Shapefile	2007	UK	West: -88.274371 East: -87.917320 41.994219 South: 41.684909	North: NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	THIS DATA CONSISTS OF DUPAGE COUNTY MODELED CROSS SECTION LINES
Cook FIRM.shp	Cook County FIRM	FEMA Q3 Data	Shapefile	1993	UK			
DuPage FIRM.shp	DuPage County FIRM	FEMA Q3 Data	Shapefile	1994	UK			
IL_County_DuPage_GovernmentalUnits_ParkDistricts Polygons_20061231.shp	DuPage Co. Park Dist. Boundary	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	THIS DATA CONSISTS OF ALL MUNICIPAL PARK DISTRICT BOUNDARIES WITHIN DUPAGE COUNTY (THIS IS NOT INDIVIDUAL PARKS)

FILE NAME	DESCRIPTION	SOURCE	FILE TYPE	DATE	REF SCALE	COORDINATES	PROJECTION	GENERAL COMMENTS
IL_County_DuPage_GovernmentalUnits_MosquitoAbatementDistricts_Polygons_20061231.shp	DuPage Co. Mosquito Districts	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF MOSQUITO ABATEMENT DISTRICTS
IL_County_DuPage_GovernmentalUnits_SurfaceWaterDistricts_Polygons_20061231.shp	DuPage Co. Surface Water Dist. Bndy.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 41.994219 South: 41.684909	North: NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF SURFACE WATER DISTRICT BOUNDARIES WITHIN DUPAGE COUNTY
IL_County_DuPage_Cadastral_DuPageCountyForestPreserves_Polygons_20061231.shp	DuPage County Forest Preserves	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 41.994219 South: 41.684909	North: NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF ALL FOREST PRESERVES WITHIN DUPAGE COUNTY AND INCLUDES OWNERSHIP AND NAMES
IL_County_DuPage_Cadastral_DuPageCountyWetlands_199904.shp	DuPage County Wetlands	DUPAGE CO. GIS DEPT.	Shapefile	1999	UK			
Water Poly.shp	Lakes, Rivers, Ponds	ESRI / DPC	Shapefile	2006-2000	UK	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF ESRI WATER POLYGONS MERGED WITH DUPAGE COUNTY WATER POLYGONS
Wetlands.shp	NE Illinois Wetlands	NWI	Shapefile	2007	1:24,000	West: -89.000004 East: -86.999996 North: 42.500000 South: 41.499996	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF ALL WETLANDS WITHIN DUPAGE COUNTY ORIGINATING FROM MULTIPLE SOURCES NWI, DUPAGE COUNTY ENVIRONMENTAL CONCERNS, VENDORS, AND DUPAGE COUNTY FOREST PRESERVES
SOCIOECONOMIC								
Land_Use2.shp	Land use Categories	NIPC	Shapefile	1995	1:24000	West: -88.707318 East: -87.523862 North: 42.495748 South: 41.201538	GCS_North_American_1927	THIS DATA WAS REPROJECTED TO FIT PROJECT COORDINATES AND EXTENDS FOR THE SIX COUNTY AREA COOK, DUPAGE, LAKE, WILL, KANE, MCHENRY
Land_Cover.shp	Land Cover Categories	USDA/IDNR	Shapefile	1999-2000	1:24000	West: -88.781632 East: -87.379929 North: 42.167461 South: 41.454222	NAD_1983_UTM_Zone_16N	THIS DATA WAS REPROJECTED TO FIT PROJECT COORDINATES
gcemetery_Clip.shp	Cemetery Locations	ESRI	Shapefile	2000	1:100000	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA WAS CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
gblding_Clip.shp	U.S. Geographic Building Names	ESRI	Shapefile	2000	UK	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA WAS CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
ghospitl_Clip.shp	Hospital Locations	ESRI	Shapefile	2000	1:100000	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA WAS CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
gchurch_Clip.shp	Church Locations	ESRI	Shapefile	2000	1:100000	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA WAS CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
gschools_Clip.shp	School Locations	ESRI	Shapefile	2000	1:100000	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA WAS CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
tracks.shp	Census Tract Boundaries	U.S. Census Bureau	Shapefile	2000	1:100000	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF THE U.S. CENSUS TRACKS FOR THE 2000 CENSUS AND WAS CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
blk_groups.shp	Census Block Boundaries	U.S. Census Bureau	Shapefile	2000	1:100000	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF THE U.S. CENSUS BLOCK GROUPS FOR THE 2000 CENSUS AND WAS CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
golf_courses_region.shp	Study Aera Golf Courses	Project Team	Shapefile	2007	UK	West: -88.235636 East: -87.680279 North: 42.115745 South: 41.827548	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF ALL GOLF COURSES WITHIN THE STUDY AREA CREATED BY THE STUDY TEAM
Archaeological High Probaility.shp	Location of Archaeological High Probaility	IL State Museum	Shapefile	1994	UK			IN DEVELOPMENT
Entered In NR.shp	Site Entered into the National Regester of Historic Homes	IHPA/HAARGIS	Shapefile	2008	UK			
Historic Cemetary.shp	Historic Cemeteries	ITARP	Shapefile	2008	UK			
Undetermined NR.shp	Sites Undetermined Historic Homes	IHPA/HAARGIS	Shapefile	2009	UK			
Mound Sites.shp	Historic Mound Sites	ITARP	Shapefile	2008	UK			
May2009_NoiseZones.shp	Noise-Sensitive Receptor Areas	Project Team	Shapefile	2009	UK	Left: 1038619.941 Right: 1102403.856 Top: 1956389.519 Bottom: 1919022.147	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF AREAS IN WHICH THERE IS POTENTIAL FOR NOISE. THIS DATA INCLUDES PARKS< RESIDENTIAL STRUCTURES, CHURCHES, SCHOOLS, AND HOSPITALS
Buildings.shp	Building Footprints in Study Area	Project Team	Shapefile	2007	UK	Left: 1064173.309443 Right: 1110409.593000 Top: 1951626.075000 Bottom: 1911018.252461	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF BUILDING FOOT PRINTS ALONG THE THORNDALE ROW AND WAS UPDATED TO 2006 AERIAL PHOTOGRAPHY
IL_County_DuPage_GovernmentalUnits_CommunityCollegeDistricts_Polygons_20061231.shp	DuPage Co Community College Bndy.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF COMMUNITY COLLEGE DISTRICT BOUNDARIES WITHIN DUPAGE COUNTY
IL_County_DuPage_GovernmentalUnits_FireProtectionDistricts_Polygons_20061231.shp	DuPage County Fire Protection Dist.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY FIRE PROTECTION DISTRICT BOUNDARIES
IL_County_DuPage_GovernmentalUnits_SanitaryDistricts_Polygons_20061231.shp	DuPage Co. Sanitary Dist. Boundary	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF SANITARY DISTRICTS WITHIN DUPAGE COUNTY
IL_County_DuPage_GovernmentalUnits_SpecialPoliceDistricts_Polygons_20061231.shp	DuPage Co. Special Police Dist. Bndy.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF SPECIAL POLICE DISTRICT BOUNDARIES
IL_County_DuPage_GovernmentalUnits_SpecialServiceDistricts_Polygons_20061231.shp	DuPage Co. Special Service Dist. Bndy.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF SPECIAL SERVICE DISTRICT BOUNDARIES WITHIN DUPAGE COUNTY
IL_County_DuPage_GovernmentalUnits_UnitSchoolDistricts_Polygons_20061231.shp	DuPage Co. Unit School Dist.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF UNIT SCHOOL DISTRICT BOUNDARIES WITHIN DUPAGE COUNTY
IL_County_DuPage_GovernmentalUnits_GradeSchoolDistricts_Polygons_20061231.shp	DuPage County Grade School Dist.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY GRADE SCHOOL DISTRICT BOUNDARIES AND NUMBERS
IL_County_DuPage_GovernmentalUnits_HighSchoolDistricts_Polygons_20061231.shp	DuPage County High School Dist.	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY HIGH SCHOOL DISTRICT BOUNDARIES AND NUMBERS
IL_County_DuPage_GovernmentalUnits_LibraryDistricts_Polygons_20061231.shp	DuPage Co. Library Districts	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 North: 41.994219 South: 41.684909	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF DUPAGE COUNTY LIBRARY DISTRICT BOUNDARIES
IL_County_DuPage_Structures_BuildingFootprints_Polygons_200610.shp	Addison Township Building Footprints	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.127380 East: -87.919625 North: 41.994445 South: 41.862054	NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF ALL BUILDING FOOTPRINTS WITHIN ADDISON TOWNSHIP DERIVED FROM 2006 AERIALS
IL_County_DuPage_Cadastral_GolfCoursesParks_Polygons_20061231.shp	DuPage Co Golf Courses/Parks	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 41.994219 South: 41.684909	North: NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF ALL GOLF COURSES WITHIN DUPAGE COUNTY AND INCLUDES NAME AND OWNERSHIP

FILE NAME	DESCRIPTION	SOURCE	FILE TYPE	DATE	REF SCALE	COORDINATES	PROJECTION	GENERAL COMMENTS
TRANSPORTATION								
intrstat_Clip.shp	Interstate Highways	ESRI	Shapefile	2000	1:250000	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	THIS DATA CONSISTS OF ALL INTERSTATES CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
mjrds_Clip.shp	Major Roads	ESRI	Shapefile	2000	1:100000	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	THIS DATA CONSISTS OF ALL MAJOR ROADS CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
streets_Clip.shp	Minor Roads and Streets	ESRI	Shapefile	2000	1:50000	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	THIS DATA CONSISTS OF ALL STREETS CLASSIFIED BY CLASS CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT
TRAILS_arc_polyline.shp	Bike Trails	NIPC	Shapefile	1997	1:24000	West: -88.707362 East: -87.523862 North: 42.499960 South: 41.202952	Lat Long for MAPINFO type 0 Datum	THIS DATA CONSISTS OF LOCATIONS OF EXISTING AND PROPOSED TRAILS AND GREENWAYS IN THE SIX COUNTY AREA AND ARE BASED ON THE USGS QUADS
dupage_fpd_trails_polyline.shp	Forest Preserve Trails	DUPAGE CO	Shapefile	2002	SUB METER	West: -88.266482 East: -87.926886 North: 41.987301 South: 41.687100	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	THIS DATA CONSISTS OF ALL TRAILS IN AND OUT OF DUPAGE COUNTY FOREST PRESERVE DISTRICT BOUNDARIES
CBBEL_Trails.shp	Existing &Proposed Regional Trails	DPC/DNR	Shapefile	2009	UK			
iltrails_ILDNR_polyline.shp	Bike Trails	ILDNR	Shapefile	2007	UK	West: -91.376142 East: -87.524602 North: 42.504802 South: 36.981873	Lat Long for MAPINFO type 0 Datum	THIS DATA CONSISTS OF LOCATIONS OF BIKE AND WALKING PATHS THROUGHOUT ILLINOIS WWW.GREENMAPPING.ORG
cta_arc.shp	CTA Train Lines	NIPC	Shapefile	1995	1:24000	West: -87.905035 East: -87.587270 North: 42.074510 South: 41.713144	NAD_1927_StatePlane_Illinois_East_FIP S 1201	THIS DATA WAS REPROJECTED TO FIT PROJECT COORDINATES AND INCLUDED ALL CTA TRAIN LINES FOR THE CHICAGOLAND AREA
cta_node.shp	CTA Train Stations	NIPC	Shapefile	1995	1:24000	West: -87.905035 East: -87.587270 North: 42.074510 South: 41.713144	NAD_1927_StatePlane_Illinois_East_FIP S 1201	THIS DATA WAS REPROJECTED TO FIT PROJECT COORDINATES AND INCLUDES ALL THE CTA STOPS FOR THE CHICAGOLAND AREA
metra_rail_lines.shp	Metra Train Rail Lines	RTA	Shapefile	2007	UK	West: -88.617303 East: -86.280793 North: 42.587399 South: 41.401307	NAD_1927_StatePlane_Illinois_East_FIP S 1201	THIS DATA WAS PROVIDED BY VLECIDES-SCHROESDER ASSOCIATES
metra_stations.shp	Metra Train Stations	RTA	Shapefile	2007	UK	West: -88.617960 East: -87.530909 North: 42.586411 South: 41.416255	NAD_1927_StatePlane_Illinois_East_FIP S 1201	THIS DATA WAS PROVIDED BY VLECIDES-SCHROESDER ASSOCIATES
rail100K_Clip.shp	Freight Rail lines and Railways	ESRI	Shapefile	2000	1:50000	West: -178.227822 East: -65.244128 North: 71.390482 South: 17.881242	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	THIS DATA CONSISTS OF ALL RAIL LINES CLIPPED TO A 300 MILE RADIUS FROM O'HARE AIRPORT. RAIL YARD DATA PROVIDED BY VLECIDES-SCHROEDER ASSOCIATES
pace_routes.shp	PACE Routes in Study Area	PACE	Shapefile	2007	UK	West: -88.223680 East: -87.683655 North: 42.146330 South: 41.778742	GCS_North_American_1983	
IL_County_DuPage_Transportation_RailroadTrackse tCenterlines_Lines_200610.shp	DuPage County Railroad Lines	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.274371 East: -87.917320 41.994219 South: 41.684909	North: NAD_1983_StatePlane_Illinois_East_FIP S_1201_Feet	THIS DATA CONSISTS OF ALL RAILROADS WITHIN DUPAGE COUNTY AND INCLUDES OWNERSHIP
IL_County_DuPage_Transportation_RoadNetwork_Li nes_20061231.shp	Addison Township Roads Centerlines	DUPAGE CO. GIS DEPT.	Shapefile	2006	UK	West: -88.127380 East: -87.919625 North: 41.994445 South: 41.862054	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	THIS DATA CONSISTS OF ALL ROADS WITHIN ADDISON TOWNSHIP AND INCLUDES NAMES, CLASS, JURISDICTION, PUBLIC OR PRIVATE CLASSIFICATION.
IL_County_DuPage_Transportation_RoadPavementE dges_Lines_1991.shp	Addison Township Edge of Pavement	DUPAGE CO. GIS DEPT.	Shapefile	1991	1:1,200	West: -88.127380 East: -87.919625 North: 41.994445 South: 41.862054	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	THIS DATA CONSISTS OF ALL EDGE OF PAVEMENT LINES INCLUDING DRIVEWAYS AND PARKING LOTS.
IDOT Bike Routes.shp	IDOT Roadway Bike Routes	IDOT	Shapefile	2007	UK	West: -88.065199 East: -81.227125 North: 42.174049 South: 41.557661	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	THIS DATA WAS DIGITIZED FROM THE IDOT BIKE ROUT MAP AND HAS SUITABILITY CLASSES
UTILITIES								
Utilities.shp	Natural Gas, Transmission & Hazardous Material Lines	USGS	Shapefile	2004	1:24000	West: -88.947649 East: -87.511690 North: 42.494685 South: 41.199757	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	THIS DATA WAS DIGITIZED FROM MULTIPLE SOURCES, NATIONAL PIPELINE MAPPING SYSTEM AERIAL PHOTO, USGS QUAD MAPS. AND ROCKFORD PLAT MAPS
Com Ed_091407.shp	ComEd Transmission Boxes	USGS	Shapefile	2004	1:24000	West: -88.652936 East: -87.533900 North: 42.453984 South: 41.393195	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	THIS DATA WAS DIGITIZED FROM MULTIPLE SOURCES, NATIONAL PIPELINE MAPPING SYSTEM AERIAL PHOTO, USGS QUAD MAPS. AND ROCKFORD PLAT MAPS
Utilities.shp	JAWA Lines	MWRD	Shapefile	2008	UK			
Treatment Plants-Reservoir.shp	MWRD Treatment Plants/Res	Project Team	Shapefile	2007	UK	West: -87.940258 East: -87.930485 North: 42.022679 South: 42.019140	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	THIS DATA CONSIST OF MWRD METROPOLITAN WATER RECLOMATION DISTRICT LINES WITHIN THE EOWB STUDY AREA. THIS WAS DIGITIZED FROM A MWRD MAP.
Deep Tunnel.shp	MWRD Facilities Lines	Project Team	Shapefile	2007	UK	West: -87.959267 East: -87.824485 North: 42.066364 South: 41.836242	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	THIS DATA CONSIST OF MWRD METROPOLITAN WATER RECLOMATION DISTRICT LINES WITHIN THE EOWB STUDY AREA. THIS WAS DIGITISED FROM A MWRD MAP.
AIRPORT								
current_ohare Apt.shp	O'Hare Current Runways and Taxiways	City of Chicago	Shapefile	UK	UK	West: -87.934392 East: -87.879202 North: 42.003172 South: 41.952827	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	
current_airport_prop.shp	O'Hare Current Airport Property Line	City of Chicago	Shapefile	UK	UK	West: -87.940911 East: -87.870885 North: 42.011999 South: 41.950464	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	
omp_acquisition_area.shp	OMP Acquisition Areas	City of Chicago	Shapefile	UK	UK	West: 1091342.26000 East: 1098045.46750 North: 1945789.0322 South: 1925348.6379	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	
chicago_res_data.shp	SW Rail and Roads at ORD	City of Chicago	AutoCAD	2003	UK	West: -88.018798 East: -87.693689 North: 42.045615 South: 41.748228	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	
omp_ofa_areas.shp	Future Object Free Areas	City of Chicago	Shapefile	2003	UK	West: -87.935492 East: -87.875971 North: 42.004072 South: 41.950450	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	
omp_bra_areas.shp	Future Building Restriction Areas	City of Chicago	Shapefile	2003	UK	West: -87.935704 East: -87.873041 North: 42.004630 South: 41.950438	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	
omp_rpz_areas.shp	Future Runway Protection Zones	City of Chicago	Shapefile	2003	UK	West: 1090769.56766 East: 1110036.86172 North: 1944808.8869 South: 1923273.4782	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	
rpz_ofa_brl_areas.shp	All Future Restriction Zones in one	City of Chicago	Shapefile	2003	UK	West: -87.941777 East: -87.870526 North: 42.005420 South: 41.946060	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	
omp_fullbuild_65dnl.shp	OMP Full Build Noise Contour (65 DNL)	City of Chicago	Shapefile	2003	UK	West: -87.992722 East: -87.798906 North: 42.004792 South: 41.937167	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	
omp_terminals.shp	Locations of Future Terminals	City of Chicago	Shapefile	2003	UK	West: -87.935842 East: -87.881660 North: 41.981958 South: 41.972767	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	
future_creek1.shp	Future Creek Location	UK	Shapefile	2003	UK	West: -87.929732 East: -87.895118 North: 42.006630 South: 41.996696	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	
Bensenville_ditch.shp	Bensenville Ditch Location	UK	Shapefile	2003	UK	West: -87.939938 East: -87.912814 North: 41.961896 South: 41.955279	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	
future_creek2.shp	Future Creek Location	UK	Shapefile	2003	UK	West: -87.939047 East: -87.875673 North: 42.012065 South: 41.958141	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	
future_detention_basins.shp	Future Detention Basins	FEMA	Shapefile	2007	UK	West: -87.921576 East: -87.880014 North: 41.997443 South: 41.952278	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	
future_airport_prop	Future Property Line	City of Chicago	Shapefile	2003	UK	West: 1090978.18557 East: 1109953.51898 North: 1947210.8940 South: 1924889.2290	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	
ord_outer_markers.shp	Current Outer Marker Locations at O'Hare	City of Chicago	Shapefile	UK	UK	West: -88.027500 East: -87.789167 North: 42.069167 South: 41.894722	GCS_North_American_1983	
sw_cargo_buildings.shp	Future SW Cargo Buildings	City of Chicago	Shapefile	2003	UK	West: -87.928523 East: -87.905273 North: 41.964161 South: 41.959629	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	
omp_buildout_runways.shp	Future OMP Runways	City of Chicago	Shapefile	2003	UK	West: 1093473.48787 East: 1107655.95897 North: 1943995.9716 South: 1925831.5565	NAD_1983_StatePlane_Illinois_East_FIP S 1201 Feet	

Appendix B
Methodology Paper

Methodology

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

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

Environmental Studies

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

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

- Mitigation plans.

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

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

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

Socioeconomics

Demographics

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

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

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

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

Displacements

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

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

Economic Characteristics

To assess economic impacts resulting from construction of the project, an input-output/social accounting matrices (IO/SAM) model¹ known as IMPLAN PRO² was utilized. The model assessed total economic impacts, which consisted of direct, indirect, and induced (secondary) effects resulting from project construction. The model generated numerical multipliers that estimated indirect and induced effects – both for the project as well as for cumulative impacts resulting from other reasonably foreseeable projects.

The IMPLAN model output was also used to estimate the economic impact to the region from displaced businesses and employees. The economic impacts of the employee displacements included the loss of earned wages, further employment loss in the region, and loss of added value³ to the affected industry. The analysis reflected a “worst case” scenario, in that, it assumed that none of the businesses and their employees would relocate in the region.

Community and Land Use Impacts

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

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

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

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

Environmental Justice

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

Water Resources/Water Quality

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

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

Based on available mapping, approximate water resource boundaries were added to the GIS database along with recent aerial photography. The data was plotted to identify potential water resources in the study area. Mapped water resources proximate to the proposed EO-WB alternatives were field verified. Field reconnaissance was completed during June, July, and October 2008 and May 2009⁴ to generally confirm water resource boundaries previously identified on the maps, as well as to identify other water resources.⁵ Field reconnaissance focused on water resources located near the proposed EO-WB improvements.⁶

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

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

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

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

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

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

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

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

Wetlands

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

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

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

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

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

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

reconnaissance was completed during June, July, and October 2008 and May 2009¹⁰ to generally confirm wetland boundaries previously identified on the maps, as well as to identify other wetlands and waters of the United States. The preliminary field reconnaissance focused on wetlands near the proposed EO-WB improvements.¹¹ Based on the results of the preliminary field reconnaissance and review of available aerial photography, wetland locations and boundaries were refined within the GIS system, as necessary.

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

Approximate wetland areas were identified based on a general assessment of a dominance of hydrophytic vegetation. Some wetlands include more than one community type or contained areas of open water. The dominant community type was used for descriptive purposes in this study. In general, roadside/railroad¹³ stormwater conveyance ditches, in-channel wetland in predominantly unvegetated linear water bodies, and fringe wetlands at the perimeter of open water areas were not inventoried as wetlands during the preliminary field review. Some roadside/railroad ditches and in-channel/perimeter wetland areas may be considered federal and/or state jurisdictional wetlands following more detailed wetland studies and regulatory review. Wetland bottom stormwater management facilities were inventoried as part of this study due to their possible jurisdictional nature; however, some may be found to be exempt from state or federal regulation following a site specific review of soils data, site records, and/or coordination with the USACE and/or the Illinois Department of Natural Resources (IDNR).

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

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

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

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

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

¹³ Access to railroad property was limited.

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

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

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

Floodplains

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

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

¹⁴ Resource Agency field visit on November 12, 2008.

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

Biological Resources

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

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

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

Threatened and Endangered Species

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

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

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

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

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

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

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

Air Quality

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

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

Noise

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

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

Special Waste

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

Cumulative and Secondary Impacts

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

Mitigation Plans

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

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

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

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

Appendix C
Study Area Bird List

APPENDIX C

Study Area Bird List

TABLE C-1
Birds Recorded within the EO-WB Study Area

Common Name	Scientific Name
Acadian flycatcher ^{abd}	<i>Empidonax virescens</i>
Alder flycatcher ^d	<i>Empidonax alnorum</i>
American avocet ^d	<i>Recurvirostra americana</i>
American bittern ^{abd}	<i>Botaurus lentiginosus</i>
American black duck ^{abd}	<i>Anas rubripes</i>
American coot ^{abd}	<i>Fulica americana</i>
American crow ^{ab}	<i>Corvus brachyrhynchos</i>
American golden-plover ^d	<i>Pluvialis dominica</i>
American goldfinch ^{abd}	<i>Carduelis tristis</i>
American kestrel ^{abd}	<i>Falco sparverius</i>
American redstart ^{ad}	<i>Setophaga ruticilla</i>
American robin ^{abd}	<i>Turdus migratorius</i>
American tree sparrow ^c	<i>Spizella arborea</i>
American wigeon ^c	<i>Anas americana</i>
American woodcock ^{ab}	<i>Scolopax minor</i>
Bald eagle ^c	<i>Haliaeetus leucocephalus</i>
Baltimore oriole ^{abd}	<i>Icterus galbula</i>
Bank swallow ^{abd}	<i>Riparia riparia</i>
Barn swallow ^{abd}	<i>Hirundo rustica</i>
Barred owl ^{ab}	<i>Strix varia</i>
Bay-breasted warbler ^d	<i>Dendroica castanea</i>
Bell's vireo ^{abd}	<i>Vireo bellii</i>
Belted kingfisher ^{abd}	<i>Megasceryle alcyon</i>
Black-and-white warbler ^d	<i>Mniotilta varia</i>
Black-bellied plover ^d	<i>Pluvialis squatarola</i>
Black-billed cuckoo ^{abd}	<i>Coccyzus erythrophthalmus</i>
Blackburnian warbler ^d	<i>Dendroica fusca</i>
Black-capped chickadee ^{ab}	<i>Poecile atricapilla</i>

TABLE C-1
Birds Recorded within the EO-WB Study Area

Common Name	Scientific Name
Black-crowned night-heron ^{abd}	<i>Nycticorax nycticorax</i>
Blackpoll warbler ^d	<i>Dendroica striata</i>
Black rail ^d	<i>Laterallus jamaicensis</i>
Black-throated blue warbler ^d	<i>Dendroica caerulescens</i>
Black-throated green warbler ^d	<i>Dendroica virens</i>
Blue jay ^{ab}	<i>Cyanocitta cristata</i>
Blue-gray gnatcatcher ^{abd}	<i>Poliophtila caerulea</i>
Blue-headed vireo ^{abd}	<i>Vireo solitarius</i>
Blue-winged teal ^{abd}	<i>Anas discors</i>
Blue-winged warbler ^{abd}	<i>Vermivora pinus</i>
Bobolink ^{abd}	<i>Dolichonyx oryzivorus</i>
Bonaparte's gull ^d	<i>Larus Philadelphia</i>
Broad-winged hawk ^{abd}	<i>Buteo platypterus</i>
Brown creeper ^{ab}	<i>Certhia Americana</i>
Brown thrasher ^{ab}	<i>Toxostoma rufum</i>
Brown-headed cowbird ^{abd}	<i>Molothrus ater</i>
Bufflehead ^c	<i>Bucephala albeola</i>
Canada goose ^{ab}	<i>Branta Canadensis</i>
Canada warbler ^d	<i>Wilsonia Canadensis</i>
Canvasback ^d	<i>Aythya valisineria</i>
Carolina wren ^c	<i>Thryothorus ludovicianus</i>
Caspian tern ^d	<i>Sterna caspia</i>
Cattle egret ^d	<i>Bubulcus ibis</i>
Cedar waxwing ^{abd}	<i>Bombycilla cedrorum</i>
Cerulean warbler ^{ad}	<i>Dendroica cerulean</i>
Chestnut-sided warbler ^{abd}	<i>Dendroica pensylvanica</i>
Chimney swift ^{abd}	<i>Chaetura pelagica</i>
Chipping sparrow ^{abd}	<i>Spizella passerine</i>
Cinnamon teal ^d	<i>Anas cyanoptera</i>
Cliff swallow ^{abd}	<i>Petrochelidon pyrrhonota</i>
Common goldeneye ^c	<i>Bucephala clangula</i>
Common grackle ^{ab}	<i>Quiscalus quiscula</i>

TABLE C-1
Birds Recorded within the EO-WB Study Area

Common Name	Scientific Name
Common loon ^c	<i>Gavia immer</i>
Common merganser ^c	<i>Mergus merganser</i>
Common moorhen ^{abd}	<i>Gallinula chloropus</i>
Common nighthawk ^{abd}	<i>Chordeiles minor</i>
Common redpoll ^c	<i>Carduelis flammea</i>
Common tern ^d	<i>Sterna hirundo</i>
Common yellowthroat ^{abd}	<i>Geothlypis trichas</i>
Connecticut warbler ^d	<i>Oporornis agilis</i>
Cooper's hawk ^{abd}	<i>Accipiter cooperii</i>
Dark-eyed junco ^c	<i>Junco hyemalis</i>
Dickcissel ^{abd}	<i>Spiza americana</i>
Double-crested cormorant ^{abd}	<i>Phalacrocorax auritus</i>
Downy woodpecker ^{ab}	<i>Picoides pubescens</i>
Dunlin ^c	<i>Calidris alpina</i>
Eared grebe ^d	<i>Podiceps nigricollis</i>
Eastern bluebird ^{abd}	<i>Sialia sialis</i>
Eastern kingbird ^{abd}	<i>Tyrannus tyrannus</i>
Eastern meadowlark ^{abd}	<i>Sturnella magna</i>
Eastern phoebe ^{abd}	<i>Sayornis phoebe</i>
Eastern screech-owl ^{ab}	<i>Megascops asio</i>
Eastern towhee ^{ab}	<i>Pipilo erythrophthalmus</i>
Eastern wood-pewee ^{abd}	<i>Contopus virens</i>
European starling ^{ab}	<i>Sturnus vulgaris</i>
Field sparrow ^{ab}	<i>Spizella pusilla</i>
Forster's tern ^{abd}	<i>Sterna forsteri</i>
Fox sparrow ^c	<i>Passerella iliaca</i>
Gadwall ^d	<i>Anas strepera</i>
Golden-crowned kinglet ^c	<i>Regulus satrapa</i>
Golden-winged warbler ^{abd}	<i>Vermivora chrysoptera</i>
Grasshopper sparrow ^{abd}	<i>Ammodramus savannarum</i>
Gray catbird ^{abd}	<i>Dumetella carolinensis</i>
Gray-cheeked thrush ^d	<i>Catharus minimus</i>

TABLE C-1
Birds Recorded within the EO-WB Study Area

Common Name	Scientific Name
Great blue heron ^{abd}	<i>Ardea herodias</i>
Great crested flycatcher ^{abd}	<i>Myiarchus crinitus</i>
Great egret ^{abd}	<i>Ardea alba</i>
Great horned owl ^{ab}	<i>Bubo virginianus</i>
Greater yellowlegs ^d	<i>Tringa melanoleuca</i>
Green heron ^{abd}	<i>Butorides virescens</i>
Green-winged teal ^d	<i>Anas crecca</i>
Hairy woodpecker ^{ab}	<i>Picoides villosus</i>
Henslow's sparrow ^a	<i>Ammodramus henslowii</i>
Hermit thrush ^d	<i>Catharus guttatus</i>
Herring gull ^{abd}	<i>Larus argentatus</i>
Hooded merganser ^{abd}	<i>Lophodytes cucullatus</i>
Hooded warbler ^{ad}	<i>Wilsonia citrina</i>
Horned grebe ^c	<i>Podiceps auritus</i>
Horned lark ^{ab}	<i>Ermophila alpestris</i>
House finch ^{ab}	<i>Carpodacus mexicanus</i>
House sparrow ^{ab}	<i>Passer domesticus</i>
House wren ^{abd}	<i>Troglodytes aedon</i>
Indigo bunting ^{abd}	<i>Passerina cyanea</i>
Kentucky warbler ^d	<i>Oporornis formosus</i>
Killdeer ^{abd}	<i>Charadrius vociferus</i>
King rail ^{abd}	<i>Rallus elegans</i>
Least flycatcher ^{abd}	<i>Empidonax minimus</i>
Least sandpiper ^d	<i>Calidris minutilla</i>
Lesser scaup ^d	<i>Aythya affinis</i>
Lesser yellowlegs ^d	<i>Tringa flavipes</i>
Lincoln's sparrow ^d	<i>Melospiza lincolnii</i>
Little blue heron ^d	<i>Egretta caerulea</i>
Loggerhead shrike ^d	<i>Lanius ludovicianus</i>
Long billed dowitcher ^d	<i>Limnodromus scolopaceus</i>
Long-eared owl ^{abc}	<i>Asio otus</i>
Louisiana waterthrush ^d	<i>Seiurus motacilla</i>

TABLE C-1
Birds Recorded within the EO-WB Study Area

Common Name	Scientific Name
Magnolia warbler ^d	<i>Dendroica magnolia</i>
Mallard ^{abd}	<i>Anas platyrhynchos</i>
Marsh wren ^{abd}	<i>Cistothorus palustris</i>
Merlin ^d	<i>Falco columbarius</i>
Monk parakeet ^a	<i>Myiopsitta monachus</i>
Mourning dove ^{abd}	<i>Zenaida macroura</i>
Mourning warbler ^d	<i>Oporornis philadelphia</i>
Mute swan ^{ab}	<i>Cygnus olor</i>
Nashville warbler ^d	<i>Vermivora ruficapilla</i>
Northern cardinal ^{ab}	<i>Cardinalis cardinalis</i>
Northern flicker ^{ab}	<i>Colaptes auratus</i>
Northern goshawk ^c	<i>Accipiter gentilis</i>
Northern harrier ^{abd}	<i>Circus cyaneus</i>
Northern parula ^d	<i>Parula americana</i>
Northern pintail ^d	<i>Anas acuta</i>
Northern rough-winged swallow ^{abd}	<i>Stelgidopteryx serripennis</i>
Northern saw-whet owl ^c	<i>Aegolius acadicus</i>
Northern shoveler ^{abd}	<i>Anas clypeata</i>
Northern shrike ^c	<i>Lanius excubitor</i>
Northern waterthrush ^d	<i>Seiurus noveboracensis</i>
Olive-sided flycatcher ^d	<i>Contopus cooperi</i>
Orchard oriole ^{abd}	<i>Icterus spurius</i>
Osprey ^d	<i>Pandion haliaetus</i>
Ovenbird ^{abd}	<i>Seiurus aurocapilla</i>
Palm warbler ^d	<i>Dendroica palmarum</i>
Pectoral sandpiper ^d	<i>Calidris melanotos</i>
Peregrine falcon ^d	<i>Falco peregrinus</i>
Pied-billed grebe ^{abd}	<i>Podilymbus podiceps</i>
Pileated woodpecker ^{ab}	<i>Dryocopus pileatus</i>
Pine siskin ^c	<i>Carduelis pinus</i>
Pine warbler ^d	<i>Dendroica pinus</i>
Prothonotary warbler ^{abd}	<i>Protonotaria citrea</i>

TABLE C-1
Birds Recorded within the EO-WB Study Area

Common Name	Scientific Name
Purple finch ^c	<i>Carpodacus purpureus</i>
Purple martin ^{abd}	<i>Progne subis</i>
Red-bellied woodpecker ^{ab}	<i>Melanerpes carolinus</i>
Red-breasted merganser ^d	<i>Mergus serrator</i>
Red-breasted nuthatch ^{abc}	<i>Sitta canadensis</i>
Red-eyed vireo ^{abd}	<i>Vireo olivaceus</i>
Redhead ^d	<i>Aythya americana</i>
Red-headed woodpecker ^{ab}	<i>Melanerpes erythrocephalus</i>
Red-necked grebe ^c	<i>Podiceps grisegena</i>
Red-shouldered hawk ^{ab}	<i>Buteo lineatus</i>
Red-tailed hawk ^{abd}	<i>Buteo jamaicensis</i>
Red-winged blackbird ^{abd}	<i>Agelaius phoeniceus</i>
Ring-billed gull ^{abd}	<i>Larus delawarensis</i>
Ring-necked duck ^c	<i>Aythya collaris</i>
Ring-necked pheasant ^{ab}	<i>Phasianus colchicus</i>
Rock pigeon ^{ab}	<i>Columba livia</i>
Rose-breasted grosbeak ^{abd}	<i>Pheucticus ludovicianus</i>
Rough-legged hawk ^c	<i>Buteo lagopus</i>
Ruby-crowned kinglet ^d	<i>Regulus calendula</i>
Ruby-throated hummingbird ^{abd}	<i>Archilochus colubris</i>
Ruddy duck ^{abd}	<i>Oxyura jamaicensis</i>
Rusty blackbird ^c	<i>Euphagus carolinus</i>
Sandhill crane ^{ab}	<i>Grus canadensis</i>
Savannah sparrow ^{abd}	<i>Passerculus sandwichensis</i>
Scarlet tanager ^{abd}	<i>Piranga olivacea</i>
Sedge wren ^{abd}	<i>Cistothorus platensis</i>
Semipalmated plover ^d	<i>Charadrius semipalmatus</i>
Semipalmated sandpiper ^d	<i>Calidris pusilla</i>
Sharp-shinned hawk ^{ad}	<i>Accipiter striatus</i>
Short-billed dowitcher ^d	<i>Limnodromus griseus</i>
Short-eared owl ^{abd}	<i>Asio flammeus</i>
Snow bunting ^c	<i>Plectrophenax nivalis</i>

TABLE C-1
Birds Recorded within the EO-WB Study Area

Common Name	Scientific Name
Snow goose ^d	<i>Chen caerulescens</i>
Snowy owl ^c	<i>Bubo scandiacus</i>
Solitary sandpiper ^d	<i>Tringa solitaria</i>
Song sparrow ^{ab}	<i>Melospiza melodia</i>
Sora ^{abd}	<i>Porzana carolina</i>
Spotted sandpiper ^{abd}	<i>Actitis macularius</i>
Stilt sandpiper ^d	<i>Calidris himantopus</i>
Swainson's thrush ^d	<i>Catharus ustulatus</i>
Swamp sparrow ^{abd}	<i>Melospiza georgiana</i>
Tennessee warbler ^d	<i>Vermivora peregrina</i>
Tree swallow ^{abd}	<i>Tachycineta bicolor</i>
Trumpeter swan ^c	<i>Cygnus buccinator</i>
Tufted titmouse ^{ab}	<i>Baeolophus bicolor</i>
Turkey vulture ^{abd}	<i>Cathartes aura</i>
Upland sandpiper ^{abd}	<i>Bartramia longicauda</i>
Veery ^{abd}	<i>Catharus fuscescens</i>
Vesper sparrow ^{abd}	<i>Poocetes gramineus</i>
Virginia rail ^{abd}	<i>Rallus limicola</i>
Warbling vireo ^{abd}	<i>Vireo gilvus</i>
Western meadowlark ^d	<i>Sturnella neglecta</i>
White-breasted nuthatch ^{ab}	<i>Sitta carolinensis</i>
White-crowned sparrow ^d	<i>Zonotrichia leucophrys</i>
White-eyed vireo ^{abd}	<i>Vireo griseus</i>
White-throated sparrow ^c	<i>Zonotrichia albicollis</i>
Willow flycatcher ^{abd}	<i>Empidonax traillii</i>
Wilson's snipe ^a	<i>Gallinago delicata</i>
Wilson's warbler ^d	<i>Wilsonia pusilla</i>
Wood duck ^{abd}	<i>Aix sponsa</i>
Wood thrush ^{abd}	<i>Hylocichla mustelina</i>
Yellow warbler ^{abd}	<i>Dendroica petechia</i>
Yellow-bellied sapsucker ^d	<i>Sphyrapicus varius</i>
Yellow-billed cuckoo ^{abd}	<i>Coccyzus americanus</i>

TABLE C-1
Birds Recorded within the EO-WB Study Area

Common Name	Scientific Name
Yellow-breasted chat ^{abd}	<i>Icteria virens</i>
Yellow-crowned night-heron ^{abd}	<i>Nyctanassa violacea</i>
Yellow-headed blackbird ^{abd}	<i>Xanthocephalus xanthocephalus</i>
Yellow-rumped warbler ^d	<i>Dendroica coronata</i>
Yellow-throated vireo ^{abd}	<i>Vireo flavifrons</i>
Yellow-throated warbler ^d	<i>Dendroica dominica</i>

Note: A bird survey was not conducted as part of this study; instead, the sources listed in the references were searched for bird species information.

^a Resident within study area.

^b Confirmed nesting within the Cook and/or DuPage County Forest Preserves located within the study area.

^c Migratory species based on Forest Preserve District of DuPage County (FPDDC, 2008b).

^d Neotropical migrant species (Cotton, K., et al, 2008; USFWS Division of Bird Habitat Conservation, 2008) which include both nearctic and neotropical migrants – no distinction between the two types is made.

References

Bird Conservation Network. 2007. <http://ebird.org/content/bcn/>. Accessed on August 12, 2008 (supplemented with additional information from INHS, dated August 18, 2008).

Cotton, K., et al. 2008. *Saving Migratory Birds for Future Generations: The Success of the Neotropical Migratory Bird Conservation Act*. Washington DC. 2008. American Bird Conservancy. July.

Forest Preserve District of Cook County. 2008. Wildlife Lists for Des Plaines River Preserves and Ned Brown Preserve. December 31.

Forest Preserve District of DuPage County. 2008. Wildlife Lists for DuPage County Forest Preserves located within the EO-WB Study Area (excluding Salt Creek Greenway Forest Preserve). August 13, 14, and 18, and December 10.

Poole, A. (Editor). 2005. The Birds of North America Online: <http://bna.birds.cornell.edu/BNA/>. Cornell Laboratory of Ornithology, Ithaca, NY. Accessed on November 5, 2009.

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Appendix D

Correspondence

APPENDIX D

List of Letters

TABLE D-1
List of Federal Agency Letters

Date of Letter	Author	Topic	Page Number
November 9, 2007	USDOT, FHWA	Cooperating and participating agency invitations	D_1-1
	Participating and Cooperating Agency	Summary table of responses	D_1-23
December 5, 2007	FEMA	Response to cooperating agency invitation	D_1-24
December 5, 2007	U.S. Department of Homeland Security, TSA	Response to cooperating agency invitation	D_1-25
December 5, 2007	U.S. Department of Interior	Response to participating agency invitation	D_1-26
February 5, 2008	U.S. Department of the Interior, USFWS	Potential federal-listed threatened and endangered species	D_1-28
February 7, 2008	FEMA	Floodplain impacts	D_1-31
February 13, 2008	USDOT, FHWA	Participating agency invitations	D_1-33
	Participating Agency	Summary table of responses	D_1-55
March 6, 2008	USDOT, FTA	Scoping process and transit	D_1-56
April 10, 2008	U.S. Department of the Interior, USFWS	Indiana bat	D_1-58
December 15, 2008	CBBEL to USFWS	Threatened and endangered species	D_1-60
January 29, 2009	U.S. Department of the Interior, USFWS	Revised threatened and endangered species list	D_1-64
March 25, 2009	Honorable Peter Roskam, Member of Congress, 6 th District	Support for South Connection Option D	D_1-66
May 22, 2009	CBBEL to USFWS	Eastern Massasauga (email)	D_1-68
May 22, 2009	USFWS	Eastern Massasauga (email)	D_1-69
November 21, 2009	FHWA	Request for concurrence on Preferred Alternative and concurrence provided by IDNR, IHPA, USFWS, IDOA, USACE, and USEPA.	D_1-70

TABLE D-2
List of State Agency Letters

Date of Letter	Author	Description	Page Number
July 11, 2007	IDOT, Division of Highways	Village of Itasca Thorndale access point	D_2-1
October 30, 2007	IDNR	EcoCAT	D_2-2
November 9, 2007	IDOT, Division of Highways	Task force public involvement	D_2-7
November 14, 2007	IDOT, Division of Highways	Follow-up to task force public involvement request	D_2-15
November 14, 2007	IDOT, Division of Highways	Participating agency request	D_2-24
	Participating Agency	Summary table of responses	D_2-38
November 29, 2007	IEPA	NPDES permit requirement	D_2-41
November 30, 2007	IDNR	EcoCat	D_2-42
December 3, 2007	IDNR	EcoCat	D_2-47
January 10, 2008	IDOT, Division of Highways	Elk Grove Village 300 foot corridor	D_2-48
January 11, 2008	IDOT, Division of Highways	Threatened and endangered species	D_2-49
January 15, 2008	IDOT, Office of the Secretary	Village of Itasca western access to O'Hare Airport	D_2-53
January 31, 2008	IDOT, Division of Highways	GIS data	D_2-55
January 31, 2008	IDOT, Division of Highways	Inter-agency agreement	D_2-56
March 5, 2008	IDOT, Division of Highways	Elk Grove Village alternative evaluation	D_2-57
March 14, 2008	IDOT, Division of Highways	Tiered EIS	D_2-59
September 30, 2008	IDOT, Division of Highways	Alternative 501	D_2-61
October 17, 2008	IDOT, Division of Highways	Drainage information	D_2-63
December 1, 2008	IDOT, Division of Highways	Village of Bensenville Public Meeting Number Two	D_2-74
December 11, 2008	IDNR	License Agreement for data	D_2-78
January 6, 2009	IDOT, Division of Highways	Inter-agency letter	D_2-80
February 11, 2009	IDOT, Division of Highways	Elk Grove Village 2030 traffic volume	D_2-81
February 12, 2009	IDOT, Division of Highways	OMP December 4, 2008 meeting	D_2-83
February 18, 2009	IDNR	Use of data	D_2-87
March 11, 2009	IDOT, Division of Highways	EO-WB context and scope	D_2-88
June 11, 2009	IDNR	EcoCat	D_2-91
June 15, 2009	IDNR	EcoCat	D_2-96

TABLE D-2
List of State Agency Letters

Date of Letter	Author	Description	Page Number
July 20, 2009	Illinois Historic Preservation Agency	Cultural resource architectural concurrence	D_2-97
September 16, 2009	Illinois Historic Preservation Agency	Project will have no effect on significant cultural resources	D_2-99

TABLE D-3
List of Local Agency Letters

Date of Letter	Author	Description	Page Number
June 15, 2007	Village of Itasca	Thorndale access point	D_3-1
November 16, 2007	City of Chicago, OMP	UPRR and Irving Park Road	D_3-6
December 7, 2007	Village of Itasca	Western access point	D_3-8
December 14, 2007	Elk Grove Village	300 foot corridor	D_3-10
January 18, 2008	Elk Grove Village	Alternative evaluation	D_3-12
May 19, 2008	Village of Bensenville	Bensenville public hearing	D_3-14
August 18, 2008	Village of Schiller Park	Alternative analysis	D_3-16
September 18, 2008	MWRDGC	North and South Connection Options	D_3-18
December 11, 2008	Village of Hanover Park	2030 traffic impact	D_3-19
January 28, 2009	Bensenville Fire Protection District	Location of fire stations, hospitals, primary routes, etc.	D_3-21
March 2, 2009	Elk Grove Village	Existing Traffic Volume and 2030 Traffic Demand Data	D_3-24
March 6, 2009	Tasty Catering	Support of Alternative 203 and South Connection Option D	D_3-30
March 9, 2009	Elk Grove Rural Fire Protection District	Support of Alternative 203 and South Connection Option D	D_3-31
	Township High School District 214	Email to parents from superintendent providing information regarding EO-WB	D_3-32
March 10, 2009	ProLogis	Support of Alternative 203 and South Connection Option D	D_3-34
March 11, 2009	Village of Bensenville	Preference for South Connection Option D	D_3-35
March 11, 2009	Itasca Police Department	Support of Alternative 203	D_3-37
March 19, 2009	Elk Grove Village	Public outreach and roadway alternatives	D_3-38

TABLE D-3
List of Local Agency Letters

Date of Letter	Author	Description	Page Number
March 20, 2009	Hamilton Partners	Comments on Public Information Meeting Number Three	D_3-48
March 23, 2009	Village of Bensenville	Comments on EO-WB study	D_3-51
March 25, 2009	Village of Itasca	Public Information Meeting Number Three Comments	D_3-80
March 27, 2009	Elk Grove Village	Resolution No. 19-09	D_3-82
July 9, 2009	Village of Bensenville	Resolution supporting South Connection Option D	D_3-86

TABLE D-4
List of Miscellaneous Letters

Date of Letter	Author	Description	Page Number
January 31, 2008	CBBEL to Cook County Assessor's Office	Inter-agency agreement GIS data	D_4-1
November 19, 2008	CBBEL to DuPage County Department of Economic Development and Planning	FOIA request	D_4-10
December 11, 2008	CBBEL to FPDCC	Wildlife species list	D_4-11
January 23, 2009	CPRR	South Connection Options	D_4-12
February 9, 2009	UPRR	Memorandum of call discussing South Connection Options	D_4-16
April 6, 2009	UPRR	South Connection Option C (email)	D_4-17
May 22, 2009	CBBEL to IDOT	Environmental Survey Request	D_4-18
June 2, 2009	CBBEL to IDOT	Environmental Survey Request	D_4-20

TABLE D-5
Draft EIS Comments and Responses

Index No.	Date of Letter	Author	Description	Page Number
Regulatory/Resource Agencies				
C-1	October 22, 2009	USEPA	Assigned a "Lack of Objection" rating to the Draft EIS; requests conceptual wetland mitigation be described in the Tier One Final EIS and identified activities to be undertaken during Tier Two	D_5-1
R-1	December 4, 2009	IDOT	Conceptual wetland mitigation is described in Section 4.13.5.2 and will be revised to include additional information where possible; further coordination with the agency will occur in Tier Two specific to wetland surveys and mitigation, stormwater management, and air quality analyses and measures to minimize air pollution	D_5-5
C-2	October 26, 2009	USFWS	Add information related to potential noise impacts to birds, provide lists of birds found in forest preserves, and discuss cumulative effects of edge takes on parks and forest preserves	D_5-6
R-2	November 30, 2009	IDOT	Information that is readily available and consistent with Tier One treatment will be added to the Final EIS; other information will be developed, in coordination with USFWS, during Tier Two	D_5-9
C-3	November 19, 2009	USACE	All of agency's comments were successfully addressed; identified activities to be taken in Tier Two	D_5-12
R-3	December 8, 2009	IDOT	Clarified goals of Tier One and Tier Two and identified impact evaluation techniques specific to each tier; provided additional information requested to support determination of concurrence	D_5-14
C-4	September 23, 2009	IDNR	No comparable difference in impacts to resources between Alternative 203 and 402; further efforts to avoid and minimize natural resource impacts should be applied in Tier Two	D_5-45
R-4	December 4, 2009	IDOT	Avoidance and minimization concept will be applied in Tier Two	D_5-46
C-5	September 23, 2009	IEPA	No objections; NPDES permit requirements	D_5-47
R-5	December 4, 2009	IDOT	Coordination will occur with the agencies to support NPDES permitting and further avoidance of natural resources where practicable	D_5-48

TABLE D-5
Draft EIS Comments and Responses

Index No.	Date of Letter	Author	Description	Page Number
Local/Other Agency				
C-6	October 26, 2009	City of Des Plaines	Request for information and corrections on exhibits; favors Alternative 402	D_5-49
R-6	December 7, 2009	IDOT	Information provided pertaining to displacements, tollway oasis, traffic data, and regional bike trail labeling; the City acknowledges that Alternative 203 has greater benefits, but not to the extent that they outweigh costs or direct impacts to their community	D_5-53
C-7	September 25, 2009	Village of Elk Grove Village	Municipal resolution supporting Alternative 203; advocates development of financing strategies to build complete project	D_5-57
R-7	December 21, 2009	IDOT	Appreciate Elk Grove Village's participation in the process; preparation of Financial Plan to address funding options will occur in Tier Two	D_5-62
C-8	October 22, 2009	City of Elmhurst	Municipal resolution supporting Alternative 203, Option D	D_5-63
R-8	December 21, 2009	IDOT	Alternative 203 with Option D was selected as preferred alternative	D_5-67
C-9	October 27, 2009	City of Elmhurst	Concern regarding I-290 East ramp to I-294 South; included letter from Elmhurst resident, Robert Jenkins, who suggested improvements to ramp	D_5-68
R-9	December 22, 2009	IDOT	Suggested improvements would not address traffic concerns, but rather a comprehensive evaluation of the interchange would be necessary	D_5-75
C-10	September 8, 2009	Village of Franklin Park	Municipal resolution supporting Option D with consideration of local stormwater and street improvement	D_5-77
R-10	December 7, 2009	IDOT	IDOT appreciates Franklin Park's involvement in process; consideration of stormwater management and the extent of local street improvements to be addressed in Tier Two	D_5-82
C-11	October 26, 2009	Village of Hanover Park	Suggests extension of BRT to Hanover Park Metra Station	D_5-83
R-11*	December 9, 2009	IDOT	Discusses an analysis of transit options between proposed west terminus of BRT (Schaumburg) and Hanover Park Metra Station	D_5-89

TABLE D-5
Draft EIS Comments and Responses

Index No.	Date of Letter	Author	Description	Page Number
Local/Other Agency				
C-12	October 21, 2009	Village of Roselle	Municipal resolution focused on noise sensitive receptors and stormwater management	D_5-91
R-12	December 7, 2009	IDOT	Notes that the issues in the Village's letter would be resolved during Tier Two	D_5-95
C-13	October 26, 2009	DuPage Mayors and Managers Conference	Suggests financial and transit planning considerations	D_5-96
R-13*	December 7, 2009	IDOT	A project financial plan will be developed in Tier Two; transit consideration will be developed further in Tier Two in coordination with transit providers	D_5-100
C-14	November 3, 2009	DuPage County to Hanover Park	Supports Hanover Park's request for a transit connection between Schaumburg and Hanover Park	D_5-102
R-13*	December 7, 2009	IDOT	A project financial plan will be developed in Tier Two; transit consideration will be developed further in Tier Two in coordination with transit providers	D_5-100
C-15	October 26, 2009	Metra	Request for the design of western terminal interchange to provide the most direct connection of the proposed STAR line to the terminal and proposed CTA Blue Line extension; supports median reservation for transit in Elgin O'Hare Expressway corridor	D_5-109
R-15	December 7, 2009	IDOT	Further coordination with transit agencies to reaffirm space reserved in the median of each facility to accommodate the preferred transit component; coordination with the OMP on transit requirements at the proposed O'Hare West Terminal	D_5-111
C-16	September 22, 2009	MWRDGC	Request for detailed engineering drawings where alignments are proximate to or flyover MWRDGC property	D_5-112
R-16	December 7, 2009	IDOT	The MWRDGC will be consulted on design improvements affecting MWRDGC facilities throughout Tier Two	D_5-114

TABLE D-5
Draft EIS Comments and Responses

Index No.	Date of Letter	Author	Description	Page Number
Other Stakeholders				
<i>All input and comments were valued in the decision of identifying Alternative 203 with Option D as the Preferred Alternative. The other stakeholders listed first provided their comments orally and are followed by written comments. Responses were provided to comments that required a response and information was provided to those that made requests.</i>				
Oral Comments				
C-17	October 8, 2009	Robert Crocker	Support for Alternative 402, Option D	D_5-116
C-18	October 8, 2009	Ray Rummel	Support for Alternative 203, Option D	D_5-117
C-19	October 8, 2009	Matt Roan	Support for Alternative 203, Option D	D_5-117
C-20	October 8, 2009	Dino Matsas	Support for Alternative 402 due to potential displacement	D_5-117
C-21	October 8, 2009	Rodney S. Craig	Extend bus rapid transit to Hanover Park; supports tolls as a means of funding on components east of I-290	D_5-117
R-11*	December 9, 2009	IDOT	Discusses an analysis of transit options between proposed west terminus of BRT (Schaumburg) and Hanover Park Metra Station	D_5-89
Written Comments				
C-22	October 8, 2009	Brian Arquette	Eliminate ring road; connect Thorndale with tunnel; extend Elgin O'Hare to Route 59	D_5-119
R-22	December 22, 2009	IDOT	Alternative 203 with Option D was selected as the preferred alternative after considering technical analysis and stakeholder input; tunneling a roadway through O'Hare would not be feasible	D_5-120
C-23	October 12, 2009	Henrik Freitag	Suggests bypass on the north side of railroad tracks	D_5-121
R-23	December 22, 2009	IDOT	Alternative 203 with Option D was selected as the preferred alternative after considering technical analysis and stakeholder input; the only feasible location for the West Bypass is along the south side of the Bensenville Rail Yard because of multiple constraints	D_5-122
C-24	September 8, 2009	Brian Hatfield	Inquiry of total number of lanes to be added east and west bound on the Elgin O'Hare Expressway between Gary Avenue and Rowling Road	D_5-123

TABLE D-5
Draft EIS Comments and Responses

Index No.	Date of Letter	Author	Description	Page Number
Written Comments				
R-24	December 22, 2009	IDOT	Based on traffic studies, an additional lane in each direction is required as well as auxiliary lanes between interchanges; more detailed studies will be conducted during Tier Two to further refine the design	D_5-124
C-25	October 8, 2009	Jim Hornacek	Alternative 203 does not interfere with property; recent building additions do not show on project renderings	D_5-125
R-25	December 22, 2009	IDOT	Detailed studies will be completed during Tier Two to further the design; detailed topographic surveys will be obtained to provide the most current conditions possible	D_5-126
C-26	September 8, 2009	Terry LaPlante	Request for sound abatement fences along Elgin O'Hare Expressway	D_5-127
R-26	December 22, 2009	IDOT	During Tier Two, a detailed noise analysis will be conducted and will consider multiple possible abatement measures	D_5-128
C-27	October 22, 2009	Janis Pasquale	Concern with O'Hare expansion of southern runway; suggests elimination of proposed expressway south of Thorndale and access underground through the airport	D_5-129
R-27	December 22, 2009	IDOT	Proposed improvements associated with OMP are considered a given and are treated as constraints in addition to existing conditions; south leg of the bypass is needed for travel patterns and to connect to I-294; extending the Blue Line from the existing to the western terminal is under consideration	D_5-130
C-28	October 8, 2009	Julie Seranko	Concern with potential acquisition of property	D_5-131
R-28	December 22, 2009	IDOT	During Tier Two, design will continue and property needs will be better defined; property acquisition will not occur until funding for construction is identified or other conditions are met; land acquisition procedures are in place and will be followed	D_5-132
C-29	October 8, 2009	Jeffrey Snyder	Support for Alternative 203, Option A; transit, bike trail and location suggestions	D_5-134

TABLE D-5
Draft EIS Comments and Responses

Index No.	Date of Letter	Author	Description	Page Number
Written Comments				
R-29	December 22, 2009	IDOT	Alternative 203 with Option D was identified as the preferred alternative after consideration of public and stakeholder input; during Tier Two, bike trail and suggested improvements for nearby roadways will be considered as design continues	D_5-135
C-30	October 8, 2009	Tony Spencer	Support for Option D; request for information	D_5-137
R-30	December 22, 2009	IDOT	Option D was identified as the preferred alternative, particularly because of public and community support; costs for the alternatives and south bypass connection options were provided	D_5-138
C-31	December 10, 2009	Mitchell Wyczessany	Proposed alternative improvements	D_5-140
R-31	December 22, 2009	IDOT	Proposed improvements are not feasible; the Phase I planning process is complete and no additional design alternatives will be considered	D_5-142
C-32	October 8, 2009	Anonymous (1)	Suggests landscaping in median of new and existing corridors	D_5-143
C-33	October 8, 2009	Anonymous (2)	Support for Alternative 402	D_5-144
C-34	October 8, 2009	Allan Anderson	Recommends Alternative 203 due to return on investment	D_5-145
C-35	October 8, 2009	Richard Arquette	Support for Alternative 203 unless the southern runway is not built, then put a southern portion of the ring road inside airport	D_5-146
C-36	October 8, 2009	Gary Bergling	Support for Alternative 203 because of superior traffic flow; Support for Option D due to direct truck access to rail yard	D_5-147
C-37	September 13, 2009	Ken Brandt	Supportive of first option on website	D_5-148
C-38	October 8, 2009	Gary Cernan	Support for Alternative 203, Option D due to truck congestion relief	D_5-149
C-39	October 8, 2009	Jim Denna	Support for Alternative 203, Option D	D_5-150
C-40	October 8, 2009	John Denna	Support for Alternative 203, Option D	D_5-151
C-41	October 8, 2009	Matthew Duhan	Support for Option D; expand Green Street	D_5-152
C-42	October 8, 2009	Earth Inc.	Request for information	D_5-153

TABLE D-5
Draft EIS Comments and Responses

Index No.	Date of Letter	Author	Description	Page Number
Written Comments				
C-43	October 8, 2009	Peter Gallagher	Support for Alternative 203, Option D	D_5-154
C-44	October 8, 2009	Thomas Granratti	Support for Alternative 203, Option D	D_5-155
C-45	October 8, 2009	Scott Horejs	In favor of Alternative 203, as long as the Touhy Avenue at UPRR grade separation project is completed	D_5-156
C-46	October 8, 2009	Cathy Howard	Support of Option D because it would preserve Bensenville	D_5-157
C-47	October 8, 2009	Jill Hunt	Support for Option D	D_5-158
C-48	October 8, 2009	Al Hutchison	Support for Alternative 203, Option D	D_5-159
C-49	October 8, 2009	Andrea Koshaba	Support for Alternative 203, Option D	D_5-160
C-50	October 8, 2009	Bruer Larson	Request for information	D_5-161
C-51	October 8, 2009	Helen Leski	Support for Alternative 203, Option D	D_5-162
C-52	October 8, 2009	Robert Leski	Support for Alternative 203, Option D	D_5-163
C-53	October 8, 2009	The Lindstrom Family	Support for Alternative 203	D_5-164
C-54	October 8, 2009	Mike Mabert	Request for information	D_5-165
C-55	October 8, 2009	Auggie Mancilla	Support for Option D	D_5-166
C-56	October 8, 2009	Judith Martinez	Support for Alternative 203, Option D	D_5-167
C-57	October 8, 2009	JoAnn Newman	Support for Alternative 402, Option D	D_5-168
C-58	October 8, 2009	Ken Newman	Support for Alternative 402, Option D	D_5-169
C-59	October 8, 2009	Tim Orlowski	Re-classification of Franklin Avenue and County Line to 80,000 capacity roads	D_5-170
C-60	October 8, 2009	Oronzo Peconio	Support for Alternative 203, Option D	D_5-171
C-61	October 8, 2009	Kathie Pierce	Support for Alternative 203, Option D	D_5-172
C-62	October 8, 2009	Michael Plumeri	Support for Alternative 203, Option A	D_5-173
C-63	October 8, 2009	Paul Quinn	Support for Alternative 203, Option D	D_5-174
C-64	October 9, 2009	Doreen Rafacz	Support for Option D	D_5-175

TABLE D-5
Draft EIS Comments and Responses

Index No.	Date of Letter	Author	Description	Page Number
Written Comments				
C-65	October 8, 2009	Elaine Reiland	Support for Alternative 203, Option D	D_5-176
C-66	October 8, 2009	John Rosario	Support for Alternative 203, Option A	D_5-177
C-67	October 8, 2009	Kim Schappe	Support for Alternative 203, Option D	D_5-178
C-68	October 8, 2009	Rhonda Schubert	Request for information	D_5-179
C-69	October 8, 2009	Chester Seeley	Support for Option D	D_5-180
C-70	October 8, 2009	Sam Semrow	Support for Alternative 203, Option D	D_5-181
C-71	October 8, 2009	David Siverling	Request for information	D_5-182
C-72	October 26, 2009	John Wajda	Support for Alternative 203, Option D for economic opportunity	D_5-183
C-73	October 8, 2009	Joseph Weber	Support for Alternative 203, Option D	D_5-184
C-74	October 8, 2009	Lois Weber	Support for Alternative 203, Option D	D_5-185

*Response provided is associated with multiple comments.

Federal Letters



US Department
of Transportation
**Federal Highway
Administration**

Illinois Division

November 9, 2007

3250 Executive Park Drive
Springfield, Illinois 62703

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

BUREAU OF PROGRAMMING
RECEIVED

NOV 14 2007

DISTRICT 5

In Reply Refer To:
HPER-IL

Dear Mr. Westlake:

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

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

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

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

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

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

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

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

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

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

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

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

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

cc:

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



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

Illinois Division

November 9, 2007

3250 Executive Park Drive
Springfield, Illinois 62703

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

In Reply Refer To:
HPER-IL

Dear Mr. Klima:

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

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

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

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

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

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

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

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

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

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

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

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

cc:

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



U.S. Department
of Transportation

**Federal Highway
Administration**

Illinois Division

November 9, 2007

3250 Executive Park Drive
Springfield, Illinois 62703

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

In Reply Refer To:
HPER-IL

Dear Dr. Taylor:

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

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

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

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

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

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

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

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

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

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

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

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

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

cc:

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



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

Illinois Division

November 9, 2007

3250 Executive Park Drive
Springfield, Illinois 62703

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

In Reply Refer To:
HPER-IL

Dear Mr. Hamer:

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

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

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

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

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

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

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

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

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

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

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

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

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

cc:

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



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

Illinois Division

November 9, 2007

3250 Executive Park Drive
Springfield, Illinois 62703

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

In Reply Refer To:
HPER-IL

Dear Ms. Simon:

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

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

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

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

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

**MOVING THE
AMERICAN
ECONOMY**

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

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

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

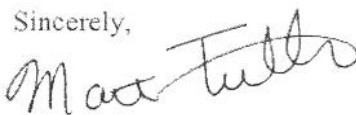
Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to December 10, 2007. If your agency declines to be a participating agency, the response should state your reason for declining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

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

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

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

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

cc:

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



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

Illinois Division

November 9, 2007

3250 Executive Park Drive
Springfield, Illinois 62703

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

In Reply Refer To:
HPER-IL

Dear Mr. Hawley:

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

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

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

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

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

**MOVING THE
AMERICAN
ECONOMY**

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

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

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

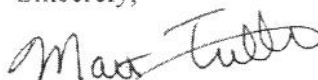
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- Does not intend to submit comments on the project.

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

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

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

cc:

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



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

Illinois Division

November 9, 2007

3250 Executive Park Drive
Springfield, Illinois 62703

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

In Reply Refer To:
HPER-IL

Dear Mr. Rogner:

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

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

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

**MOVING THE
AMERICAN
ECONOMY**

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

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

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
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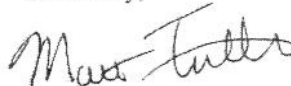
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- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

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

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

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

cc:

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



U.S. Department
of Transportation

**Federal Highway
Administration**

Illinois Division

November 9, 2007

3250 Executive Park Drive
Springfield, Illinois 62703

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

In Reply Refer To:
HPER-IL

Dear Mr. Boardman:

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

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

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

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

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

**MOVING THE
AMERICAN
ECONOMY**

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

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

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
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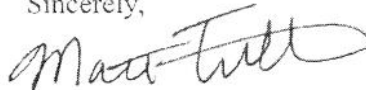
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- Does not intend to submit comments on the project.

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

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

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

cc:

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



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

Illinois Division

November 9, 2007

3250 Executive Park Drive
Springfield, Illinois 62703

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

In Reply Refer To:
HPER-IL

Dear Mr. Cooper:

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

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**MOVING THE
AMERICAN
ECONOMY**

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

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

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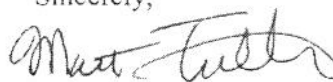
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Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

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

cc:

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



U.S. Department
of Transportation

**Federal Highway
Administration**

Illinois Division

November 9, 2007

3250 Executive Park Drive
Springfield, Illinois 62703

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

In Reply Refer To:
HPER-IL

Dear Mr. Isoe:

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

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**MOVING THE
AMERICAN
ECONOMY**

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

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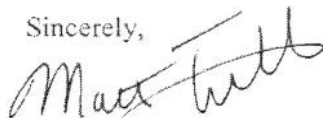
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Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

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

cc:

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



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

Illinois Division

November 9, 2007

3250 Executive Park Drive
Springfield, Illinois 62703

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

In Reply Refer To:
HPER-IL

Dear Mr. Buikema:

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

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

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

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

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

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

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

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

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

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

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

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

cc:

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

Participating and Cooperating Agency Responses

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



FEMA

RECEIVED
DEC 10 2007
**ILLINOIS
DIVISION**

December 5, 2007

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

Subject: HPER-IL

Dear Mr. Fuller:

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

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

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

Sincerely,

A handwritten signature in black ink that reads "Terry Reuss Fell".

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

DEC 5 2007



Transportation
Security
Administration

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

RECEIVED
DEC 10 2007
**ILLINOIS
DIVISION**

Dear Mr. Fuller:

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

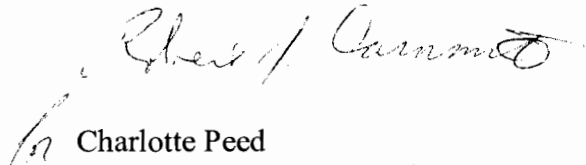
The Transportation Security Administration has as part of its mission the assurance that the American people will be able to have free and unimpaired access to a secure transportation network across all modes. Clearly, then, the Elgin O'Hare-West Bypass initiative cited in your letter will impact our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

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

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

I hope this information is helpful.

Sincerely yours,


Charlotte Peed
Acting General Manager for Airports
Transportation Sector Network Management

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



United States Department of the Interior

National Park Service

Midwest Region
601 Riverfront Drive
Omaha, Nebraska 68102-4226



DEC 05 2007

ER-07/0943

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

RECEIVED
DEC 10 2007
**ILLINOIS
DIVISION**

Dear Mr. Stoner:

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

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

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

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

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

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

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

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

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

We appreciate the opportunity to provide these comments.

Sincerely,



Ernest Quintana
Regional Director

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



United States Department of the Interior

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

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

February 5, 2008

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

Dear Mr. Harmet:

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

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

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

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

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

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

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

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

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

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

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

Mr. Peter E. Harmet

3

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

Sincerely,

John D. Rogner
Field Supervisor



FEMA

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

FEB 7 2008

BUREAU OF PROGRAMS
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FEB - 8 2008
DISTRICT #1

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

Dear Ms. O'Keefe:

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

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

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

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

Sincerely,

A handwritten signature in cursive script that reads "Terry Rouss Fell".

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



U.S. Department
of Transportation

**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

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

Dear Mr. Barrett:

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

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

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

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

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

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

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

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

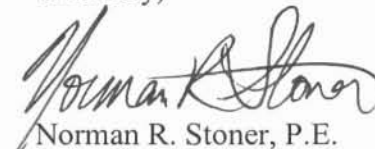
1. Provide meaningful and early input on defining the project's purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate;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

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

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

Thank you for your cooperation and interest in this project.

Sincerely,



Norman R. Stoner, P.E.
Division Administrator

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



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

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

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

Dear Mr. Buffalo:

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

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

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

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

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



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

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

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

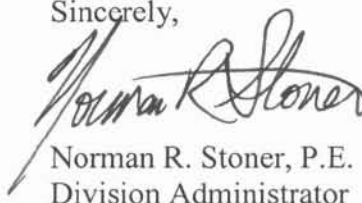
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2. Participate in coordination meetings and joint field reviews, as appropriate; and
3. Participate and comment on appropriate Section 106 documentation.

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

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

Thank you for your cooperation and interest in this project.

Sincerely,



Norman R. Stoner, P.E.
Division Administrator

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



U.S. Department
of Transportation

**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

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

Dear Mr. Cleveland:

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

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

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

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

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



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

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

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

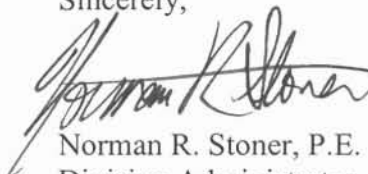
1. Provide meaningful and early input on defining the project's purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate;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

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

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

Thank you for your cooperation and interest in this project.

Sincerely,



Norman R. Stoner, P.E.
Division Administrator

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



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

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

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

Dear Mr. Froman:

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

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

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

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

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



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

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

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

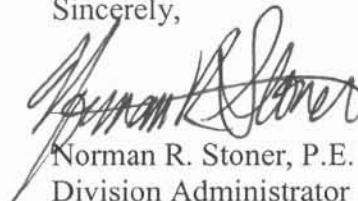
1. Provide meaningful and early input on defining the project's purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate;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

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

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

Thank you for your cooperation and interest in this project.

Sincerely,



Norman R. Stoner, P.E.
Division Administrator

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



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3250 Executive Park Dr.
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

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

Dear Mr. Kitchkumme:

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

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

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

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

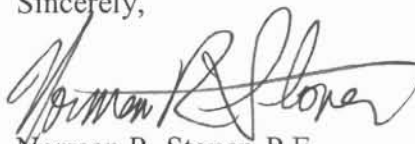
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Thank you for your cooperation and interest in this project.

Sincerely,



Norman R. Stoner, P.E.
Division Administrator

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



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Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

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

Dear Mr. Meshiguad:

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

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

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

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

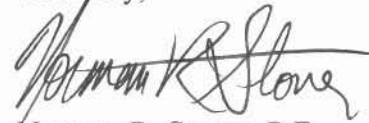
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Thank you for your cooperation and interest in this project.

Sincerely,



Norman R. Stoner, P.E.
Division Administrator

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Ms. Diane O'Keefe, Region One, IDOT
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Ms. Anne Haaker, Illinois State Historic Preservation Agency



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Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

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

Dear Mr. Miller:

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

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

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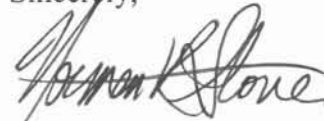
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Division Administrator

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**Federal Highway
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Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

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

Dear Ms. Perkins:

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

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

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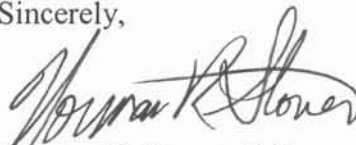
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Norman R. Stoner, P.E.
Division Administrator

cc: Mr. Eric Harm, Division of Highways, IDOT
Ms. Diane O'Keefe, Region One, IDOT
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Ms. Anne Haaker, Illinois State Historic Preservation Agency



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

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

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

Dear Mr. Pilcher:

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

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

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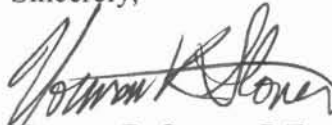
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U.S. Department
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Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

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

Dear Ms. Rhoades:

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

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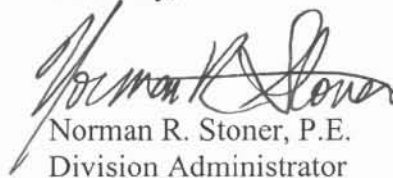
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U.S. Department
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Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

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

Dear Mr. Shopodock:

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

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

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

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

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

**MOVING THE
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ECONOMY**



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

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

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

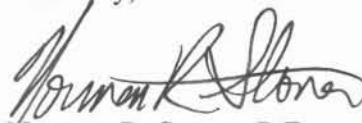
1. Provide meaningful and early input on defining the project's purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate;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

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

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

Thank you for your cooperation and interest in this project.

Sincerely,



Norman R. Stoner, P.E.
Division Administrator

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

Participating Agencies Responses

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



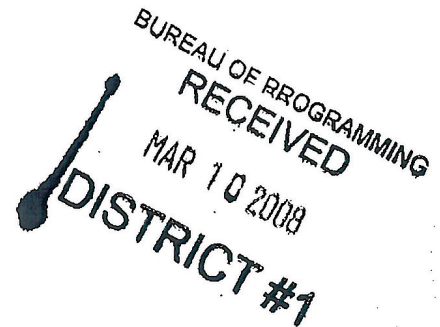
U.S. Department
of Transportation
**Federal Transit
Administration**

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

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

March 6, 2008

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



Dear Mr. Harmet:

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

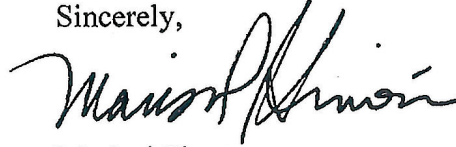
As you know, the study area of the EO-WB has an extensive collection of transportation routes. These include three Metra Rail lines; the Chicago Transit Authority Rail Blue Line; and various PACE Bus routes. Also of note is the Metra Star Line New Starts analysis that is currently taking place. If approved,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

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "Marisol Simon". The signature is fluid and cursive, with the first name "Marisol" being more prominent than the last name "Simon".

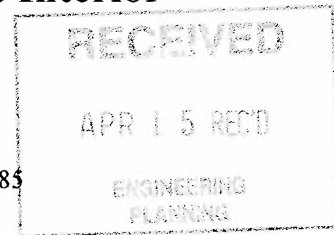
Marisol Simon
Regional Administrator

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



United States Department of the Interior

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



IN REPLY REFER TO:
FWS/AES-CIFO

April 10, 2008

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

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

Dear Mr. Harm and Ms. LaPorte:

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

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

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

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

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "John D. Rogner". The signature is fluid and cursive, with the first name "John" being the most prominent part.

John D. Rogner
Field Supervisor

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



CHRISTOPHER B. BURKE ENGINEERING, LTD.

9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX(847) 823-0520

December 15, 2008

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

Attention: Cathy Pollack

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

Dear Ms. Pollack:

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

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

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

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

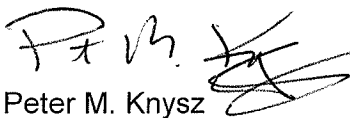
most likely to occur. The Illinois Department of Natural Resources (IDNR) provided information on State-listed species within the study area; the eastern massasauga was not included in this information. We understand that IDNR may have updated their database, and we are in the process of obtaining relevant updates from IDNR. Based on information provided by the Forest Preserve District of DuPage County (FPDDC), the eastern massasauga is considered a "historical record" in the study area at Wood Dale Grove Forest Preserve¹. Many historical records were made as early as the 1970s and it is possible that this species no longer exists at Wood Dale Grove.

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

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

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

Sincerely,



Peter M. Knysz
Senior Environmental Resource Specialist

cc: Shawn Cirton - USFWS

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

APPENDIX

TWP	RNG	SEC
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41	11	5
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Latitude:
North 41.979764

Longitude:
West 87.991284



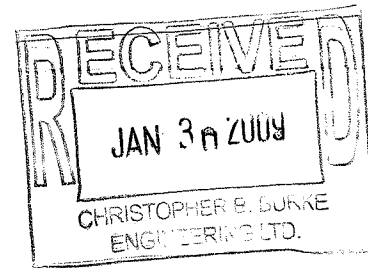
United States Department of the Interior

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

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

January 29, 2009

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



Dear Mr. Knysz:

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

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

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

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

Mr. Peter M. Knysz

2

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

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

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

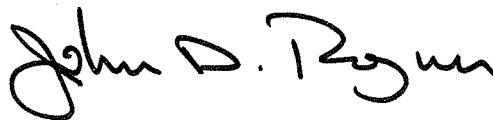
When more definitive routes for this proposed project are decided, we recommend that you submit them to this office along with information on the quality of the wetlands that may be impacted, for a more thorough review.

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "John D. Rogner". The signature is fluid and cursive, with the first name "John" being the most prominent.

John D. Rogner
Field Supervisor

PETER J. ROSKAM

6TH DISTRICT, ILLINOIS

DEPUTY WHIP

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(630) 893-9735 FAX

www.roskam.house.gov

March 25, 2009

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

Dear Secretary Sees,

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

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

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

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

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

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

Very truly yours,

A handwritten signature in black ink, appearing to read "P. Roskam", with a long horizontal flourish extending to the right.

Peter J. Roskam
Member of Congress

"Pete Knysz" <pknysz@cbbel.com>

05/22/2009 08:07 AM

Please respond to <pknysz@cbbel.com>

To <Cathy_Pollack@fws.gov>

cc

Subject Elgin O'Hare - West Bypass

Cathy,

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

- 1) Please confirm that the eastern massasauga rattlesnake is no longer a concern for the previous study area boundaries and is not a concern for the expanded study area.
- 2) Regarding the eastern prairie fringed orchid...are you requesting that searches be conducted at potential moderate to high quality wetland areas in the previous study area only? The letter states that no federally listed species, nor critical habitat is known to occur in the expanded study area.

Please call with questions.

Thanks,

Peter M. Knysz

Manager, NPDES Policy and Enforcement

Christopher B. Burke Engineering, Ltd.

9575 W. Higgins Road, Suite 600 Rosemont, IL 60018

Phone: (847) 823-0500 Fax: (847) 318-9793 Cell: (847) 833-0278

E-Mail: pknysz@cbbelcom

The information contained in this e-mail is intended only for the individual or entity to whom it is addressed and should not be opened, read or utilized by any other party. This message shall not be construed as official project information or as direction except as expressly provided in the contract document. Its contents (including any attachments) may contain confidential and/or privileged information. If you are not an intended recipient you must not use, disclose, disseminate, copy or print its contents. If you receive this e-mail in error, please notify the sender by reply e-mail and delete and destroy the message.

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

Pete,

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

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

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

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

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

Cathy

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

-----<Matt.Fuller@dot.gov> wrote: -----

To: <karla_kramer@fws.gov>, <kathy.g.chernich@lrc02.usace.army.mil>, <westlake.kenneth@epa.gov>, <shawn_cirton@fws.gov>, <kamke.sherry@epa.gov>, <Anne.Haaker@illinois.gov>, <james.allison@illinois.gov>, <steve.hamer@illinois.gov>, <terry.savko@illinois.gov>
From: <Matt.Fuller@dot.gov>
Date: 11/21/2009 08:01AM
cc: <Walter.Zyznieuski@illinois.gov>, <Mike.Hine@dot.gov>, <Ronald.Krall@illinois.gov>, <Pete.Harmet@illinois.gov>, <Mike.Hine@dot.gov>, <Jon-Paul.Kohler@dot.gov>, <Janis.Piland@dot.gov>, <Jerry.Stevenson@dot.gov>
Subject: Elgin O'Hare West Bypass - Request for Concurrence on Preferred Alternative

Hello everyone – Attached is the preferred alternative package for the Elgin O'Hare West Bypass project. Normally, we wait to present for concurrence at the regularly scheduled concurrence meetings, however, the resource agencies provided generally supportive comments on the Draft EIS; IDOT has done a good job of keeping the resource agencies up-to-date on the consensus building process that has resulted in the identification of the preferred alternative; there is a desire to keep the project moving forward at an accelerated pace to conclude Tier 1; and there is wide spread local support for the preferred alternative.

Therefore, FHWA and IDOT hereby request the resource agencies provided concurrence on the selection of Alternative 203 with option D as the preferred alternative by December 22, 2009. Also, please know we plan to discuss next steps with the agencies at the February 2010 NEPA-404 Merger meeting as we work to finish the Tier 1 EIS and begin work on Tier 2.

Please let me know if you have any questions. Thanks and have a great Thanksgiving!
Matt

[attachment "2009-11-20 Preferred Alternative Pkg EOWB.pdf"]

Elgin O'Hare – West Bypass Project

Preferred Alternative Concurrence Point

Prepared for
Illinois NEPA/404 Merger Group

November 2009



CH2MHILL

Introduction

The Federal Highway Administration in conjunction with the Illinois Department of Transportation (IDOT) signed and released the Elgin O'Hare - West Bypass Tier One Draft Environmental Statement (Draft EIS) for review and comment in September 2009. The Draft EIS documents the transportation needs and an analysis of alternative multimodal transportation solutions and the identification of the alternatives carried forward in the document for detailed analysis. These include Alternatives 203 and 402 along with South Bypass Connection Options A and D. Companion to Alternatives 203 and 402 were transit, bicycle and pedestrian improvements.

This document summarizes the findings of the study process and recommends a preferred alternative. The relevant information influencing the decision includes the content of the Draft EIS, and the public and agency comments received throughout the process and during the Draft EIS comment review period. Based on that information, we are seeking concurrence on the selection of Alternative 203 with South Bypass Connection Option D as the Preferred Alternative.

Project stakeholders have been involved at every stage of the planning process, including the identification and prioritization of transportation needs, alternatives development, and alternatives evaluation. The Agencies that are a part of the NEPA/404 Merger process are among the key stakeholders, with IDOT striving to make certain that issues are identified and addressed in a timely and thorough manner. A meeting summary is provided below with meeting dates and topics, including all of the merger points prior to the release of the Draft EIS.

December 12, 2007 - Scoping meeting.

January 11, 2008 - Supplementary scoping meeting.

June 23, 2008 - Concurrence granted for the project's Purpose and Need.

September 4, 2008 - Project update on the tiering process and advancements in the alternatives evaluation and screening. A supplementary meeting was held with USACE and USEPA on October 8, 2008 to present this same information to those agencies unable to attend the September 4, 2008. The preliminary screening results for the west bypass north and south connections were also discussed.

November 12, 2008 - Meeting with the USACE, USEPA, and USFWS to provide an overview of the resource issues in the study area. The meeting included a discussion of the data collected and refinements for wetlands and other resources, and a field visit of the study area to view environmental resources. Regarding the latter, the field visit included an expanded study area to the west based on recent findings that improvements in the original study area would require capacity improvements to the west.

February 3, 2009 - Project status update on the revised study area, updated purpose and need statement, and advancements in the alternatives evaluation and screening.

June 24, 2009 - Concurrence was granted on the revised purpose and need, and alternatives to be carried forward.

July 27 and 30, 2009 – Phone conversations with USEPA and USFWS to discuss the treatment of air quality in the Tier One Draft EIS, the schedule to complete the Draft EIS, and the schedule for Tier Two.

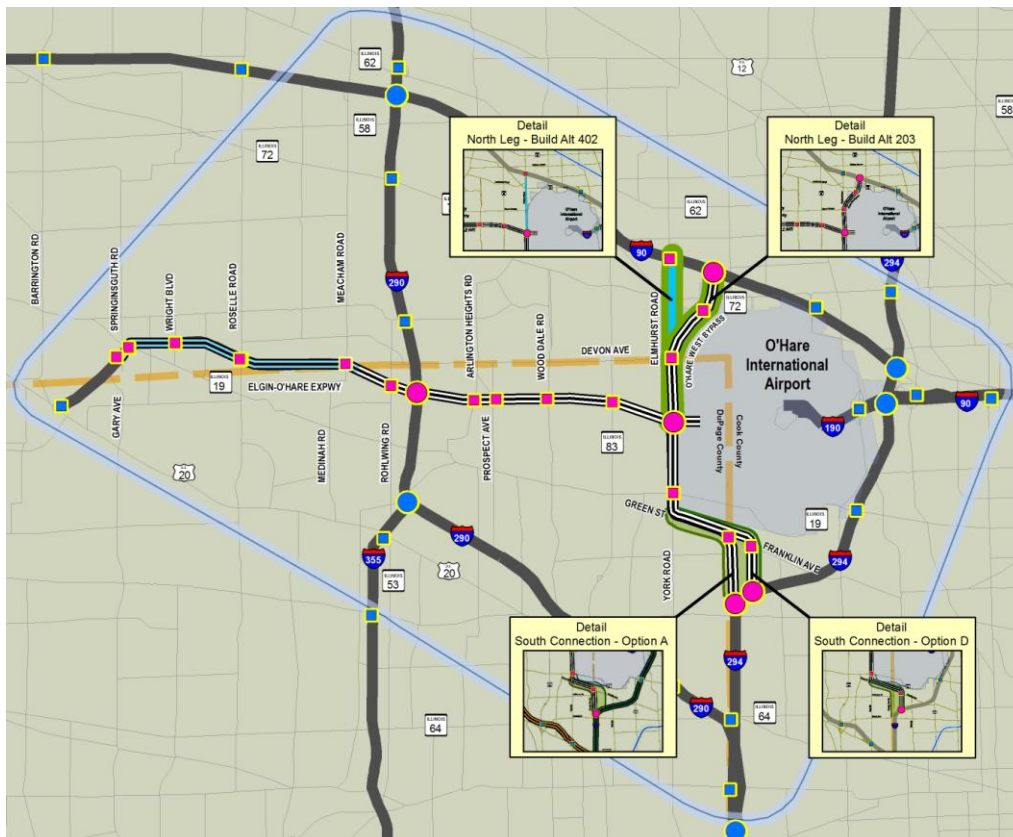
October 5, 2009 – Meeting with USACE, USEPA, and USFWS to discuss the findings of the Draft EIS, and to discuss the process for identifying the preferred alternative and expectations for the Tier Two process.

Alternatives Carried Forward

The build alternatives carried forward for detailed evaluation in the Draft EIS evolved from a rigorous examination of many alternatives. These alternatives considered a number of factors including travel performance, environmental and social impacts and benefits, and public input. The outcome of the analysis concluded with a decision to carry forward Alternatives 203 and 402 as the two proposed sets of improvements for detailed evaluation in the Draft EIS (see below). Alternatives 203 and 402 are similar with the exception of the north portion of the O'Hare West Bypass as shown in the insets below. Common to these alternatives are transit and bicycle and pedestrian improvements. Travel management strategies will be studied in detail during Tier Two.

The Elgin O'Hare Expressway improvements and the south portion of the O'Hare West Bypass are the same for both build alternatives. Regarding the southern portion of the bypass, two options (Options A and D – see insets below) were retained for further analysis in the Draft EIS.

Alternatives Carried Forward



The Elgin O'Hare Expressway section includes upgrading and extending the existing Elgin O'Hare Expressway. Between IL 19/Gary Avenue and I-290, the expressway would be widened and upgraded for 4.4 miles. The expressway would be extended from I-290 to the O'Hare West Bypass for about 5.4 miles. The facility would have three basic lanes in each direction, with additional auxiliary lanes between high volume interchanges. The center median would vary between 70 to 144 feet, which could accommodate potential dedicated transit service including stations. See the location of system and service interchanges along this section of roadway below.

Elgin O'Hare Expressway

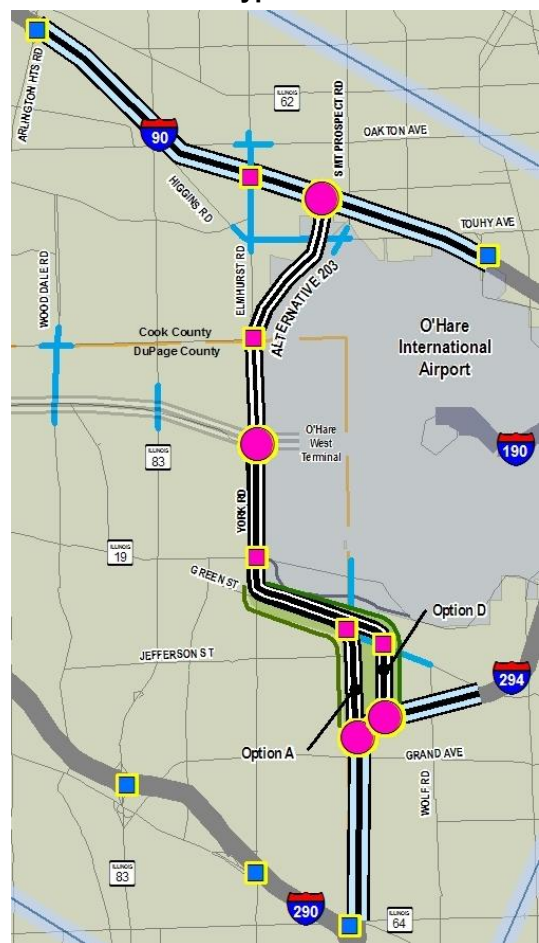


The other major roadway component of the build alternatives is the O'Hare West Bypass extending from I-90 to I-294 about 6.2 miles along the west side of O'Hare Airport (see figure to the right). For Alternative 203, the bypass would be a freeway for the entire length. However, for Alternative 402, only the southern portion of the bypass would be a freeway, and the northern portion would be an arterial improvement along York Road/Elmhurst Road.

Under Alternative 203, the O'Hare West Bypass would consist of four basic lanes in each direction with additional auxiliary lanes at interchanges and a 70-foot median to accommodate transit service north of Thorndale Avenue. The northern portion of the bypass would connect to I-90 at the location of the tollway's Des Plaines Oasis. Two options remain open for the southern bypass connection to I-294 including Option A and Option D. Option A is located just west of County Line Road and connects to I-294 near Grand Avenue, and Option D is located just east of the Union Pacific tracks in Franklin Park.

The O'Hare West Bypass would have three system interchanges (I-90, O'Hare West Terminal and Elgin O'Hare Expressway, and I-294), and five service interchanges (Elmhurst Road and I-90, IL

O'Hare West Bypass



72, Elmhurst Road/Pratt Boulevard/Devon Avenue, IL 19, and Franklin/Green Street. See the alignment, and system and service interchange locations on the previous page.

Under Alternative 402 (see figure to the right), the section north of Thorndale Avenue is proposed as an arterial improvement to York Road/Elmhurst Road north of Thorndale Avenue, about 3.1 miles to I-90. The arterial facility would be upgraded to provide three lanes in each direction separated by a raised median along York Road/Elmhurst Road. Local improvements would include grade separation at Touhy Avenue from the Union Pacific Railroad tracks. The interchange at York Road/Elmhurst Road and I-90 would be upgraded to full access with added access to and from the west.

Each of the alternatives will be supported by crossroad improvements needed to manage efficient traffic circulation to and from the mainline improvements. In some cases, the crossroad improvements would extend several hundred feet from the mainline intersections, and in other situations, more extensive capacity improvements are needed for adjacent roadways. The impacts, benefits and costs of these supporting improvements are also included in the DEIS.

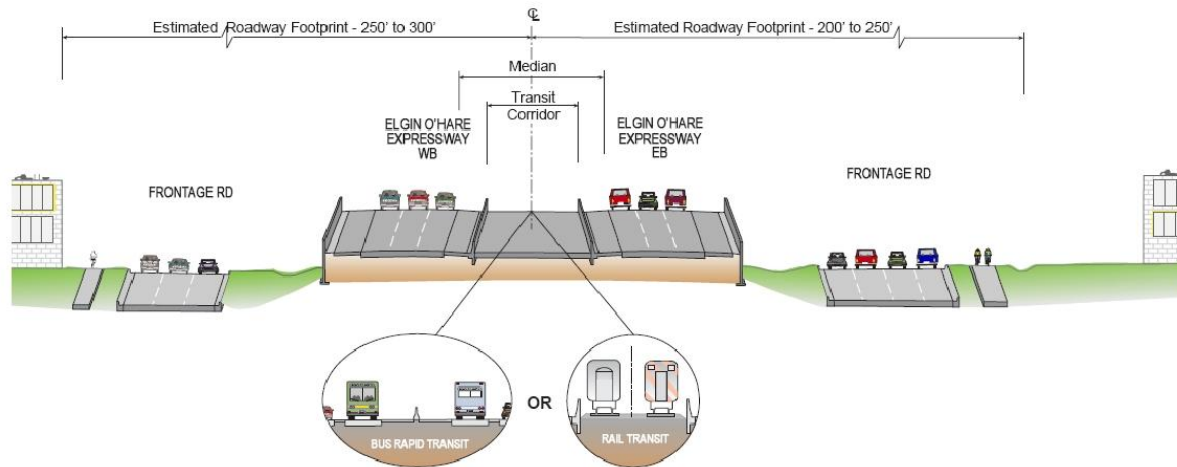
Considerable effort was made during the process to develop transit and non-motorized improvements as part of the overall plan for the area. These improvements are common to both roadway alternatives described above. Proposed transit improvements include commuter rail service, rail or bus rapid transit (BRT), express bus service, local bus service, and shuttles (to be built by others) in 15 corridors in and around the study area (see Exhibit 1). As part of the transit improvements the Elgin O'Hare Expressway Corridor and the north portion of the West Bypass under Alternative 203 would include a median reservation for either commuter rail or bus rapid transit. New stations, intermodal facilities or transit centers, and park and ride facilities are also proposed.

Non-motorized improvements include bicycle and pedestrian enhancements for existing regional and local trail systems that provide better connection to work, transit and activity centers (see Exhibit 2).

Alternative 402



Median Reservation for Transit



Selection of the Preferred Alternative

Since beginning Tier One for the Elgin O'Hare – West Bypass study in 2007, many alternative transportation solutions have been developed and evaluated. Alternatives were analyzed and screened based on travel performance, environmental and socioeconomic impacts and benefits, and public input. The build alternatives that emerged from this process are similar, but there are differences that lead to a clear recommendation. Based on an examination of all the materials available in this process including the environmental documentation in the Draft EIS, engineering data, comparative travel performance analyses, and pertinent stakeholder input, Alternative 203 with South Bypass Connection Option D is the Preferred Alternative (see Exhibit 3).

Travel performance, environmental and social impacts and benefits, and public input were all given thorough consideration in the analysis of the build alternatives (203 and 402) and South Connection Options A and D. An examination of each of these factors leads to the identification of the Preferred Alternative. The rationale for choosing South Bypass Connection Option D and Alternative 203 are described below.

South Bypass Connection Options

Design Performance

Functionally, the intersection of the freeway ramps to and from the south directly connecting with Taft Road under Option D offers more continuity in access and is more central to the industrial development in the area. The location of Option A presents some design challenges, as it creates a pair of offset intersection between the Green Street interchange and the Taft Road extension that would likely require a longer section of Green Street to be widened.

Travel Performance

Travel performance was not considered for the south bypass connections evaluation. The travel demand model would not produce any measurable differences in performance due to the relatively short lengths and similar locations and configurations of the South Connection Options.

Environmental Impacts

The two options are in a highly developed area and therefore have relatively minor impacts to wetlands, floodplains, threatened or endangered species, forested lands, or surface waters. For both wetlands and surface waters, the impact would be less than one-half acre for either Option A or D. For forested land and floodplains, both options impact less than one acre, and neither option would impact threatened and endangered species.

TABLE 1
Environmental Consequences of Options A and D

Resource	Option A	Option D
Wetlands (acre) ^a	0.2	0.4
Stream crossings (total number)	3	3
Surface waters (acre) ^a	0.4	0.3
Floodplain encroachments (acre)	0.6	0.6
Threatened or endangered Species (number)	0	0
Forested lands (acre)	0.9	0.3

^a Totals include impacts to potentially jurisdictional areas, such as stormwater facilities. Subject to regulatory review, several manmade stormwater facilities may be exempt from regulation.

Social Impacts

The number of structures displaced, the number of individual businesses displaced, and the tax base impacts were considered for Options A and D. As show in Table 2, Option A has a greater number of structures displaced (35 buildings versus 25 buildings), but relatively fewer (300 fewer) employees displaced as these businesses are smaller than those along Option D. The tax base impact is also lower for Option A than Option D. However, given that Option A is adjacent to residential areas in Bensenville, there is a potential for impacts to noise sensitive areas. Conversely, Option D is located wholly within non-residential areas, and the Village of Franklin Park sees the implementation of Option D as an opportunity to revitalize the adjacent industrial uses through improved access.

TABLE 2
Socio-economic Consequences of Options A and D

Resource	Option A	Option D
Residential structure displacements (number)	7	0
Commercial or industrial structure displacements (number)	28	25
Business displacements (number)	45	22
Employee displacements (number)	600	911
Tax revenue loss (\$)	\$1.3M	\$2.6M

Stakeholder Input

Overall, stakeholder comment has been clearly in favor of Option D. Bensenville has stated publicly that Option A would be in conflict with the community's vision, whereas the Village of Franklin Park has passed a resolution endorsing Option D. As noted above, the Village foresees the implementation of Option D as an opportunity to enhance the viability of the adjoining land uses through improved access, as well as address existing flooding concerns through drainage improvements.

Conclusion

The travel performance and environmental impacts are not distinguishing factors, and the social impacts for Option D, while higher, are viewed by the local community as an opportunity to revitalize the adjoining land uses through improved access and drainage improvements. Lastly, the communities have weighed in on the issue through the stakeholder involvement process, with a consensus position favoring Option D. Therefore, Option D is preferred.

Alternatives 203 and 402

Travel Performance

The travel performance for the two build alternatives is comparable, with Alternative 203 offering slightly better travel performance than Alternative 402 in every category, including both local and more regional measures (see Table 3).

TABLE 3
Build Alternatives Systemwide Travel Performance Comparisons

	Alternative 203	Alternative 402
Percent Increase in Regional Travel Efficiency in Study Area	10%	8%
Percent Decrease in Congested VMT on Secondary Roadways (P.M. Peak)	15.2%	12.3%
Percent Increase in Network Speeds on Principal Arterials (P.M. Peak)	8%	7%
Improve O'Hare West Access—Travel Time Savings from the Study Area West to O'Hare	49%	47%
Improve Accessibility—Percent Increase in Trips within Five Minutes to Interstate/Freeway facilities	50%	41%
Percent Increase in Transit Trips	37%	34%

Environmental Impacts

The environmental analysis shows that the impacts from Alternatives 203 and 402 are comparable, with Alternative 402 having slightly lower impacts (impacts associated with the build alternatives are shown with Option D; see Table 4). Avoidance and minimization techniques throughout the process have reduced environmental resource impacts to manageable levels, and the impact difference between alternatives is small. Only a few acres of impact separate the alternatives with only three acres difference for wetlands, surface waters, and floodplains. Effects on 4(f) resources such as DuPage and Cook counties forest preserve properties and municipal parks represent small impacts to the edges of these resources that do not impair any functional aspects of the properties. There is no effect on

threatened and endangered species, historical structures, and archaeological resources. During the Draft EIS comment period, the USFWS suggested in correspondence that traffic noise could impact wildlife species. Responding to the agency's comment requires detailed design traffic, final alignment, and geometric layout which would be products of Tier Two. Therefore, general information about this issue will be added to the FEIS, with further discussion in the Tier Two document. At that time, IDOT will work with the USFWS to develop possible study approaches to address these issues further. The State Historic Preservation Officer has concurred that the proposed improvements will have no effect on architectural and archaeological resources, and no further study is required in Tier Two.

In the final analysis, most environmental impacts are common to both alternatives, with only the north leg of each alternative accounting for slight differences. Thus, from the perspective of environmental resources there are no effects that distinguish the alternatives.

TABLE 4
Summary of Environmental Consequences

	Alternative 203/Option D	Alternative 402/Option D
Wetlands (acre) ^a	39.1	36.5
Stream crossings (total number)	22	20
Surface waters (acre) ^a	18.1	15.1
Floodplain encroachments (acre)	24.7	27.2
Threatened or endangered species (number)	0	0
Noise-sensitive Resources	75	68
Architectural and Archaeological Resources	0	0
Acres of potential forest preserve and local park 4(f) impacts (number of properties)	5.9 (8)	3.1 (6)
Special Waste Sites	242	237

^a Totals include impacts to potentially jurisdictional areas, such as stormwater facilities. Subject to regulatory review, several manmade stormwater facilities may be exempt from regulation.

Socioeconomic Impacts and Costs

Socioeconomic impacts favor Alternative 402 with slightly fewer displacements of residential, commercial and industrial structures, fewer job displacements, and lower tax revenue losses – see Table 5.

In the examination of socio-economic benefits, both Alternatives 203 and 402 show ability to generate significant economic benefit in terms of value added to the economy and job creation. With the use of an econometric model it was estimated that with either alternative the total economic effect is greater than the initial roadway investment. The spending and consumption of project investment dollars would be greatest with Alternative 203 with an added value to the regional economy of \$5 billion. Alternative 402 would provide an added value of \$4 billion. The measure of employment growth includes changes in direct, indirect and induced employment. Alternative 203 provides greater job growth with 21,600 jobs during the three year construction period of the project, whereas Alternative 402 would create 16,600 jobs. With the assistance of CMAP, a special analysis was performed estimating the year 2030 employment with the project improvements. The improved access

to the study area would increase the competitive advantage of businesses located there, by improving access to the interstate system, shortening travel times to industrial areas within the study area, reducing traffic on local roads by shifting non-local trips to higher capacity roads, and enhancing the possibility for the redevelopment of underused properties. For the purposes of this analysis, the 2030 job forecasts are considered as long term jobs. The effect of Alternative 203 would be an additional 62,000 employees locating in the study area by 2030 compared to the No-Action Alternative. Alternative 402 would add 48,500 employees to the study area by 2030. In terms of project costs, alternative 402 is lower in cost, due to its design, which includes an arterial connection to the north, instead of a full bypass. However, as noted below, the layout and design of Alternative 203, while having a higher cost, satisfies a critical stakeholder concern with respect to community planning and cohesion.

TABLE 5
Summary of Socioeconomic Impacts and Benefits

	Alternative 203/Option D	Alternative 402/Option D
Residential, commercial and industrial displacements	50	46
Employees displaced	1,203	1,040
Roadway construction costs (1999 \$)	\$2.99B	\$2.33B
Value added to the regional economy	\$5B	\$4B
Short-term job creation	21,600	16,600
Long-term job creation	62,000	48,500
Tax revenue loss	\$4.45M	\$3.54M

Stakeholder Input

From project inception through refinement of alternatives to selection of alternatives to be analyzed in the Draft EIS, roughly 130 meetings were held with established stakeholder groups, communities, transportation service providers, federal and state resource agencies, business owners, and the general public. The result has been a consensus on which alternative and south bypass connection option should be selected as the preferred alternative (see Table 6 for a summary of public comments). Over the course of those public events, the overwhelming majority of stakeholder comments were in support of Alternative 203 and South Bypass Connection Option D. The strong consensus for Alternative 203 is squarely aligned with the plan that would manage traffic relatively better, and is consistent with the concerns about traffic in the study area. The study area is rich in commercial and industrial development, which is the economic engine of many communities in the area. Stakeholders favor Alternative 203 because of better access and greater potential for reinvestment in aging properties in the area. Lastly, communities agree that Alternative 203 is most compatible with their land use policies, particularly Elk Grove Village. The Village states that Alternative 203 would preserve businesses and jobs, improve traffic flow, focus traffic to major roads, and preserve existing land use patterns. The public hearing for the Draft EIS held in October 2009 produced more comments from agencies, municipalities, and other stakeholders (general public). Ninety-four percent of comments that indicated support for an alternative or south bypass connection option named Alternative 203 and/or South Bypass Connection Option D as preferred (see Table 4). Six agencies submitted comments

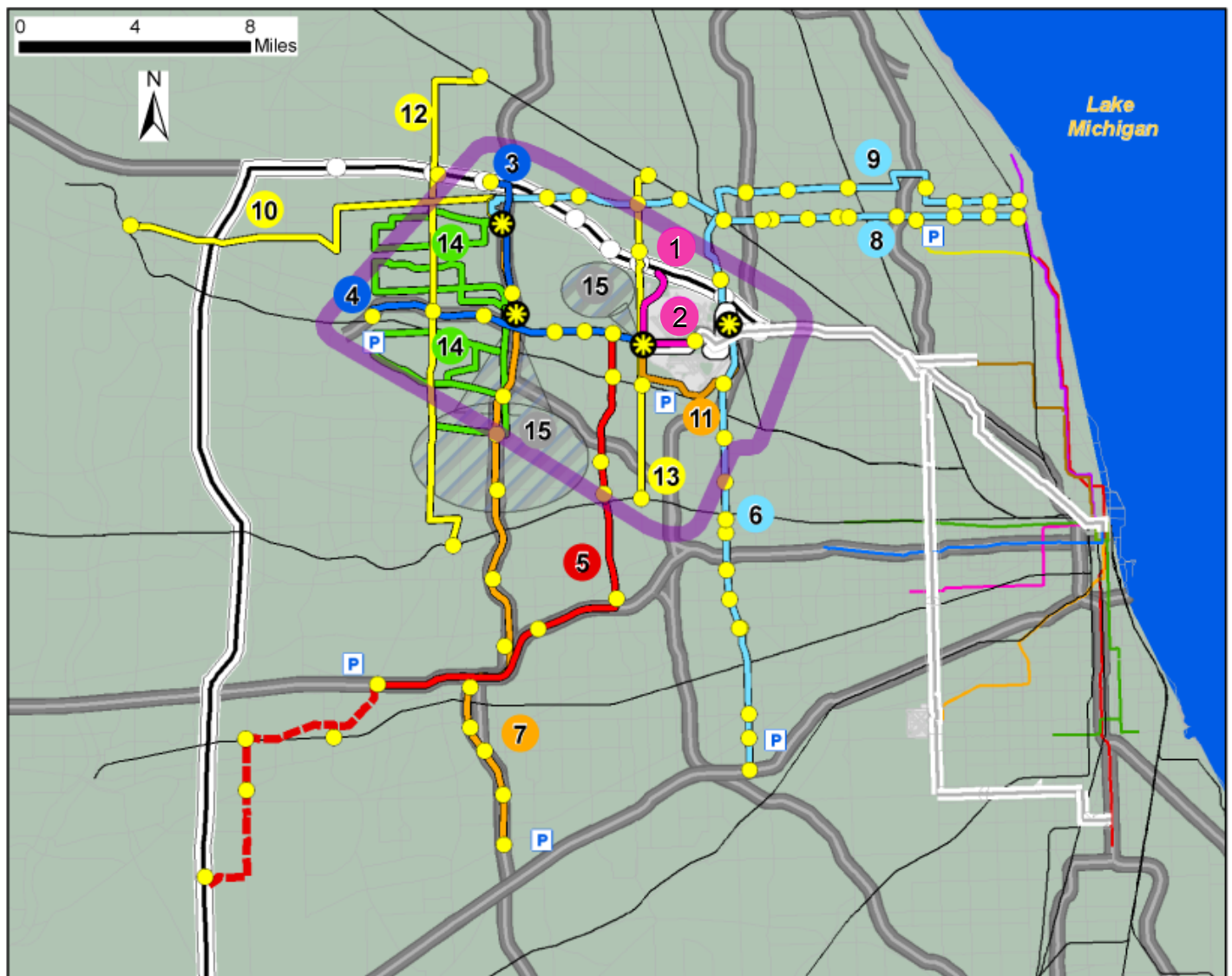
on the Draft EIS, with virtually all comments relevant to details that should be addressed in the Tier Two document. No comments require reconsideration of the range of alternatives considered or the technical analyses contained in the document. The USEPA assigned a rating of “Lack of Objections” to the Draft EIS. Comments that did not identify a preference for an alternative or option requested further information or clarification on the design. The USFWS requested additional information pertaining to potential noise impacts on wildlife species, which will primarily be addressed in the Tier Two document. Seven letters or resolutions were submitted by communities in the study area, three of which were supportive of Alternative 203 and/or Option D, and one identified Alternative 402 as the preferred alternative. Others focused on issues important to the communities in the next phases of the project such as noise abatement, storm water management, and preserving transit as a part of the solution. Fifty-five comments were received from the public at-large, and most (37) supported Alternative 203 and/or Option D. Other comments included requests for specific information or clarification of the proposed concept.

TABLE 6
Summary of Public, Municipality, and Agency Comments and Resolutions

	Support Alternative 203 and/or Option D	Support Other Proposed Alternatives	Other Comments
March 2009 Public Information Meeting Comments	36,700	NA	NA
October 2009 Public Hearing	46	3	20

Conclusion

In the final analysis, extensive technical studies and stakeholder involvement throughout the process resulted in informed decisions that lead to a transportation solution that best fit the needs of the area. As the process narrowed the field of the build alternatives, travel performance and environmental impacts proved to be comparable. Whereas, social impacts were mixed, economic benefits clearly favored Alternative 203. Furthermore, the project’s stakeholder involvement achieved a degree of partnership in the process that is not often achieved, and resulted with consensus amongst the stakeholders that is rare with such an expansive study area. Over the two-year planning process, communities in the area united in their support for Alternative 203 with Option D. They believe that this solution best serves their transportation needs and future land use opportunities, while maintaining their current overall community and land use structure. In consideration of all the technical analysis and stakeholder input to this process, the Preferred Alternative is Alternative 203 with South Connection Option D.



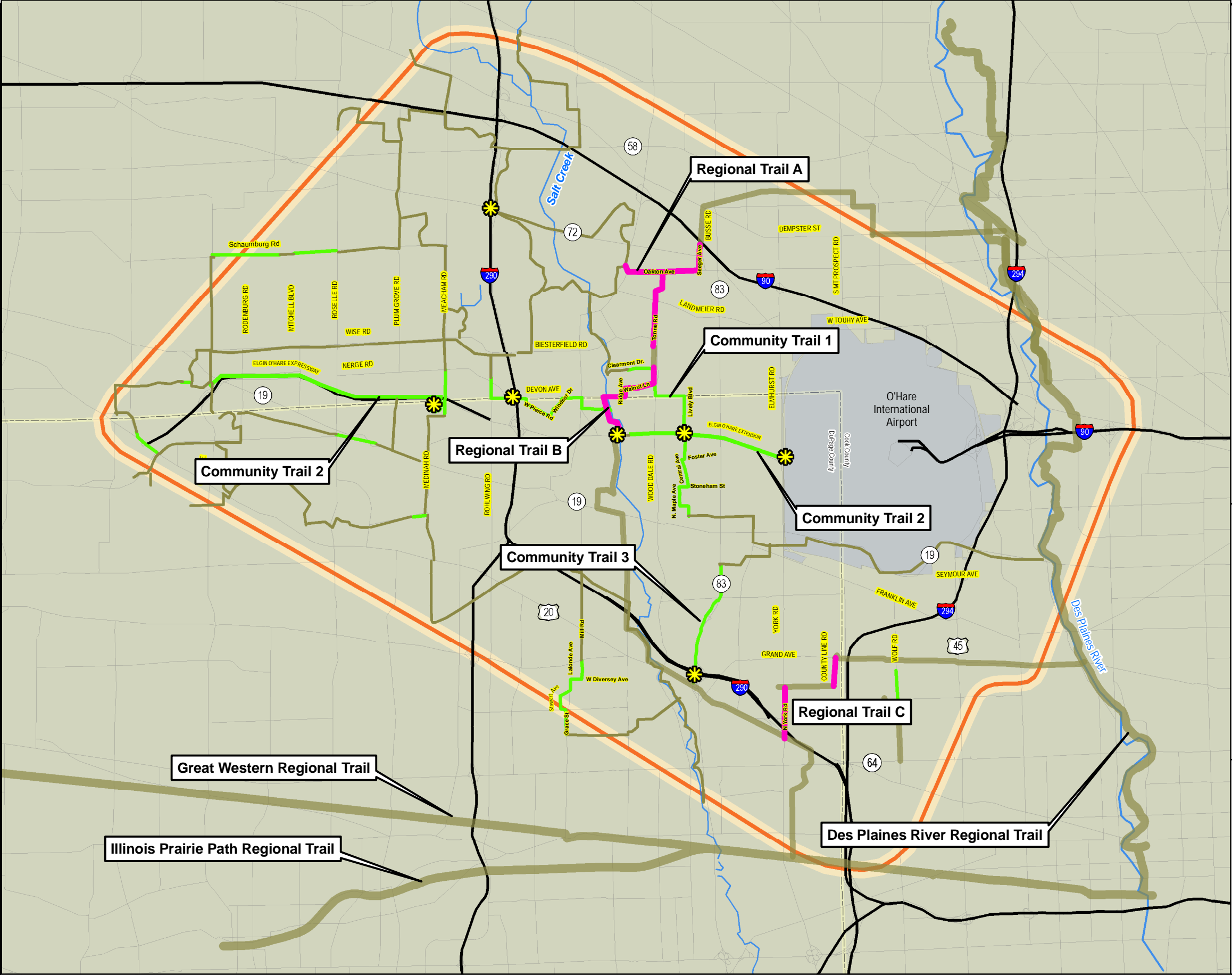
Corridor Name (Mode)

- 1 STAR Line Spur (Heavy or Commuter Rail)
- 2 Blue Line Extension to West Terminal (Heavy Rail)
- 3 J-Line Northwest to Woodfield (Rail or Bus Rapid Transit)
- 4 J-Line West to Schaumburg MDW Metra (Rail or Bus Rapid Transit)
- 5 J-Line South to Naperville and Aurora (Bus Rapid Transit to Naperville;
Link Service From Naperville to Aurora)
- 6 Mannheim Road (Arterial Rapid Transit)
- 7 I-355 (Express Bus)
- 8 Dempster Street (Arterial Rapid Transit)
- 9 Golf Road East (Arterial Rapid Transit)
- 10 Golf Road West (Local Bus)
- 11 Irving Park Road (Express Shuttle Bus)
- 12 Roselle Road (Local Bus)
- 13 York Road Shuttle (Local Bus)
- 14 Circulators (Local Circulators)
- 15 Employment Shuttle Zones

- Proposed Stop Locations
- == STAR Line
- STAR Line Station
- ✱ Intermodal Facilities
- P Park and Ride
- Regional Supporting Projects

Exhibit 1

Transit Elements Proceeding to Level Three Screening



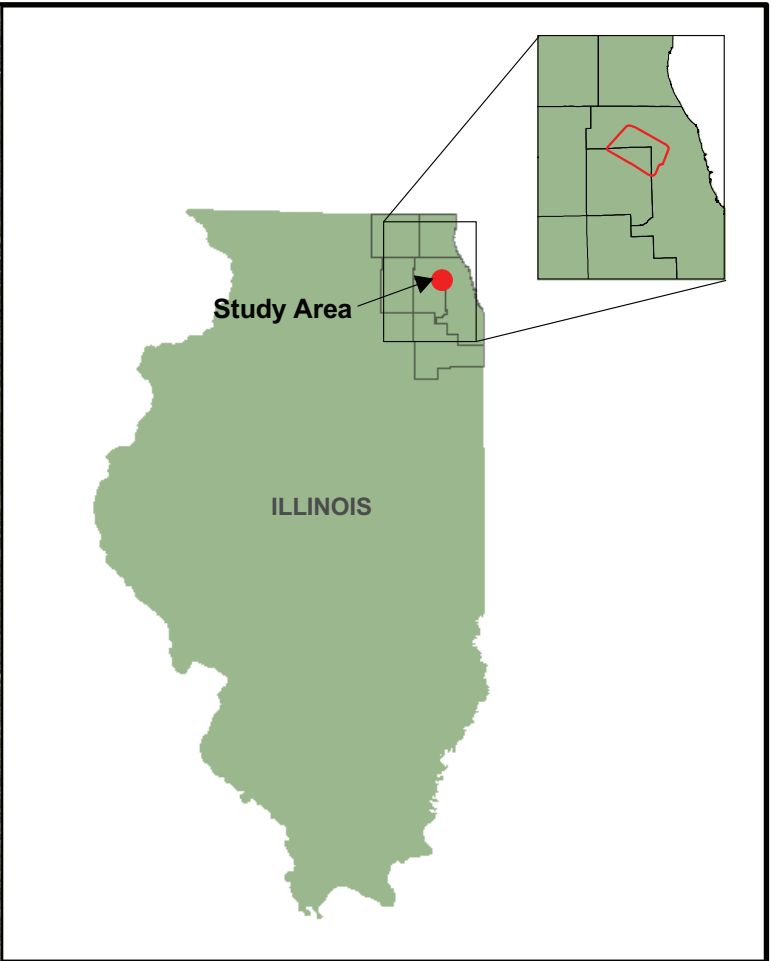
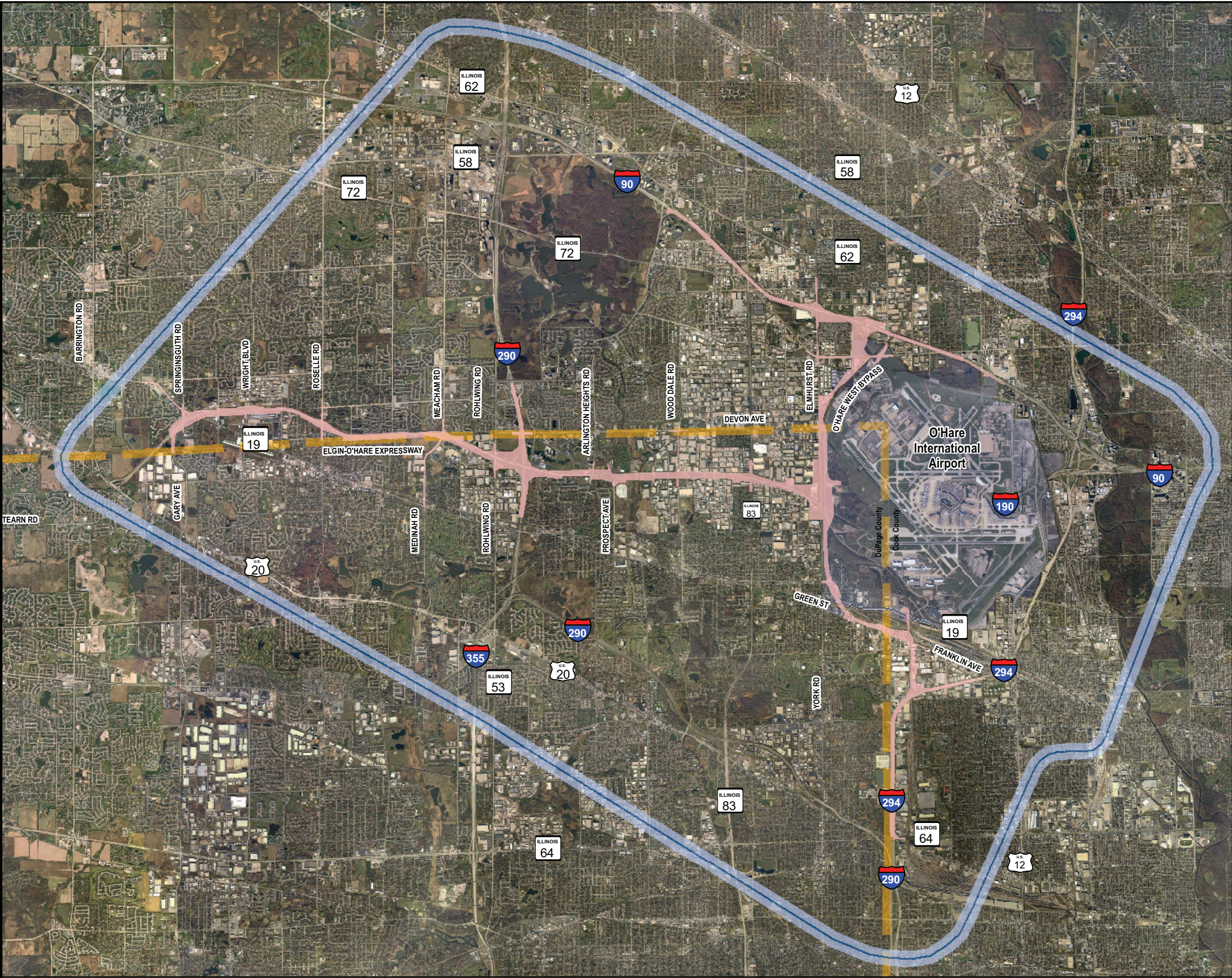
Study Area

Legend

- Study Area
- Metra Station
- Existing and Planned Community Trails by Others
- Proposed EO-WB Community Trail Improvements**
- Community Trail Improvements
- Regional Trail Improvements
- Bicycle/Pedestrian Connector Crossings Improvements

Exhibit 2

Bicycle/Pedestrian Improvements



Legend

- Study Area
- Footprint

0 0.5 1 1.5

Miles

Exhibit 3

Preferred Alternative

Alternative 203 with Option D



South Bypass Connection Option A



South Bypass Connection Option D

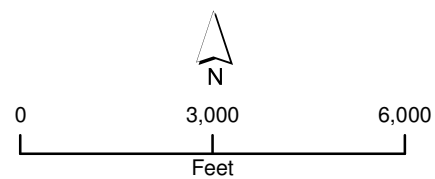


Exhibit 4
South Bypass Connection
Options A and D

From: Hamer, Steve [mailto:Steve.Hamer@Illinois.gov]

Sent: Monday, November 23, 2009 2:56 PM

To: Fuller, Matt (FHWA)

Subject: RE: Elgin O'Hare West Bypass - Request for Concurrence on Preferred Alternative

Matt: The Illinois Department of Natural Resources concurs with the selection of the preferred alternative, Alternative 203 with Option D, for the Tier 1 EIS on the above referenced project. Any questions, please call.

Steve Hamer
Division of Ecosystems and Environment
One Natural Resources Way
Springfield, Illinois 62702-1271
Phone: 217-785-4862
Fax: 217-524-4177

No Concerns
JEP Nov. 23, 2009

NEPA/404 Merger Information Packet

Elgin O'Hare – West Bypass Project

Preferred Alternative Concurrence Point

CONCUR

By: James E. Haack
Deputy State Historic Preservation Officer

Date: Alternative 203 Opt. D 12/9/09

Prepared for
Illinois NEPA/404 Merger Group

November 2009



ELGIN O'HARE
WEST BYPASS

CH2MHILL

U.S. DEPARTMENT OF TRANSPORTATION • ILLINOIS DEPARTMENT OF TRANSPORTATION

From: Shawn_Cirton@fws.gov [mailto:Shawn_Cirton@fws.gov]

Sent: Tuesday, December 15, 2009 12:45 PM

To: Matt.Fuller@dot.gov

Cc: kathy.g.chernich@lrc02.usace.army.mil; westlake.kenneth@epa.gov; kamke.sherry@epa.gov; Haaker, Anne; Allison, James; Hamer, Steve; Savko, Terry; Zyznieuski, Walter G; Krall, Ronald D; Harmet, Pete E; Mike.Hine@dot.gov; Jon-Paul.Kohler@dot.gov; Janis.Piland@dot.gov; Jerry.Stevenson@dot.gov

Subject: Re: Elgin O'Hare West Bypass - Request for Concurrence on Preferred Alternative

Matt,

After reviewing the Preferred Alternative Package and additional information provided by IDOT, we concur with the selection of Alternative 203 with option D as the preferred alternative.

Shawn

Shawn Cirton

Fish and Wildlife Biologist

U.S. Fish and Wildlife Service

Chicago Illinois Field Office

1250 South Grove Avenue, Suite 103

Barrington, IL 60010

(847)381-2253 xt.19

(847)381-2285 Fax

shawn_cirton@fws.gov

<http://midwest.fws.gov/chicago>

The mission of the U. S. Fish and Wildlife Service: Working with others to conserve, protect, and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people.

From: Savko, Terry [mailto:Terry.Savko@Illinois.gov]
Sent: Tuesday, December 22, 2009 10:14 AM
To: Fuller, Matt (FHWA)
Subject: Elgin O'Hare West Bypass - Request for Concurrence on Preferred Alternative

Hi Matt,

The IDOA concurs with the selection of Alternative 203 with option D as the preferred alternative for the Elgin O'Hare West Bypass.

Terry Savko, Bureau of Land and Water Resources

Illinois Department of Agriculture

State Fairgrounds, Springfield, IL 62794-9281

217-785-4458 Fax 217-557-0993 terry.savko@illinois.gov



DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, CORPS OF ENGINEERS
111 NORTH CANAL STREET
CHICAGO, ILLINOIS 60606-7206

REPLY TO
ATTENTION OF:

JAN 29 2010

Technical Services Division
Regulatory Branch
LRC-2007-802

SUBJECT: Concurrent with the Alternative to be Carried Forward for the Elgin, O'Hare West Bypass Project Located in Cook County, Illinois

Diane O'Keefe
Deputy Director of Highways, Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

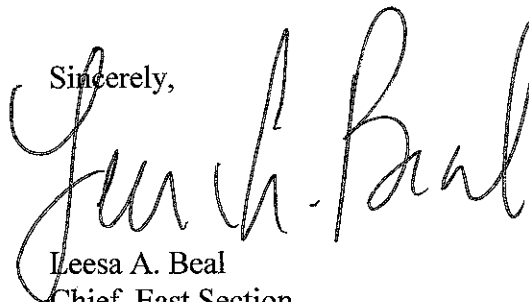
Dear Ms. O'Keefe:

This is in regards to the preferred alternative to be carried forward for the Elgin O'Hare West ByPass project. The U.S. Army Corps of Engineers (Corps) concurs with the preferred alternative 203D to be carried forward to the Tier 2 process. The Corps will be evaluating the project in accordance with the policy and procedures set forth in the rules governing the regulatory program of the Corps of Engineers, Title 33 of the Code of Federal Regulations Part 320 through part 332, and the policies and procedures for implementation of the National Environmental Policy Act (NEPA) at Title 33 of the Code of Federal Regulations Part 230. The goal of our review is to conclude that the activity will not have a significant adverse effect on the quality of the human environment.

In addition, as part of the Corps requirements for reviewing large-scale projects of this stature, the Tier 2 process shall address all studies and surveys as required by Federal and state governing authorities, and shall follow all policies and procedures in identifying aquatic resources and natural areas within the project corridor. Tier 2 shall also provide a detailed assessment of the direct, indirect and cumulative effects that the project may have on federally jurisdictional areas as well as impacts to additional environmental resources subject to review under the 404/NEPA Merger Process.

The Corps looks forward to working closely with Federal and other lead agencies in completing a comprehensive review of the supporting documentation pertaining to the project. If you have any questions, please contact Kathy Chernich of my staff by telephone at (312) 846-5531, or email at kathy.g.chernich@usace.army.mil.

Sincerely,

A handwritten signature in black ink, appearing to read "Leesa A. Beal". The signature is fluid and cursive, with the first name "Leesa" being more prominent and the last name "Beal" following in a similar style.

Leesa A. Beal
Chief, East Section
Regulatory Branch

Copy Furnished

U.S. Environmental Protection Agency (Westlake)
U.S. Fish and Wildlife Service (Cirton)
Illinois Department of Natural Resources (Jereb)



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5

77 WEST JACKSON BOULEVARD

CHICAGO, IL 60604-3590

FEB 02 2010

REPLY TO THE ATTENTION OF:

E-19J

Mr. Peter E. Harmet, P.E.
Bureau Chief of Programming
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

RE: Elgin O'Hare – West Bypass Project, Preferred Alternative Concurrence Point
(Concurrence Point #3), Cook and DuPage Counties, Illinois

The United States Environmental Protection Agency (EPA) has reviewed the National Environmental Policy Act (NEPA)/404 Merger Information Packet for the Elgin O'Hare – West Bypass Project. You requested that my agency provide written concurrence with the Preferred Alternative as described in the November 2009 packet.

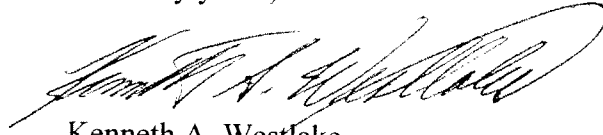
EPA previously reviewed the Draft Environmental Impact Statement (DEIS) for this project. The DEIS documents the transportation needs and analyzes multimodal transportation solutions for the project area. We previously provided concurrence with the project's purpose and need and with the range of alternatives studied in the Draft Environmental Impact Statement.

The preferred alternative is Alternative 203 with Southern Bypass Connection Option D. The alternative consists of upgrading and extending the existing Elgin O'Hare Expressway from the Western Bypass location near O'Hare west to Gary Avenue/IL 19. The Western bypass portion of the project would be a freeway the entire length from I-90 to I-294. The impacts of the project would include 39 acres of wetland fill, 22 stream crossings and impacts to forest preserve. These impacts are very similar to what would be impacted if Alternative 402 (same as Alternative 203 but with part of the western bypass using arterial streets) were implemented.

Based on the information we reviewed in the November 2009 packet, we believe that there is sufficient information to proceed with this Tier I Preferred alternative. We concur with this Tier I alternative. We look for additional discussion of conceptual wetland mitigation to be included in the Final Environmental Impact Statement for this project. We understand that Tier II work is already started. We expect that detailed wetland assessment data will provide valuable information to the project team. We trust that all possible measures to avoid environmental impacts will be investigated during Tier II of the project.

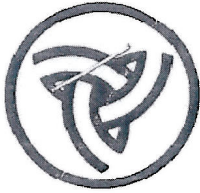
Thank you for the opportunity to review and provide comments on the preferred alternative for this project. If you have any questions or would like to discuss this project further, please contact me at (312) 886-2910 or Sherry Kamke of my staff at either kamke.sherry@epa.gov or (312) 353-5794.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Kenneth A. Westlake", written in a cursive style.

Kenneth A. Westlake
NEPA Implementation Section
Office of Enforcement and Compliance Assurance

State Letters



Illinois Department of Transportation

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

July 11, 2007


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

Dear Ms. Gruber:

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

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

Very truly yours,


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

cc: David Williams, Administrator
John Kos, DuPage County
Robert Kolar, DuPage County

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

SAWP\PEH\PEH\ElginOhare\Itasca.07.06.07.doc

Applicant: Christopher B. Burke Engineering, Ltd.
Contact: David Walters
Address: 9575 W. Higgins Road, Suite 600
Rosemont, IL 60018

IDNR Project #: 0804892
Date: 10/30/2007

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

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

Natural Resource Review Results

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

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

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

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

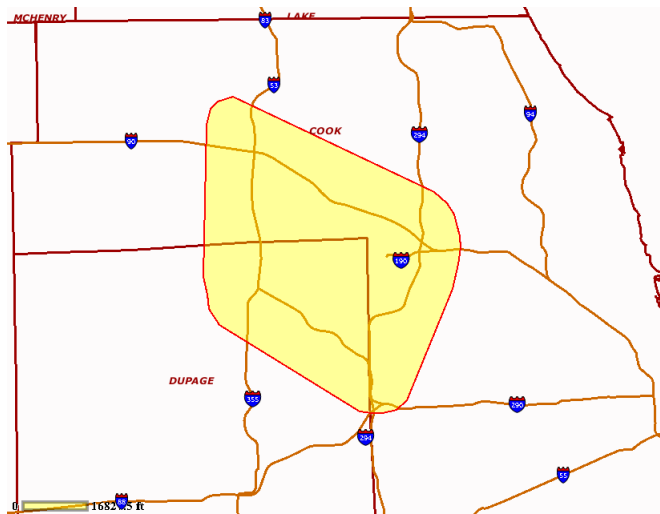
Location

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

County: Cook

Township, Range, Section:

39N, 12E, 4	39N, 12E, 5
39N, 12E, 6	39N, 12E, 7
39N, 12E, 8	39N, 12E, 9
39N, 12E, 17	39N, 12E, 18
40N, 12E, 2	40N, 12E, 3
40N, 12E, 4	40N, 12E, 5
40N, 12E, 6	40N, 12E, 7
40N, 12E, 8	40N, 12E, 9
40N, 12E, 10	40N, 12E, 11
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40N, 12E, 16	40N, 12E, 17



40N, 12E, 18	40N, 12E, 19
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40N, 12E, 29	40N, 12E, 30
40N, 12E, 31	40N, 12E, 32
40N, 12E, 33	40N, 12E, 34
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41N, 10E, 13	41N, 10E, 14
41N, 10E, 15	41N, 10E, 22
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41N, 10E, 27	41N, 10E, 34
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41N, 11E, 8	41N, 11E, 9
41N, 11E, 10	41N, 11E, 11
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41N, 11E, 34	41N, 11E, 35
41N, 11E, 36	41N, 12E, 17
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41N, 12E, 20	41N, 12E, 21
41N, 12E, 22	41N, 12E, 26
41N, 12E, 27	41N, 12E, 28
41N, 12E, 29	41N, 12E, 30
41N, 12E, 31	41N, 12E, 32
41N, 12E, 33	41N, 12E, 34
41N, 12E, 35	42N, 10E, 22
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42N, 10E, 34	42N, 10E, 35
42N, 10E, 36	42N, 11E, 30
42N, 11E, 31	42N, 11E, 32
42N, 11E, 33	

County: Dupage

Township, Range, Section:

39N, 11E, 1	39N, 11E, 2
39N, 11E, 3	39N, 11E, 4
39N, 11E, 5	39N, 11E, 10
39N, 11E, 11	39N, 11E, 12
39N, 11E, 13	39N, 11E, 14
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40N, 10E, 3	40N, 10E, 10
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40N, 11E, 28	40N, 11E, 29
40N, 11E, 30	40N, 11E, 31
40N, 11E, 32	40N, 11E, 33
40N, 11E, 34	40N, 11E, 35
40N, 11E, 36	

IL Department of Natural Resources Contact

Impact Assessment Section

217-785-5500

Division of Ecosystems & Environment

Disclaimer

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

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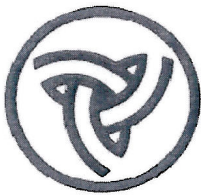
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Illinois Department of Transportation

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

November 9, 2007

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

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

Dear «Salutation» «Last_Name»:

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

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

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

«Address_Title» «First_Name» «Initial» «Last_Name»

November 9, 2007

Page Two

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

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

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

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

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

Public Informational Meeting # 1

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

Task Force Meeting # 1 (combined)

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

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

Very truly yours,



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

cc: «CC_Names», «Title1»

Mr. Howard A. Learner
President
Environmental Law & Policy Center
35 East Wacker Drive, Suite 1300
Chicago, IL 60601

Mr. Edward Buikema
Regional Director
Federal Emergency Mar
Region V
536 S. Clark Street, 6th
Chicago, IL 60603

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

Mr. Douglas Scott
Director
Illinois Environmental Protection Agency
1021 North Grand Ave. East
Springfield, IL 62794

Ms. Christine Williamson
ExCom Chair
Illinois Chapter Office Chi
Sierra Club
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Chicago, IL 60601

Mr. Steve Hamer
Transportation Review Program Manager
Illinois Department of Natural Resources
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Springfield, IL 62702

Mr. Gary Clark
Director
Illinois DNR, Office of Water Resources
One Natural Resources Way
Springfield, IL 62702

Ms. Anne Haaker
Deputy State Historic Pr
Illinois Historic Preserv
One Old State Capitol P
Springfield, IL 62701

Mr. William Lewis, Jr.
Assistant State Conservationist (Area 5)
IL. Natural Resources Conservation Service
2118 W. Park Court
Champaign, IL 61821

Ms. Kelsey Musich
Resource Conservationist
Kane-DuPage County Soil and Water
Conservation District
2315 Dean Street, Suite 100
St. Charles, IL 60175

Mr. Joseph Sobanski
Chief Engineer
Metropolitan Water Reclar
Greater Chicago
100 E. Erie St.
Chicago, IL 60611

Mr. Jim Singer
Chairman
North Cook County Soil and Water Conservation
District
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Elgin, IL 60120

Mr. Gerald W. Adelmann
Executive Director
Openlands Project
25 E. Washington St. , Suite 1650
Chicago, IL 60602

Mr. Nick Nikola
President
Salt Creek Watershed N
526 N. Edgewood Ave.
LaGrange Park, IL 6052

Mr. Kenneth Westlake
Chief
U.S. Environmental Protection Agency
77 West Jackson Boulevard
Chicago, IL 60604

Mr. John D. Rogner
Field Supervisor
U.S. Department of the Interior
1250 South Grove Avenue, Suite 103
Barrington, IL 60018

Colonel John D. Drolet
Commander
U. S. Army Corps of En
111 N. Canal St., Suite 6
Chicago, IL 60606

Alderman Christine Winger
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404 North Wood Dale Road
Wood Dale, IL 60191

Mr. Steve Bylina
General Superintendent
Cook County
536 N. Harlem Ave.
River Forest, IL 60305

Ms. Melinda Pruett-Jone
Wilderness, Executive I
Chicago Wilderness Cor
8 S. Michigan Ave.
Chicago, IL 60603

Mr. Jim Johnson
Village Manager
Village of Bensenville
12 S. Center Court
Bensenville, IL 60106

Ms. Shirianne Lemm
President
Greater O'Hare Association of Industry and
Commerce
1050 Busse Road
 Bensenville, IL 60106

Mr. Myrl Burkett
Coordinator
Itasca Chamber of Commerce
100 N. Walnut Street
Itasca, IL 60143

Mr. Peter C. Nicholson
Cook County
Department of Economic Development and
Planning
69 W. Washington
Chicago, IL 60602

Mr. Frank H. Beal
Executive Director
Chicago Metropolis 2020
30 W. Monroe Street
Chicago, IL 60603

Mr. Mark Fowler
Executive Director
Northwest Municipal Conference
1616 East Golf Road
Des Plaines, IL 60016

Alderman John Kadala
City of Wood Dale
404 North Wood Dale Road
Wood Dale, IL 60191

Mr. Gary Becker
Chair
Elk Grove Chamber of Commerce
PO Box 756
Elk Grove Village, IL 60009-0756

Ms. Lorrie Heggaton
Wood Dale Chamber of Commerce
PO Box 353
Wood Dale, IL 60191-0353

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

Mr. Tam Kutzmark
Transportation and Planning Director
DuPage Mayors & Managers Conference
1220 Oakbrook Road
Oakbrook, IL 60523

Mr. Mike Walczak
Program Manager for Transportation
Northwest Municipal Conference
1616 East Golf Road
Des Plaines, IL 60016

Mr. Rich Johnson
President
Bensenville Chamber of Commerce
PO Box 315
Bensenville, IL 60106

Mr. Michael Davidson
Campaign Manager
Campaign for Sensible Growth
25 E. Washington
Chicago, IL 60602

Mr. Mark Baloga
Executive Director
DuPage Mayors & Managers Conference
1220 Oakbrook Road
Oakbrook, IL 60523

Mr. Charles A. Hartke
Director
Illinois Department of Agriculture
P.O. Box 19281
Springfield, IL 62794

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City of Wood Dale
404 North Wood Dale Road
Wood Dale, IL 60191

Ms. Carole R. Doris
Chairman
Metra
547 W. Jackson
Chicago, IL 60661

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

Mr. John Venice
Union Pacific Railroad
101 North Wacker Drive, Suite 1920
Chicago, IL 60606

Mr. Mirian Nash
Director
Illinois Department of Transportation
300 W. Adams St., 2nd Floor
Chicago, IL 60606

Mr. Gene Farb
Director of Facilities Management
Elmhurst Memorial Healthcare
855 N. Church Ct.
Elmhurst, IL 60126

Captain Peter Negro
District Commander
Illinois State Police
9511 W. Harrison St.
Des Plaines, IL 60016-1562

Captain Jeffrey Hedrich
District Commander
Illinois State Police
777 S. State St.
Elgin, IL 60123-7689

Mr. Rob Sadowsky
Executive Director
Chicagoland Bicycle Federation
9 W. Hubbard Street, Suite 402
Chicago, IL 60610-6545

Mr. Brian McPartlin
Executive Director
Illinois State Toll Highway Authority
2700 Ogden Ave.
Downers Grove, IL 60516

Mr. Ed Barsotti
Executive Director
League of Illinois Bicyclists
2550 Cheshire Drive
Aurora, IL 60605

Mr. Stephen E. Schlickman
Executive Director
Regional Transportation Authority
175 West Jackson Blvd, Suite 1550
Chicago, IL 60604

Ms. Sonja Peters
Highway Commissioner
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411 W. Potter Street
Wood Dale, IL 60191

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

Mr. Vince Fiorito
Highway Commissioner
Leyden Township
10200 West Grand Avenue
Franklin Park, IL 60131

Mr. William M. Fraser, Jr.
Highway Commissioner
Maine Township
1387 Redeker Road
Des Plaines, IL 60016

Mr. Patrick Palumbo
Highway Commissioner
Norwood Park Township
7833 West Lawrence Avenue
Norridge, IL 60656

Mr. Edward J. Hennessy
Highway Commissioner
Schaumburg Township
740 Ash Road
Hoffman Estates, IL 60194

Mr. Richard Schroeder
Highway Commissioner
York Township
19W475 Roosevelt Road
Lombard, IL 60148

Mr. Ron Huberman
President
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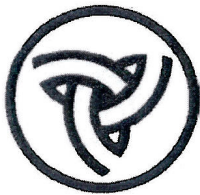
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November 14, 2007

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

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

Dear «Salutation» «Last_Name»:

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

Task Force Meeting # 1 (Combined)

Date: December 13, 2007

Time: 1:00 PM - 4:00 PM

Location: Oak Meadows Golf Club

900 N. Wood Dale Rd

Addison, IL 60101

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

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

Very truly yours,

A handwritten signature in blue ink, appearing to read 'Diane'.

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

cc: «cc_name», «Title1»

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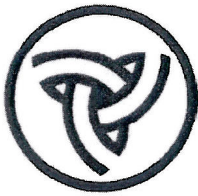
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November 14, 2007

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

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

Dear «Salutation» «Last_Name»:

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

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

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

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

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

November 14, 2007

Page Two

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

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

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

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

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

Thank you for your cooperation and interest in this project.

Very truly yours,



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

Attachment

cc: «CC_name», «Title1»

PARTICIPATING AGENCY RESPONSE

Accept: _____

Do Not Accept: _____

Reason(s) for not accepting:

Signature: _____

Title: _____

Date: _____

Attachment

Role of Participating Agencies

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

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

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

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

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2501 N. Mannheim Road
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Mr. Robert Provenzano
Highway Commissioner
Maine Township
1387 Redeker Road
Des Plaines, IL 60016

Mr. Larry Rogawski
Highway Commissioner
Norwood Park Township
7833 West Lawrence Avenue
Norridge, IL 60656

Mr. Richard Schroeder
Highway Commissioner
York Township
19W475 Roosevelt Road
Lombard, IL 60148

Mr. David Niemeyer
City Manager
City of Des Plaines
1420 Miner Street
Des Plaines, IL 60016

Mr. Thomas P. Borchert
City Manager
City of Elmhurst
209 North York Street
Elmhurst, IL 60126

Ms. Joanne Floistad
City Clerk
City of Northlake
55 East North Avenue
Northlake, IL 60164

Mr. Tim Schuenke
City Manager
City of Park Ridge
505 Butler Place
Park Ridge, IL 60068

Mr. Thomas M. Melena
City Manager
City of Rolling Meadows
3600 Kirchoff Road
Rolling Meadows, IL 60008

Mr. Frank Williams
City Manager
City of Wood Dale
404 North Wood Dale Road
Wood Dale, IL 60191

Mr. Joseph B. Block, Jr.
Village Manager
Village of Addison
One Friendship Plaza
Addison, IL 60101

Mr. William Dixon
Village Manager
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Mr. James Johnson
Village Manager
Village of Bensenville
12 South Center Street
Bensenville, IL 60106

Mr. Lawrence Dire
Village Administrator
Village of Berkeley
5819 Electric Avenue
Berkeley, IL 60163

Mr. Daniel C. Wennerholm
Village Administrator
Village of Bloomingdale
201 South Bloomingdale Road
Bloomingdale, IL 60108

Mr. Raymond R. Rummel
Village Manager
Village of Elk Grove Village
901 Wellington Avenue
Elk Grove, IL 60007

Mr. Russell F. Wajda
Village Administrator
Village of Hillside
425 Hillside Avenue
Hillside, IL 60521

Ms. David C. Williams
Village Administrator
Village of Itasca
550 West Irving Park Road
Itasca, IL 60143

Ms. John Gregor
Comptroller
Village of Melrose Park
1000 North 25th Avenue
Melrose Park, IL 60160

Ms. Michael E. Janonis
Village Manager
Village of Mount Prospect
50 South Emerson Street
Mount Prospect, IL 60056

Mr. Judith Dunne Bernardi
City Clerk
Village of Norridge
4000 North Olcott Avenue
Norridge, IL 60706

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

Ms. Rosalie Lennstrom
Village Clerk
Village of Rosemont
9501 West Devon Avenue
Rosemont, IL 60018

Mr. Ken Fritz
Village Manager
Village of Schaumburg
101 Schaumburg Court
Schaumburg, IL 60193

Mr. Kevin Barr
Village Manager
Village of Schiller Park
9526 Irving Park Road
Schiller Park, IL 60176

Mr. Robert Niemann
Village Manager
Village of Villa Park
20 South Ardmore Avenue
Villa Park, IL 60181

Mr. Don Kopec
Deputy Director for Programming and Operations
Chicago Metropolitan Agency for Planning
Sears Tower, Suite 800
233 S. Wacker Dr.
Chicago, IL 60606

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

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

Mr. Bill Lenski
Regional Transportation Authority
175 W. Jackson Blvd., Suite 1550
Chicago, IL 60604

Ms. Nuria I. Fernandez
Commissioner
Department of Aviation
P.O. Box 66142
Chicago, IL 60666

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

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

Participating Agencies Responses

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

Participating Agencies Responses

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

Participating Agencies Responses

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



ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

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

ROD R. BLAGOJEVICH, GOVERNOR

DOUGLAS P. SCOTT, DIRECTOR

217-782-0547

November 29, 2007

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

Dear Ms. O'Keefe:

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

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

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

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

Sincerely,

Bernard P. Killian

Bernard P. Killian
Deputy Director

Applicant: Larry Martin
Contact: Larry Martin
Address: 8501 W. Higgins Road
Chicago, IL 60631

IDNR Project #: 0806296
Alternate #: 0804892
Date: 11/30/2007

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

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

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

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

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

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

Wetland Review (Part 1090)

The National Wetlands Inventory shows wetlands within 250 feet of the project location.

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

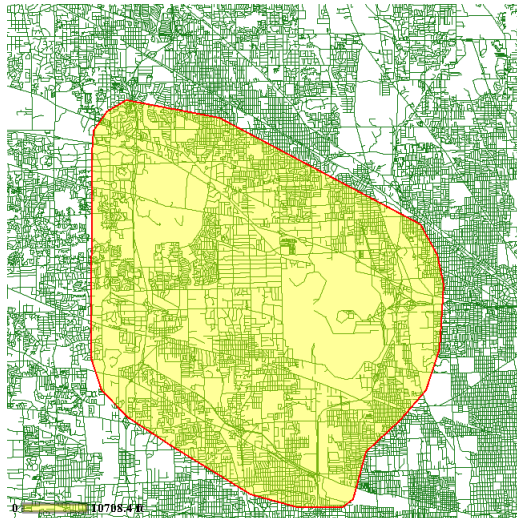
Location

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

County: Cook

Township, Range, Section:

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



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

County: Dupage

Township, Range, Section:

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

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40N, 11E, 23	40N, 11E, 24
40N, 11E, 25	40N, 11E, 26
40N, 11E, 27	40N, 11E, 28
40N, 11E, 29	40N, 11E, 30
40N, 11E, 32	40N, 11E, 33
40N, 11E, 34	40N, 11E, 35
40N, 11E, 36	

IL Department of Natural Resources Contact

Steve Hamer
217-785-5500
Division of Ecosystems & Environment

Local or State Government Jurisdiction

Illinois Department of Transportation
John Baczek
201 West Center Court
Schaumburg, Illinois 60196-1096

Disclaimer

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

Terms of Use

By using this website, you acknowledge that you have read and agree to these terms. These terms may be revised by IDNR as necessary. If you continue to use the EcoCAT application after we post changes to these terms, it will mean that you accept such changes. If at any time you do not accept the Terms of Use, you may not continue to use the website.

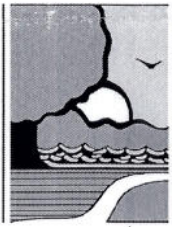
1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.
2. Unauthorized attempts to upload, download, or change information on this website are strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and/or the National Information Infrastructure Protection Act.
3. IDNR reserves the right to enhance, modify, alter, or suspend the website at any time without notice, or to terminate or restrict access.

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EcoCAT operates on a state of Illinois computer system. We may use software to monitor traffic and to identify unauthorized attempts to upload, download, or change information, to cause harm or otherwise to damage this site. Unauthorized attempts to upload, download, or change information on this server is strictly prohibited by law. Unauthorized use, tampering with or modification of this system, including supporting hardware or software, may subject the violator to criminal and civil penalties. In the event of unauthorized intrusion, all relevant information regarding possible violation of law may be provided to law enforcement officials.

Privacy

EcoCAT generates a public record subject to disclosure under the Freedom of Information Act. Otherwise, IDNR uses the information submitted to EcoCAT solely for internal tracking purposes.



Illinois Department of Natural Resources

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

Rod R. Blagojevich, Governor

Sam Flood, Acting Director

December 3, 2007

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

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

Dear Mr. Martin:

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

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

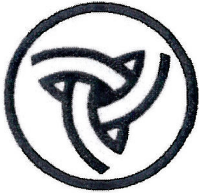
As the project proceeds through the NEPA/404 Merger process, the Illinois Department of Natural Resources will provide input for necessary studies as final alignments are determined.

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

Sincerely,

Steve Hamer
Transportation Review Program
Division of Environment and Ecosystems

cc: Tom Brooks/IDOT,BDE
File



Illinois Department of Transportation

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

January 10, 2008

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

Dear Mayor Johnson:

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

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

Very truly yours,

A handwritten signature in dark ink, appearing to read 'Diane'.

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

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



Illinois Department of Transportation

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

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

January 11, 2008

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

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

Dear Ms. Pollack:

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

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

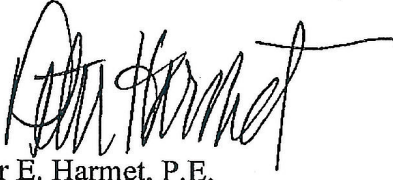
Please indicate if the study area has any recorded presence of federally protected species or if any known critical habitat for protected species occurs within the study area vicinity. If any federally protected species or critical habitat exists within the vicinity of the study area, please provide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

Ms. Cathy Pollack
January 11, 2008
Page 2

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

Very truly yours,

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

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

Attachments

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

APPENDIX

Longitude & Latitude

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

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

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

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

Township, Range, & Section

Cook County

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

Cook County (continued)

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

DuPage County

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



Illinois Department of Transportation

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

January 15, 2008

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

Dear Mayor Gruber:

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

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

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

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

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

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

Honorable Claudia Gruber
Page Two
January 15, 2008

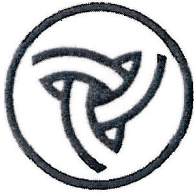
Process and Coordination — The village of Itasca is a key stakeholder, and the department will continue to seek your input through individual meetings with you and your staff, as well as through our established Stakeholder Involvement Program. We would also ask for your continued patience during this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

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

Sincerely,

Milton R. Sees, P.E.
Secretary

[http://teamco/sites/hwycontracting/document library2/1/1-69592.doc](http://teamco/sites/hwycontracting/document%20library/1/1-69592.doc)



Illinois Department of Transportation

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

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

January 31, 2008

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

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

Dear Chief Legal Counsel:

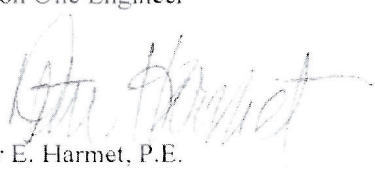
The Illinois Department of Transportation is interested in acquiring GIS data for the Elgin O'Hare – West Bypass Study. This involves the evaluations of transportation needs and system alternatives within a study boundary roughly defined within a two mile buffer outside of I-90 to the north, I-290 to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

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

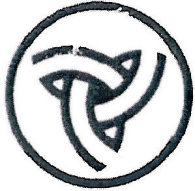
If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.

Very truly yours,

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

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

Attachments



Illinois Department of Transportation

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

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

January 31, 2008

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

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

Dear Chief Legal Counsel:

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

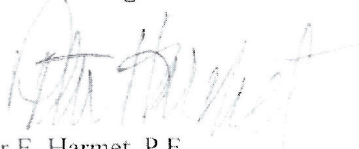
Agency hereby authorizes Consultant to act for Agency and in the Agency's name with respect to those certain Exhibits attached to the Agreement, including, but not limited to, the completion and execution of such Exhibits. Agency will, at all times, remain liable under the Agreement and any Exhibits,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

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

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

Very truly yours,

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

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

Attachments



Illinois Department of Transportation

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

March 5, 2008

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

Dear Mayor Johnson:

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

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

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

The Honorable Craig B. Johnson
March 5, 2008
Page Two

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

Very truly yours,

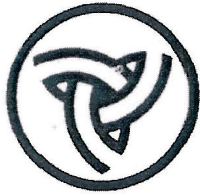


Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

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

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

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Illinois Department of Transportation

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

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

March 14, 2008

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

Dear Ms. Fell:

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

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


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

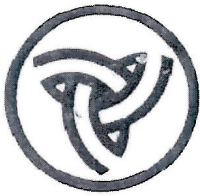
Ms. Terry Fell
March 14, 2008
Page Two

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

Very truly yours,

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

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



Illinois Department of Transportation

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

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

September 30, 2008

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

Dear Mr. Kleinjan:

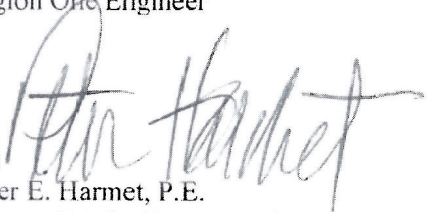
Thank you for your e-mail inquiry regarding our Elgin O'Hare – West Bypass study. As you note in your e-mail, there are several alternatives (seven) remaining that are undergoing further evaluation to arrive at a preferred alternative or alternatives. As requested, we have enclosed the right-of-way footprint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

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

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

Very truly yours,

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

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

Enclosure

Krall, Ronald D

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

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

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

Fyi...what we were talking about.

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

Ron:

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

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

Thank you,

Len Kleinjan, P.E., CFM – President

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



Illinois Department of Transportation

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

Hydraulics Section

Route: Elgin O'Hare West Bypass

County: Cook/DuPage

October 17, 2008

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

Dear Mr. Stefan:

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

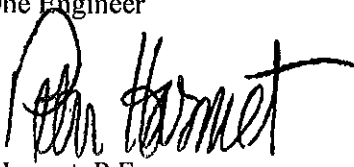
In particular, we request the following:

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

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

Very truly yours,

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

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

Attachment



Illinois Department of Transportation

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

Hydraulics Section

Route: Elgin O'Hare West Bypass

County: Cook/DuPage

October 17, 2008

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

Dear Mr. Johnson:

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


In particular, we request the following:

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

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

Very truly yours,

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

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

Attachment



Illinois Department of Transportation

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

Hydraulics Section

Route: Elgin O'Hare West Bypass

County: Cook/DuPage

October 17, 2008

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

Dear Mr. Mack:

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

In particular, we request the following:

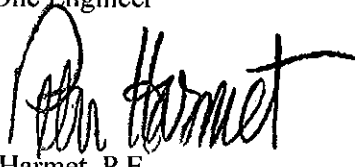
- Storm sewer plans
- Combined sewer atlas
- Utility plans
- Contour mapping
- Proposed and current drainage improvements
- Identification of flooding experience associated with the highway or adjacent properties
- Local ordinance

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

Very truly yours,

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

By:


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

Attachment



Illinois Department of Transportation

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

Hydraulics Section

Route: Elgin O'Hare West Bypass

County: Cook/DuPage

October 17, 2008

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

Dear Mr. Oakley:

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

In particular, we request the following:

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

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

Very truly yours,

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

A handwritten signature in black ink, appearing to read "Peter E. Harmet".

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

Attachment



Illinois Department of Transportation

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

Hydraulics Section

Route: Elgin O'Hare West Bypass

County: Cook/DuPage

October 17, 2008

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

Dear Mr. Kottmeyer:

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

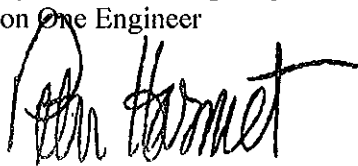
In particular, we request the following:

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

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

Very truly yours,

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

By: 

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

Attachment



Illinois Department of Transportation

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

Hydraulics Section

Route: Elgin O'Hare West Bypass

County: Cook/DuPage

October 17, 2008

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

Dear Mr. Boffice:

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

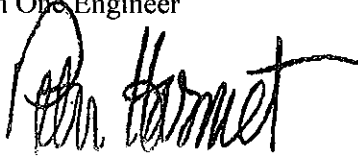
In particular, we request the following:

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

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

Very truly yours,

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

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

Attachment



Illinois Department of Transportation

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

Hydraulics Section

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

October 17, 2008

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

Dear Mr. Beckman:

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

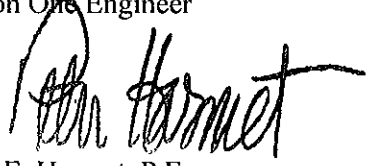
In particular, we request the following:

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

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

Very truly yours,

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

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

Attachment



Illinois Department of Transportation

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

Hydraulics Section

Route: Elgin O'Hare West Bypass

County: Cook/DuPage

October 17, 2008

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

Dear Mr. O'Dell:

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

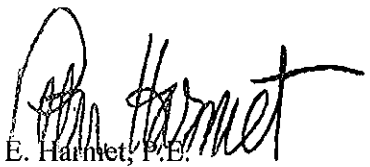
In particular, we request the following:

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

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

Very truly yours,

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

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

Attachment



Illinois Department of Transportation

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

Hydraulics Section

Route: Elgin O'Hare West Bypass

County: Cook/DuPage

October 17, 2008

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

Dear Mr. Weinstock:

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

In particular, we request the following:

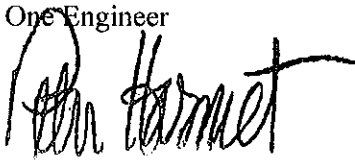
- Storm sewer plans
- Combined sewer atlas
- Utility plans
- Contour mapping
- Proposed and current drainage improvements
- Identification of flooding experience associated with the highway or adjacent properties
- Local ordinance

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

Very truly yours,

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

By:


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

Attachment



Illinois Department of Transportation

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

Hydraulics Section

Route: Elgin O'Hare West Bypass

County: Cook/DuPage

October 17, 2008

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

Dear Mr. Barr:

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

In particular, we request the following:

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

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

Very truly yours,

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

By:

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

Attachment



Illinois Department of Transportation

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

Hydraulics Section

Route: Elgin O'Hare West Bypass

County: Cook/DuPage

October 17, 2008

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

Dear Mr. Graff:

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

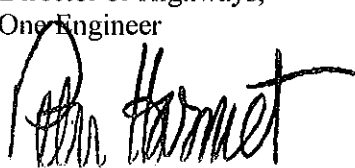
In particular, we request the following:

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

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

Very truly yours,

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

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

Attachment



Illinois Department of Transportation

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

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

December 1, 2008

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

Dear «Salutation»:

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

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

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


«FullName»
December 1, 2008
Page Two

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

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

Very truly yours,

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

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

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

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

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

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

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

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

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

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

	SOUTH ALIGNMENTS (WEST BYPASS)						
	A	B	C	D	E	F	G
ENVIRONMENTAL IMPACTS							
ACRES OF WETLANDS IMPACTED	0.0	1.4	0.0	0.0	0.0	0.5	1.3
ACRES OF 100 YR FLOODPLAINS IMPACTED	0.0	0.0	1.1	1.1	2.6	6.3	23.2
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED	1.1	0.0	0.0	0.0	0	0.0	0.0
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED	0	0	0	0	0	0	0
NUMBER OF HISTORICAL SITES IMPACTED	0	0	0	0	0	0	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	0	0	0	0	0	0	0
SOCIETAL EFFECTS							
NUMBER OF COMMERCIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	3	9	8	22	2	11	7
NUMBER OF INDUSTRIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	35	14	19	9	21	13	12
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	8	0	0	0	0	0	17
TOTAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	46	23	27	31	23	24	36
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	0	0	0*	0*	0*	0	0
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT	0	0	0	0	0	0	0
NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	0	0	0	0	0	0	0

License Agreement for use of the Illinois Natural Heritage Database data provided by the Illinois Department of Natural Resources

The Illinois Department of Natural Resources (IDNR) hereby grants a revocable license to Larry Martin of CH2M Hill (Licensee) for use of the following Illinois Natural Heritage Database (INHD) data: Endangered and threatened species & Illinois Natural Areas Inventory (INAI) data in Geographic Information System (GIS) format for the Elgin O'Hare – West Bypass (EOWB) Study Area. IDNR retains the ownership of this data, allowing use by the Licensee for: project planning.

USE OF THE DATA IS SUBJECT TO THE FOLLOWING CONDITIONS:

1. The License is revocable at any time if Licensee fails to comply with its conditions.
2. This License is non-transferable and time-limited. Licensee agrees to delete all data provided by IDNR no later than **November 5, 2009** (this date shall be no later than one year following the issuance of this License) unless Licensee renews this Data License Agreement by **November 4, 2009**.
3. The Licensee agrees to use the data provided solely for the purpose(s) stated above. Licensee agrees to delete all electronic versions of the data upon completion of work requiring the data or by the date above, whichever occurs first.
4. Licensee acknowledges that the data provided are considered confidential and exempt from the Illinois FOIA and agrees not to voluntarily release or distribute the data to parties not covered by this License. Licensee shall take all reasonable precautions to protect and maintain the confidentiality of the data and agrees to deny all requests for the data from parties not covered by this License. This License is subject to the condition that the Licensee has the authority to deny access to the data. If the Licensee is forced to release the data by a court order, IDNR must be notified, this agreement is terminated, and the data must be deleted upon compliance with the terms of the court order.
5. Licensee agrees not to publish or distribute the data, as a portion or in its entirety, or any interpretations thereof, without the express, written consent of the IDNR. In any publication that is approved, the Licensee agrees to cite the IDNR and the Illinois Natural Heritage Database Program as the source of the data along with the data release date.
6. Licensee agrees to provide the IDNR with a list of any reports or printed materials prepared using the data and will provide a copy of such material if requested by the IDNR.
7. Licensee understands and acknowledges that the data is being provided for planning and assessment purposes only. Receipt of the data does not constitute IDNR review or authorization of any proposed project and does not exempt the Licensee from securing necessary permits and approvals from the IDNR or other regulatory agencies.
8. Although the IDNR maintains high standards of data quality control, it makes no warranty as to the fitness of the data for any purpose or that the data are necessarily accurate or complete. The INHD cannot provide a conclusive statement on the presence, absence, or condition of significant natural features in Illinois. We can only summarize the existing information regarding the natural features or location in question known to the INHD at the time of this agreement. This License does not necessarily constitute IDNR agreement with the Licensee's interpretation of the data.
9. Licensee understands that the electronic portion of the data is only a representation of the more extensive information available in manual files and other electronic files at the IDNR.

10. By signature on the License, the Licensee hereby accepts all the terms and conditions of this License without exception, deletion or alteration. The Licensee recognizes that any use or release of the data not authorized by this License or failure to return the agreement will be considered a breach of this License. Upon breach, the Licensee shall immediately delete all data for this License shall be null and void and use of the data shall be unlawful and constitute unauthorized use.

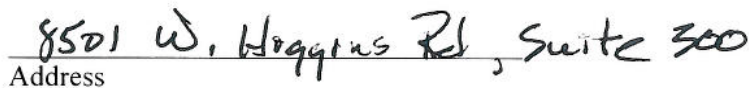
Return this License Agreement and address all correspondence to:

Tara Kieninger
Natural Heritage Database Program Manager
Illinois Department of Natural Resources – ORC
One Natural Resources Way
Springfield, IL 62702
(217)782-2685
(217)785-2438 - fax


Signature of Licensee


Agency

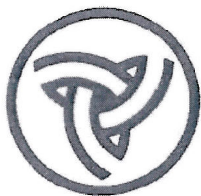

Title


Address


City/State/Zip code


Phone number


Email address



Illinois Department of Transportation

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

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

January 6, 2009

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

Re: Agency Letter
Inter-Agency Agreement between the
Cook County Assessor's Office and the Illinois Department
of Transportation ("Agency"), dated January 6, 2009

Dear Chief Legal Counsel:

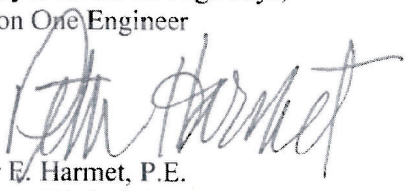
This letter concerns the agreement listed above (the "Agreement") and is a request that either the Cook County Assessor's Office send Assessor Data (as that term is defined in the Agreement) directly to Christopher Burke Engineering ("Consultant") or that Agency be allowed to forward Assessor Data to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

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

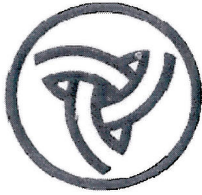
This letter is being written to induce the Cook County Assessor's Office to deliver Assessor Data to Consultant or to grant permission that Agency be allowed to forward Assessor Data to Consultant.

Very truly yours,

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

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

Attachments



Illinois Department of Transportation

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

February 11, 2009

Mr. Rodney S. Craig
Village President
Village of Hanover Park
2121 West Lake Street
Hanover Park, IL 60133-4393

Dear Mr. Craig:

Thank you for your letter dated December 11, 2008 regarding our Elgin O'Hare – West Bypass (EO-WB) study.

As we discussed at the December 16, 2008 Stakeholder Workshop, the 2030 traffic impact of our EO-WB roadway alternatives, along the existing Elgin O'Hare corridor, extend as far west as Gary Avenue. Traffic volumes are not appreciably increased to the west of Gary Avenue, and relatively few arterial capacity improvements are needed solely as a result of our EO-WB roadway alternatives. However, if the Elgin O'Hare is extended west of its current terminus at U.S. Route 20 (Lake Street), we would expect that traffic would be redistributed along the surrounding arterial network, and introduce a new set of transportation issues to consider. Given that it serves a different set of trips, a westward extension of the Elgin O'Hare Expressway is not being pursued as part of our EO-WB study.

We acknowledge that by the year 2030, normal background traffic growth, in conjunction with other factors, such as the new Stearns Road Bridge, will continue to add traffic and congestion to the area, and a comprehensive analysis of the transportation system is warranted. However, at this time, the Department is unable to pursue additional Phase I studies of this type. Our resources are primarily focused upon maintaining the condition of our existing roadways and bridges. We will consider this need as future improvement needs are identified and our program is updated. However, Region One is comprised of six counties all with competing transportation priorities. Thus, future improvement needs would be prioritized amongst all the needs across the six county area.

In the interim, please note that we anticipate beginning Phase I studies for: (1) the Illinois Route 59/U.S. Route 20 (Lake Street) interchange, and (2) U.S. Route 20 (Lake Street), from Park Boulevard to Oak Avenue. The scope of work for these two projects is anticipated to be safety and operational type improvements.

Mr. Rodney S. Craig
February 11, 2009
Page Two

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

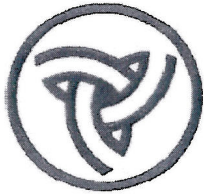
Very truly yours,



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

cc: Catherine Melchert, Village President of Bartlett
Billie Roth, Village President of Streamwood
Ed Schock, Mayor of Elgin
Fred Crespo, Illinois State Representative
Harry Ramey, Illinois State Representative
Michael Noland, Illinois State Senator
John Millner, Illinois State Senator
Matt Fuller/Arlene Kocher, Federal Highway Administration

Prepared By: Ron Krall, ext. 4103
Bureau of Programming



Illinois Department of Transportation

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

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

February 12, 2009

Mr. Jim Chilton
O'Hare Modernization Program
P.O. Box 66848
10510 W. Zemke Road
Chicago, IL 60666

Dear Mr. Chilton:

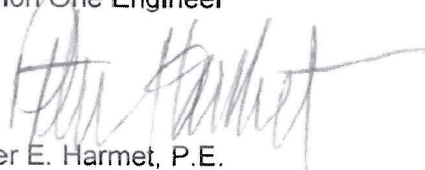
As a follow-up to our meeting on December 4, 2008, regarding the Elgin O'Hare - West Bypass (EO-WB), we have enclosed a copy of the meeting summary for your information and review.

IDOT informally requested a copy of the exhibit depicting the "Proposed Conditions, Willow Creek Location" downstream of York Road on O'Hare International Airport property at the meeting held at the O'Hare Airport Building Number 4. This letter also represents our formal request of the "Proposed Conditions, Willow Creek Location" exhibit.

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

Very truly yours,

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

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

Enclosure

FINAL MEETING SUMMARY**CH2MHILL**

per internal review ... if there are comments per the CMP review these minutes will be modified accordingly

MEETING SUBJECT: Elgin O'Hare West Bypass (EOWB) – OMP Drainage Meeting

RECORDER: CBBEL/Chinliang Wang

MEETING DATE & TIME: December 4, 2008 - 10:00 a.m.

PREPARATION DATE: December 4, 2008

MEETING LOCATION: OMP Offices

ISSUE STATUS: ☐ Draft for Review ☒ Final

ATTENDEE NAME	ORGANIZATION / PROJECT	E-MAIL
Ron Krall	SEC Group Inc./EO-WB	ronald.krall@illinois.gov
Pat Pechnick	SEC Group Inc./EO-WB	ppechnick@secgroupinc.com
Chinliang Wang	CBBEL/EO-WB	cwang@cbbel.com
Rick Wojcik	IDOT Hyd. Section/EO-WB	rick.wojcik@illinois.gov
Marion Kessy	Fluid Clarity Ltd./EO-WB	admin@fluidclarity.com
Peter Procaccio	CBBEL/EO-WB	pprocaccio@cbbel.com
David H. Robbins	OMP	david.robbins@cityofchicago.gov
David Waterman	OMP/PMO	david.waterman@cityofchicago.gov
Larry Martin	CH2M HILL	lmartin@ch2m.com
Kay Whitlock	CBBEL/MCEOMP	kwhitlock@cbbel.com
Donald Dressel	CBBEL/MCEOMP	ddressel@cbbel.com
Lidia Pilecky	CH2M HILL /EO-WB	lpilecky@ch2m.com

An Elgin O'Hare – West Bypass coordination meeting was held on December 4, 2008 at the O'Hare Airport Building No. 4, beginning at approximately 10:00 a.m. and ending at approximately 11:30 a.m. The following is a summary of topics and issues discussed at the meeting.

1. Drainage Improvements at the O'Hare Airport Site:

Kay Whitlock started by providing a detailed history of drainage studies and improvements on O'Hare property and west of York Road from the late 1980's to present. Exhibits describing the airport drainage improvements background and identifying completed and ongoing projects were reviewed along with general completion timeframes.

The Touhy Avenue Reservoir and Willow-Higgins Creek Flood Control Reservoirs have been in place since 2007 and are fully operational. Both Touhy Avenue and Willow-Higgins Creek Flood Control Reservoirs were constructed to replace Reservoir #140 originally planned but not implemented/constructed due to conflicts with the airport expansion plans.

Flowage Easements were established between DuPage County and Chicago's Department of Aviation so that flows from the Willow Creek can drain to the Willow-Higgins Flood Control Reservoirs to access flood control storage.

2. Bensenville Flood Control Project:

Don Dressel provided an overview of the Bensenville Flood Control Project, which CBBEL has been involved with since 1987. The purposes are to improve channel conveyance capacity, lower flood stage elevations, and reduce flood boundary limits.

Don Dressel used a work in progress "Contour Map showing Willow Creek South Tributary 100-year floodplain after proposed conditions" to illustrate the 100-year floodplain boundary after the full implementation of recommended flood control projects from the DuPage County Watershed Plan. It was noted that the FEMA Flood Insurance Rate Map dated 2004 does not accurately reflect drainage improvements of the last 21 years or updated hydrologic/hydraulic models.

Portions of the recommended plan have been constructed by the DuPage DOT. Drainage improvements completed include, but are not limited to, raising York Road profile (which includes an 1,100 foot long land bridge), installing three trapezoidal openings spanned as a bridge under York Road, constructing a 100' wide channel on the west side of York Road and installing three 10' x 4' box culverts under Thorndale Road. The drainage structures were designed for the 100-year frequency event based on ISWS Bulletin 70 rainfall data using the hydrologic and hydraulic model calibrated to the 1987 August flood event observed high water marks. It was noted that the temporary gabion dams installed on the west side of York Road and upstream of Thorndale Avenue to restrict flows from draining to the O'Hare Airport property have been removed since the flowage easements were executed and the Willow-Higgins Creek Flood Control Reservoir were constructed and brought on-line.

DuPage County will process the Letter of Map Revision (LOMR) once the entire recommended plan for the Willow Creek South Tributary watershed, Willow Creek North Tributary watershed and Willow Creek watershed are completed. CBBEL noted that the County did not want to do multiple LOMR's as individual component projects were completed. As a result, it was noted that the FEMA maps that IDOT has in this area do not accurately reflect the current situation.

3. Deliverables & Issues:

Rick Wojcik asked whether the trapezoidal openings under York Road and the U.P. Railroad line could adequately convey water from the west and onto the O'Hare property. Don Dressel informed Rick that the trapezoidal openings already in place are sized for the ultimate configuration (not including the proposed interchange) and can handle the appropriate design storm. Don further stated that the three trapezoidal openings under York Road in conjunction with the culverts under the railroad (Chicago, Milwaukee, St. Paul and Pacific) are adequate to pass the 100-year base flow without any head loss; therefore, no flood storage will occur upstream of York Road apart from the conveyance storage in the channel. Don noted the south tributary could be moved back to its natural/historic location (west side of current Parker Hannifin Building Property in the northwest corner of Thorndale and York) as part of the Elgin O'Hare – West Bypass project, if necessary.

Rick Wojcik requested a copy of the Bensenville Flood Control documents including hydrologic/hydraulic modeling data and a copy of Willow Creek Relocation exhibit. CBBEL will request information through OMP with Kay Whitlock's assistance. A separate request based on the Freedom of Information Act was processed through DuPage County on November 19, 2008. Don Dressel has received permission from DuPage County to release the information.

Rick Wojcik asked why the proposed airport western terminal was located in a floodplain. Rick stated that a 2-ft freeboard above the 100-year design storm for the Willow Creek South Tributary will be required for all new (interchange) ramps that are proposed to be below grade. This is consistent with the U.S. Army Corps of Engineers freeboard criteria to prevent adjacent properties from the floodplain by constructing berms or levees two feet above the 100-year floodplain. IDOT policy and practice is to provide three foot freeboard above the 50-year design storm in floodplains for new construction (proposed interchange and new expressways) constructed at or above grade. Pat Pechnick indicated that the proposed airport western terminal site has been a "given" element for the Elgin O'Hare – West Bypass Project and IDOT has to accommodate it. In essence, the West Terminal placement was determined by the City of Chicago and is part of the approved federal action (EIS report) which

includes the Airport Layout Plan (ALP). Thus, it cannot be moved by IDOT. It can only be moved by the OMP with a revision to the ALP and approved by the FAA and that is not anticipated.

The EO-WB team will study drainage alternatives to minimize the base floodplain influence spreading into the proposed interchange at York Road/West Bypass/Elgin O'Hare and present viable drainage alternatives to CH2M HILL, SEC Group, Inc. and IDOT by January 15, 2009.

Subject: FW: Use of data

From: Kieninger, Tara [mailto:Tara.Kieninger@Illinois.gov]
Sent: Wednesday, February 18, 2009 1:30 PM
To: pknysz@cbbel.com
Subject: RE: Use of data

Dear Pete,

Sorry for the delay in responding. I've been out of the office since the 12th. See my responses below in bold font.

Tara Kieninger
 Database Program Manager
 Illinois Natural Heritage Database
 Illinois Dept of Natural Resources - ORC
 One Natural Resources Way
 Springfield, IL 62711
 (217)782-2685
 (217)785-2438 (fax)
tara.kieninger@illinois.gov

From: Pete Knysz [mailto:pknysz@cbbel.com]
Sent: Wednesday, February 11, 2009 5:32 PM
To: Kieninger, Tara
Subject: Use of data

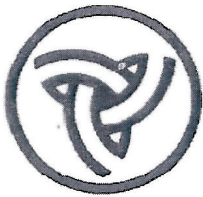
Tara,
 Hi. Sorry to bother you...I just wanted to make sure that we are following the terms of the License Agreements for the Elgin O'Hare – West Bypass project and US Route 45 Millburn Bypass.

- 1) Is it okay for us to use the data that your office provided in project reports and other project related materials? Threatened and endangered species names will not be labeled on the exhibits if polygons are shown on exhibits. The data will be cited. **Yes, polygons can be shown as long as they are not labeled with species names.**
- 2) Is it okay to shown and name INAI sites and other lands protected by INPC on exhibits? **If possible, could you just label INAI sites as "natural areas"? Many landowners are unaware that their site is on the Natural Areas Inventory and may not be happy to see their properties circled and given a name.**

Thanks,

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

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Illinois Department of Transportation

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

March 11, 2009

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

Dear Mayor Johnson:

Thank you for your letter dated March 2, 2009. We would like to take this opportunity to provide clarification relative to the issues raised, as well as emphasize the context and scope of the Elgin O'Hare – West Bypass planning process.

As you know, our study is being pursued in two parts, or Tiers. More specifically, the purpose of Tier One, through a robust analysis of alternatives and stakeholder input, is to identify a preferred multi-modal system concept for the study area. In doing so, we are neither attempting to develop a final design for the roadway alternatives, nor are we developing design-level traffic numbers in Tier One. Rather, we have developed working concepts in order to make relative comparisons between alternatives, using a travel demand model, the Chicago Metropolitan Agency for Planning (CMAP) 2030 forecast data, and a Geographic Information System (GIS) database, which are the appropriate planning tools for our 175 square mile study area. Tier One will result in a preferred improvement corridor, along with the basic type of roadway/transit facilities and potential access locations.

In Tier Two, which is slated to begin in late 2010, we will be performing detailed Phase I engineering and environmental studies within the preferred improvement corridors, using more refined information with respect to traffic, topography and the environment. Tier Two would include a detailed development of roadway geometry, including final interchange types and locations, as well as supporting roadway improvements. Most importantly, we will be using more detailed information in terms of our traffic analysis in Tier Two, including new traffic counts. These counts will include individual peak hour turning movements that will be factored up to 2040 forecasts, which, along with continued stakeholder input and environmental analysis, will be used to develop a Phase I design.

The following are more specific responses to the issues raised by the Village.

Existing Traffic Data

As part of our data collection efforts in 2007, our consultant team collected traffic data at approximately 250 locations within the study area, including data assembled from various agencies, as well as new traffic counts at various locations. The compiled traffic counts consisted of a combination of 24 hour counts along with 12 hour counts. Regarding the traffic count comparison table in your letter, it is important to note that the information shared by the Village may or may not have been taken in the same areas or same timeframes, which can account for some variations. However, regardless of the data being used, the key point is that the same platform is being used for all of our alternatives to make relative comparisons, rather than determine absolute values, and that the overall approach is appropriate for the broad level of planning being conducted in Tier One.

2030 Baseline Traffic Demand Forecasts

While the 2030 Baseline scenario does not include any major north-south improvements within Elk Grove Village, it does assume that all of the projects in CMAP's 2030 Regional Transportation Plan will be in place outside the study area. This includes capacity improvements along I-90 and I-294, which may serve to divert longer distance or regional trips. In addition, an add-lanes improvement along Thorndale Avenue is assumed in the 2030 Baseline, which also serves to divert some trips from IL 83, whom are choosing to stay on Thorndale Avenue and use York Road instead. We would also like to note that the 2030 Baseline scenario is being used as a platform to test the initial alternatives. Once the Draft Environmental Impact Statement (DEIS) Build Alternatives are identified, we will work with CMAP to develop 2030 "Build" forecasts of the Build Alternatives. Again, we will also be updating the traffic data in Tier Two when the focus will be on detailed design engineering.

2030 Trip Origin-Destination Data

As you mentioned, the Transportation System Performance Report provides a breakdown of study area trip origins and destinations. However, this information is intended to characterize the entire study area, rather than estimate travel on an individual corridor, as the origin-destination (O-D) characteristics for the study area are not necessarily the same for individual corridors. The trip characteristics were estimated by the Travel Demand Model tool, and represent the total system-wide travel patterns. The model takes into account a wide array of factors such as trip interactions between traffic generators, the travel relationships between population and employment in the study area and the region, and relationships between study area trip patterns and regional travel patterns.

East-West Business Park Circulation

The Travel Demand Model takes into account changes in access when generating estimated volumes. Given the major capacity additions along the Thorndale Corridor associated with Alternative 202 (construction of the Elgin O'Hare extension), we would expect the east-west traffic adjacent to the IL 83 corridor to be reduced, as longer distance and regional trips are shifted to the Elgin O'Hare Extension. In addition, we will be revisiting this issue for the DEIS Build Alternatives using refined forecasts. Finally, as indicated earlier, a more detailed analysis of travel patterns and traffic demand for the preferred system alternative will be performed in Tier Two.

2030 Traffic Demand on Lively Boulevard, at Interchanges

The conceptual layout for the Elgin O'Hare Extension shows a frontage road system and a series of slip ramps. While there are ramps that are oriented on either side of Lively Boulevard, the purpose of this concept is simply to provide access between the mainline freeway and the frontage road system. As you mentioned, Lively Boulevard has limited continuity, and for that reason, as well as its limited capacity, the travel demand model is not predicting relative increases in traffic. Instead, the traffic flow is accessing the frontage road and seeking other major north-south routes. With respect to the other interchange locations, as mentioned earlier, our preliminary analysis indicates that building a freeway facility in the Thorndale Corridor will serve to draw trips away from local east-west arterials. Again, design engineering for the preferred improvement corridors will be developed in detail in Tier Two.

We appreciate and value the Village's participation, as it has guided and strengthened the planning process. We look forward to continuing to work with you and your staff regarding further evaluation and refinement of the alternatives as the process continues.

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

Very truly yours,



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

cc: Ray Rummel, Village Manager
Matt Roan, Assistant Village Manager

Applicant:	Larry Martin	IDNR Project #:	0911687
Contact:	Larry Martin	Alternate #:	0804892, 0911651
Address:	8501 W. Higgins Road Chicago, IL 60631	Date:	06/11/2009
Project:	Elgin O'Hare West By-Pass (EOWB)		
Address:	1000 Thorndale Avenue, Bensenville		

Description: Involves the evaluation of transportation needs and system alternatives within a study area roughly bounded by a 2-mile buffer outside of I-90 to the north and I-294 to the south and a 5-mile buffer of I-290 to the west.

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

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

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

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

Wetland Review (Part 1090)

The National Wetlands Inventory shows wetlands within 250 feet of the project location.

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

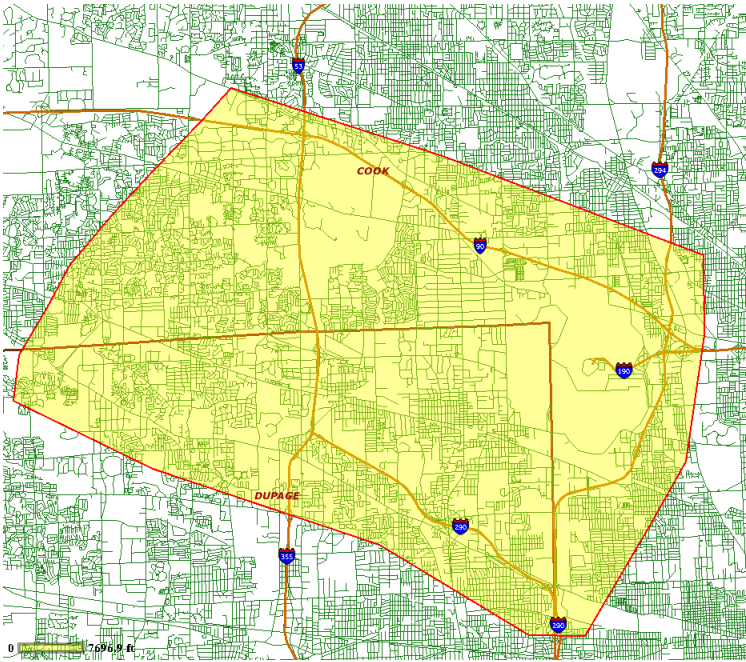
Location

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

County: Cook

Township, Range, Section:

39N, 12E, 5	39N, 12E, 6
39N, 12E, 7	40N, 12E, 3
40N, 12E, 4	40N, 12E, 5
40N, 12E, 6	40N, 12E, 7
40N, 12E, 8	40N, 12E, 9
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40N, 12E, 31	40N, 12E, 32
40N, 12E, 33	41N, 10E, 1
41N, 10E, 2	41N, 10E, 3
41N, 10E, 9	41N, 10E, 10
41N, 10E, 11	41N, 10E, 12
41N, 10E, 13	41N, 10E, 14
41N, 10E, 15	41N, 10E, 16
41N, 10E, 17	41N, 10E, 19
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41N, 11E, 23	41N, 11E, 24
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41N, 11E, 27	41N, 11E, 28
41N, 11E, 29	41N, 11E, 30
41N, 11E, 31	41N, 11E, 32
41N, 11E, 33	41N, 11E, 34
41N, 11E, 35	41N, 11E, 36



41N, 12E, 19	41N, 12E, 20
41N, 12E, 21	41N, 12E, 27
41N, 12E, 28	41N, 12E, 29
41N, 12E, 30	41N, 12E, 31
41N, 12E, 32	41N, 12E, 33
41N, 12E, 34	41N, 9E, 36
42N, 10E, 33	42N, 10E, 34
42N, 10E, 35	

County: DuPage

Township, Range, Section:

39N, 11E, 1	39N, 11E, 2
39N, 11E, 3	39N, 11E, 12
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40N, 10E, 3	40N, 10E, 4
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40N, 11E, 29	40N, 11E, 30
40N, 11E, 33	40N, 11E, 34
40N, 11E, 35	40N, 11E, 36
40N, 9E, 1	40N, 9E, 12

IL Department of Natural Resources Contact

Steve Hamer
217-785-5500
Division of Ecosystems & Environment

Local or State Government Jurisdiction

Illinois Department of Transportation
Pete Harmet and Ron Krall
201 West Center Ct.
Schaumburg, Illinois 60196-1096

Disclaimer

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

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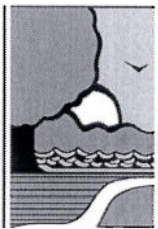
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Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
<http://dnr.state.il.us>

Pat Quinn, Governor

Marc Miller, Acting Director

June 15, 2009

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

RE: Elgin O'Hare West
By-Pass
Cook County
INDR #0911687

Dear Mr. Martin:

This letter is in response to the above referenced project that was screened through the Illinois Department of Natural Resources (IDNR) Eco-CAT review tool. Based on the results of further review, this project has potential for impacts to resources that occur in the project area.

The project as outlined is very large with many resources in the area. As the scope of this project is narrowed down to specific alternatives, the need for both flora and fauna surveys will need to be completed.

As the project proceeds through the NEPA/404 Merger Process, the Illinois Department of Natural Resources will provide input for necessary studies based on alignments chosen. Coordination of the surveys will then need to be reviewed for comments by IDNR. Consultation for this project remains open.

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

Sincerely,

Steve Hamer
Transportation Review Program
Division of Environment and Ecosystems

file

Tom Brooks, IDOT/BDE



Illinois Department of Transportation

Memorandum

To: Diane O'Keefe Attn: Pete Harnet
From: Charles Ingersoll By: John A. Walthall
Subject: Cultural Resource Architectural Concurrence
Date: July 24, 2009

Cook & DuPage Counties
Elgin O'Hare Expressway
Job No. P-91-443-06
Seq. 15237

Attached is a letter of concurrence from the State Historic Preservation Officer indicating that architectural survey coordination for National Register consideration is complete.

This completes the necessary coordination relative to evaluating the impact of this project on significant architectural resources.

A handwritten signature in cursive script, reading "J A Walthall".

Attachment

JAW:km



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

July 20, 2009

Cook and DuPage Counties
Elgin O'Hare Expressway
Project: 91-443-06

IDOT Seq # 15237

FEDERAL 106 PROJECT

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

On June 19, 2009 you, along with a representative of the IDOT Environmental staff, conducted a review of photographs and locational data concerning buildings and other standing architectural structures along the Elgin O'Hare Expressway which may be impacted by proposed construction.

As you confirmed during the inspection of the photo log, none of these structures are located within an historic district, with the possible exception of a single structure, none individually meet the criteria for listing on the National Register of Historic Places. Attached is a report from Heritage Research concerning the blue Greek revival house with Italianate influences. John Vogel in the attached report concludes:

"Predicated on our visit to the property, our observations, and our analysis of the photographs taken during the visit, we believe the property lacks any defining characteristics that would merit formal National Register consideration."

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no residential or commercial buildings subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, will be impacted.

Very truly yours,


John A. Walthall, PhD
Cultural Resources Unit

CONCUR

By: 
Deputy State Historic Preservation Officer

Date: July 22, 2009



Illinois Department of Transportation

Memorandum

To: Diane O'Keefe Attn: Pete Harnet
From: Charles Ingersoll By: J. A. Walthall
Subject: Cultural Resource Concurrence
Date: September 16, 2009

**Cook & DuPage Counties
Elgin-O'Hare Expressway
Job No. P-91-443-06
Seq. #15237**

Attached is a letter of concurrence from the State Historic Preservation Officer indicating that the proposed project referenced above will have no effect on significant cultural resources.

This completes the necessary coordination relative to evaluating the impact of this project on significant cultural resources.

A handwritten signature in cursive script, reading "J. A. Walthall".

Attachment

JAW:km



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

September 11, 2009

Cook / DuPage Counties
Elgin-O'Hare Expressway
Project: P-91-443-06

IDOT Seq# 15237
ITARP# 09105

FEDERAL 106 PROJECT

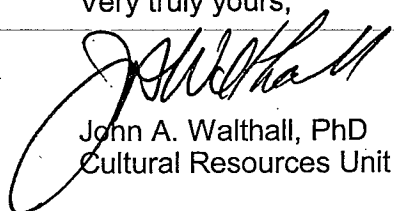
Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701



Dear Ms. Haaker:

Enclosed are two copies of an Archaeological Report and Phase I documentation completed by University of Illinois personnel concerning historical and archaeological properties and sites potentially to be impacted by the 6,662 acre project referenced above. This project was originally surveyed by Northern Illinois University in the mid-1980s as part of the original planning for this project, much of which was never built. Two 19th century sites were recommended for data recovery and coordination with your office let to the ratification of a Memorandum of Agreement. All of the sites found during the original survey and by the current ITARP effort have been destroyed by construction and commercialization in the area or are non-eligible late historic sites. One of the two sites included in the 1980s MOA has been razed and the second has deteriorated and has been impacted by later razing of associated structures. Your office has concurred that it is not eligible for the National Register (July 20, 2009).

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no sites subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, will be affected by this proposed project.

Very truly yours,


John A. Walthall, PhD
Cultural Resources Unit

CONCUR
By: 
Deputy State Historic Preservation Officer
Date: 9-14-09 



Village of Itasca

550 WEST IRVING PARK RD. ITASCA, IL 60143
PHONE: 630/773-0835 FAX: 630/773-2505
e-mail: mayor@itasca.com
www.itasca.com

BUREAU OF PROGRAMMING
RECEIVED
JUN 16 2007
DISTRICT #1

June 15, 2007

VIA FACSIMILE & U.S. MAIL

Mr. Peter Harnet, P.E.
Bureau Chief of Programming
Illinois Department of Transportation
Division of Highways - District One
201 West Center Court
Schaumburg, IL 60196-1096

RE: Thorndale Avenue & Cherry Street
Itasca, Illinois

Dear Mr. Harnet:

Please accept this letter as a follow-up to your correspondence to Mr. Edward Zak of SEC Group, Inc., dated May 21, 2007 and phone conversation of several weeks ago with Village Engineer Al Stefan and Village staff. As was discussed at that time, the Village of Itasca is seeking confirmation of the required access between the existing Cherry Street right-of-way and Thorndale Avenue, east of Interstate 290 and west of Arlington Heights Road. The access is required to service the proposed Hidden Oaks development west of Cherry Street as well as the approved five-story office development proposed for the vacant parcel immediately east of the Cherry Street right-of-way.

Pursuant to a request from the Village of Itasca, owners of both properties agreed to share access to Thorndale within the Cherry Street right-of-way in lieu of multiple individual curb-cuts at Thorndale Avenue. The Village of Itasca initiated the request for access to Thorndale at Cherry Street and supports its construction for the following reasons:

- The single restricted access point at Cherry Street can be utilized in lieu of three separate access drives onto Thorndale Avenue (a single access for the office building and an additional two existing curb-cuts on the Hidden Oaks property).
- Connection of either the office or residential developments to Arlington Heights Road through Theodore Lane is not a viable option as a section of the south portion of the Cherry Street right-of-way was vacated and a private parking lot has since been constructed upon the property (see attached Exhibit 1).

Mr. Peter E. Harmet
June 15, 2007
Page 2 of 2

- The five-story office development with zoning approval proposed for the parcel immediately east of Cherry Street requires some access to Thorndale Avenue, ideally shared with the adjacent development at the proposed intersection of Cherry Street and Thorndale Avenue. (see attached Exhibit 2)
- It is my understanding that the proposed access at Cherry Street and Arlington Heights Road and proposed developments immediately east and west of Cherry Street are located outside the proposed right-of-way of the Elgin-O'Hare Expressway.

Please consider the additional information provided above as a supplement to previous correspondence directed to you regarding this access. Please feel free to contact Village Administrator, David Williams at (630)773-5575 or Village Engineer, Al Stefan at (815)482-9150 should you have any questions or concerns or should you require any additional information. Thank you for your assistance and attention to this matter.

Very truly yours,

VILLAGE OF ITASCA

Claudia "Gigi" Gruber
Village President



By:
Nicole P. Aranas
Director of Community Development

cc: David Williams, Village Administrator
Al Stefan, Village Engineer
Mr. John Kos, DuPage County Department of Transportation
Mr. Robert Kolar, DuPage County Department of Transportation

DEVELOPMENT SITE - LOT 1 - ARLINGTON THORNDALE RESUBDIVISION

APPROVED DEVELOPMENT FOR - LOT 1:

APPROVED 5 STORY BUILDING = 190,000 SF
APPROVED 3 LEVEL PARKING DECK

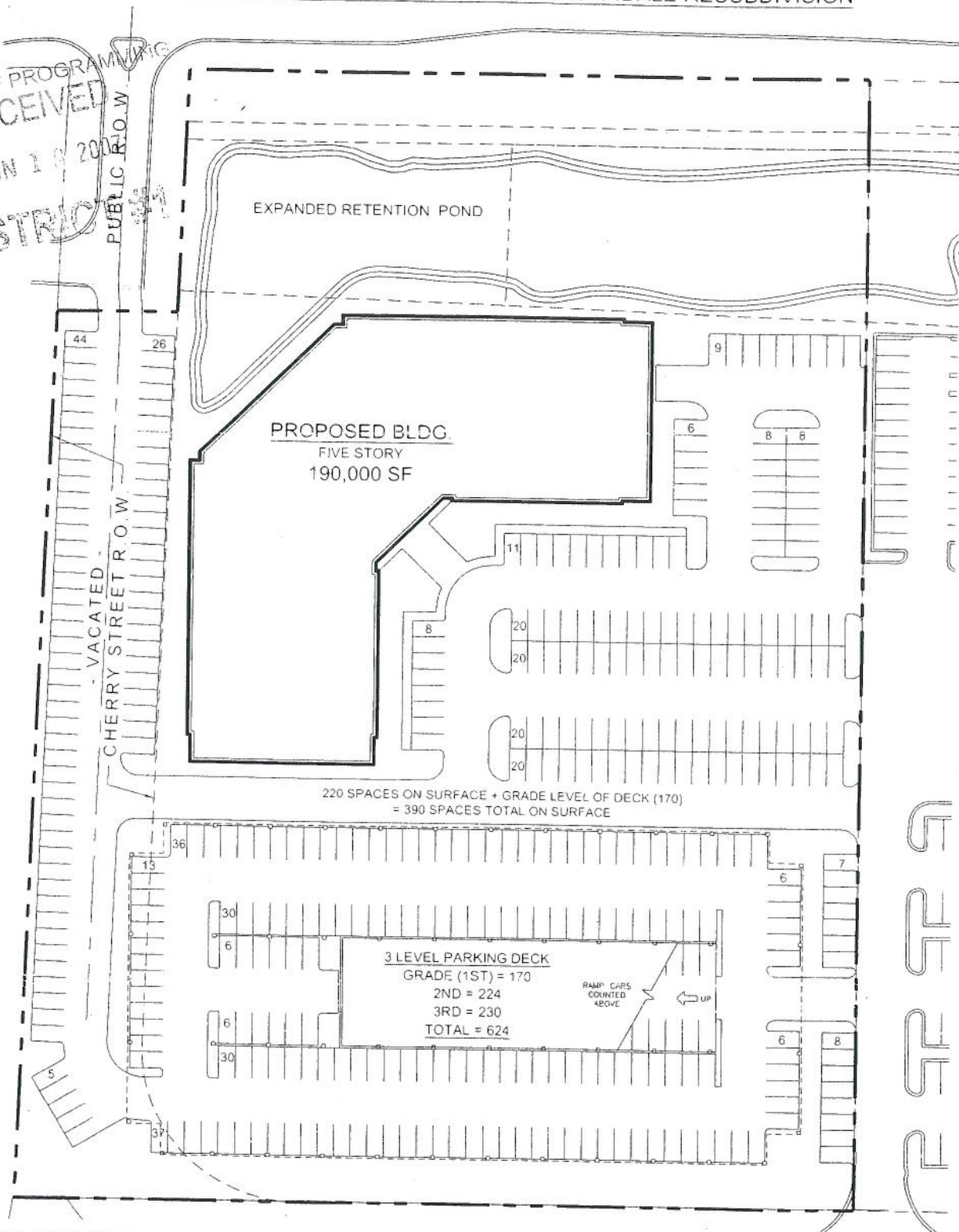
REVISED SITE PLAN - LOT 1

PROPOSED BUILDING

100 x 380 = 38,000 SF
5 STORY = 190,000 SF
@ 4/1000 = 730 SPACES REQUIRED

PARKING:

844 SPACES TOTAL
MINUS 88 EXISTING / COMMITTED
756 SPACES - 16 HC SPACES = 740
TOTAL PROVIDED = 740 (INCL. 16 HC)
= 4.06 /1000 ACTUAL RATIO





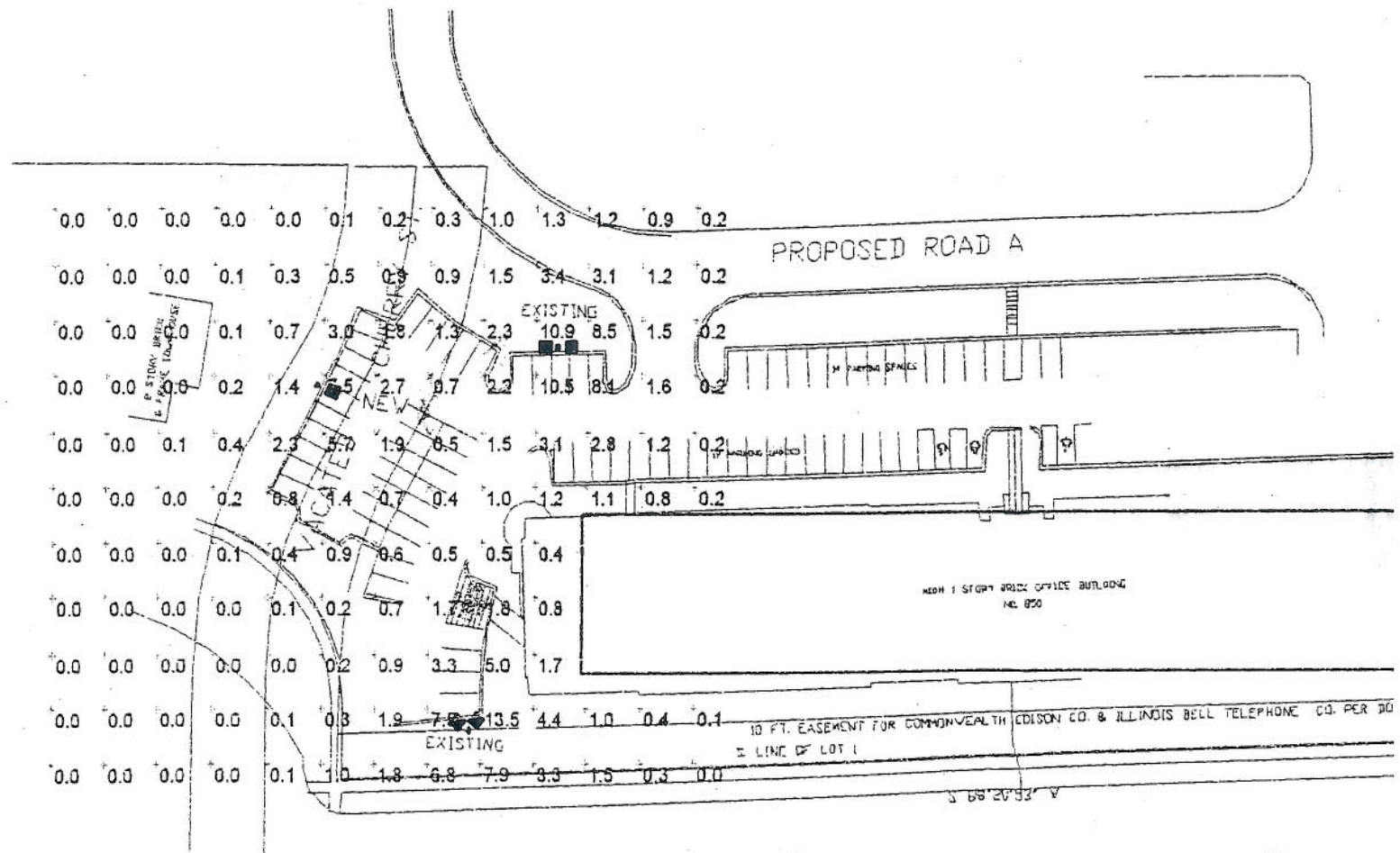
Catalina Arce

LUMINAIRE SCHEDULE

Symbol	Label	Qty	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts
■	A	1	CIM-400-MH-XX-3S	MEDIUM ARCHITECTURAL AREA LUMINAIRE - TYPE III DISTRIBUTION	400-WATT CLEAR ED-28 METAL HALIDE	CIM40M3S.IES	36000	1.00	400
■ ■	C	1	CIM-400-MH-XX-3S	MEDIUM ARCHITECTURAL AREA LUMINAIRE - TYPE III DISTRIBUTION	400-WATT CLEAR ED-28 METAL HALIDE	CIM40M3S.IES	36000	1.00	800
■ ■	D	1	CIM-400-MH-XX-3S	MEDIUM ARCHITECTURAL AREA LUMINAIRE - TYPE III DISTRIBUTION	400-WATT CLEAR ED-28 METAL HALIDE	CIM40M3S.IES	36000	1.00	800

NOTES

1. THE SINGLE HEAD POLE IS THE ONLY NEW POLE TO THIS PARKING LOT EXPANSION. BOTH TWO HEADED POLES ARE EXISTING.
2. THE NEW PARKING LOT AREA IN QUESTION IS THE AREA THROUGH VACATED CHERRY STREET. THE REMAINING PARKING LOT IS EXISTING.





City of Chicago
Richard M. Daley, Mayor

O'Hare Modernization Program

Rosemarie S. Andolino
Executive Director

P.O. Box 66848
10510 W. Zemke Road
Chicago, Illinois 60666

(773) 462-7300
(773) 462-8552 (FAX)

<http://www.oharemodernization.org>

November 16, 2007

Mr. Charles F. Tokarski, P.E.
County Engineer
421 N. County Farm Road
Wheaton, IL 60187

2007 NOV 26 AM 9:26

Re: CH8/York Road and Illinois 19 Grade Separation
At CPRR/Relocated UPRR
Section 05-00171-01-ES

Dear Mr. Tokarski:

This is in response to your letter dated October 9, 2007 wherein you requested updated information on the City's intentions/progress with regard to the "east leg" (UPRR rail grade separation of Irving Park Road) of the Intersection Project.

As you are aware, the City of Chicago is committed to a site development schedule that would relocate the UPRR as depicted in Alternate 1-4.1 before mid 2010. Based on our understanding of the County's schedule for the intersection improvements at York and Irving Park Roads, the UPRR relocation should occur in advance. Therefore, it would be the first bridge to be implemented for the overall Intersection Project and the relocation of the CPRR.

The OMP has been studying the implementation of the overall improvements to the intersection in two distinct projects. This will require raising the elevation of the present configuration of Alternate 1-4.1 to allow the construction of the UPRR grade separation at this location without impacting the current at-grade railroad crossing of the CPRR at the intersection of York and Irving Park Roads.

Further, the revised profiles for the railroad and the depressed road will avoid the need for a pump station and therefore rely on gravity flow for storm drainage.

The City has coordinated with UPRR on the proposed railroad grade change from 0.30% to the current 0.47%. We have received a verbal approval in principle from UPRR. This approval is subject to their review of additional information recently requested (compensated grade calculations, V/L at the vertical curves). We anticipate receiving a formal approval from UPRR on the modified alignment parameters by the end of November of 2007.



Richard M. Daley, Mayor



The City has also coordinated with the Federal Aviation Administration (FAA) regarding an increase in the proposed end elevation of Runway 10R/28L to accommodate the proposed elevated UPRR railroad profile. The OMP has studied this change to the airfield and proven that it is feasible to raise the west end of Runway 10R/28L enough to compensate for the raised elevation of the roadway and rail. The OMP vetted the revised runway geometry with the FAA and confirmed its feasibility. The FAA has raised no objections to this proposed change.

The City will advise your office as soon as we are in receipt of an official approval from UPRR. The City is prepared to proceed expeditiously in implementing the "east leg" portion of the Intersection Project and will coordinate with IDOT in securing a permit for the project.

The OMP is looking forward to working with your agency in getting this project to a successful completion. Should you have any questions or comments in the material included herein, please do not hesitate to call me directly at (773) 462-7311.

Very truly yours,

A handwritten signature in black ink, appearing to read "Christopher P. Arman". The signature is fluid and cursive, with the first name "Christopher" being more prominent than the last name "Arman".

Christopher P. Arman
Deputy Director, OMP



Village of Itasca

550 WEST IRVING PARK RD. ITASCA, IL 60143

PHONE: 630/773-0835 FAX: 630/773-2505

e-mail: mayor@itasca.com

www.itasca.com

December 7, 2007

VIA FACSIMILE & U.S. MAIL

Secretary Milton Sees
Illinois Department of Transportation
2300 Dirksen Parkway
Springfield, IL 62764

RE: Western Access to O'Hare Airport

Dear Secretary Sees:

On behalf of the Village of Itasca, I would like to thank you for taking time to meet with our Village Administrator, David Williams, and me on the topic of Western Access to O'Hare International Airport. This issue is of preeminent importance to the Village of Itasca given that the potential impacts of western access upon the Village, its businesses and residents are far-reaching and immense.

Although we were unable to discuss some of our specific local concerns during our meeting, a summary of Itasca's local issues follows below. Additionally, an exhibit bearing an aerial photograph of the project limits within Itasca and highlighting these areas of concerns is attached hereto and was submitted to the Department and its consultants during the first open house for the Phase I engineering project.

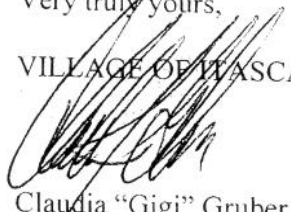
- **Direct Access to Hamilton Lakes** – The Chancellory at Hamilton Lakes Office Development is a regional employment center, consisting of nearly four hundred (400) acres, located immediately adjacent to I-290 and Thorndale Avenue. Hamilton Lakes possesses more than three million square feet (3,000,000 sq. ft.) of office and commercial space housing more than 10,000 employees and hundreds of businesses. At complete buildout, this development will contain up to an additional three and one half millions square feet (3,500,000 sq. ft.) of office and commercial space with potential for an additional 30,000 vehicles per day. Maintaining direct and convenient access to and from this development will be critical to the vitality of the local and regional economy.
- **Light Rail** – Future planning and design of roadway improvements should provide for multiple modes of transportation, specifically light rail. Roadway improvements should be designed to accommodate future transit within the median and transit stations to service the businesses and residents of the Village of Itasca within or in proximity to the Hamilton Lakes development along Thorndale Avenue.

- **Access at Rohlwing Road (IL Rt. 53)** – Rohlwing Road (IL Rt. 53) is the primary point of access for the many employees, businesses and commercial trucks and vehicles located within more than seven hundred (700) acres of adjacent industrial and manufacturing properties. The commercial trucks and vehicles within this area require functional and proper access to proposed roadway improvements. Without proper access to Rohlwing Road (IL Rt. 53), these vehicles will be forced to find alternative local routes to the expressway and the airport, resulting in local traffic conflicts, local congestion and accelerated wear and deterioration of local streets.
- **Quality of Life & Environmental Considerations** – Given the scope and magnitude of impacts from a possible expressway extension, every effort should be made to minimize potential negative impacts on the quality of life for local residential populations. The proposed expressway extension should be depressed below grade to minimize the impacts of sound and vibrations upon adjacent residential properties. Landscaping, noise walls, sight screens and other mitigating design elements should be incorporated into proposed improvements to preserve the local environment from adverse impacts.
- **Process and Coordination** – As key stakeholders, the Village of Itasca and local business partners request continued input and participation throughout the design and planning process as well as the coordination of planning, construction and design of roadway improvements with the City of Chicago, the O'Hare Modernization Program, other local agencies and interest groups.

Western access to O'Hare International Airport must be designed and planned as something more than just an expressway to the airport. Through careful consideration of local impacts and access, the development will represent tremendous opportunities for the Village of Itasca, local businesses, residents and the entire region. Thank you again for your time and attention to this very important matter. Please do not hesitate to contact me should you wish to discuss this matter in further detail.

Very truly yours,

VILLAGE OF ITASCA



Claudia "Gigi" Gruber
Mayor

cc: David Williams, Village Administrator
Diane O'Keefe, IDOT District 1 Engineer

Enclosure



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

December 14, 2007

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways
Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196

Dear Ms. O'Keefe:

I am writing regarding the proposed "western access" expressway. Thank you for the information you forwarded to me from the U.S. Department of Transportation, Federal Aviation Administration (FAA).

Elk Grove Village is pleased that the FAA has acknowledged that the undeveloped, 300 foot wide set-a-side property fully contained on existing airport property, shown on the Airport Layout Plan (ALP) and approved by both the FAA and the Transportation Security Administration (TSA), can be used for the roadway/expressway construction purposes.

In addition, we are pleased to learn that plans for the construction of a roadway within this undeveloped set-a-side property can be completed by simply meeting the design criteria of the FAA and coordinating design and construction activities with the FAA, TSA and City of Chicago.

Given this widespread agreement on a non-destructive routing by means of the 300 foot wide set-a-side within the western boundary of the airport, Elk Grove Village urges IDOT to quickly approve the 300 foot wide set-a-side within the western boundary of the airport as the route for the proposed "Ring Road."

Further, with this widespread agreement on Chicago's proposed 300 foot wide set-a-side routing, we believe it is imperative for IDOT to settle on this route now — as opposed to prolonged consideration and debate on alternative routings that would route the Ring Road through Elk Grove's Business Park — destroying hundreds of millions of dollars of regionally important businesses.

Clearly, the most cost-effective alternative for the construction of roadway and rail improvements proposed along the west side of the airport is within the 300 foot set-a-side presently contained on airport property and shown on the approved ALP. It is foolhardy to construct an expressway that would destroy our Business Park when there is an agreed-upon route for an expressway and railway that can be constructed on vacant land, fully set-a-side for that purpose. The displacement of any Elk Grove business and associated jobs would be a travesty for both the State and the region considering the green grass, set-a-side alternative available for the transportation use.



D_3-10

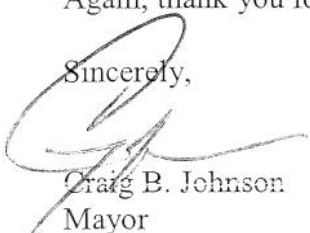


Finally, given the availability of this non-destructive 300 foot wide set-a-side routing it makes no sense to leave our Business Park in a years' long limbo of economic indecision. We urge IDOT to make the routing decision for the Ring Road now to utilize Chicago's 300 foot wide set-a-side.

We look forward to hearing back from you in the next few weeks to publicly state that the locally preferred alternative is the 300 foot set-a-side.

Again, thank you for providing such encouraging information to my community.

Sincerely,



Craig B. Johnson
Mayor

c: Board of Trustees
Village Manager
Deputy Village Manager
Director of Engineering & Community Development



January 18, 2008

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways
Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196

Dear Ms. O'Keefe:

Thank you for responding to our mutual desire to utilize the 300 foot set-aside green space property to address the western by-pass locally preferred alternative (LPA) process.

We fully understand the contact sensitive solution and locally preferred alternative analysis process work of the Elgin-O'Hare West Bypass task force. Elk Grove Village has participated in every meeting.

However, due to the obvious detriment to the region, we cannot support any plan for development as a locally preferred alternative that fails to fully utilize the 300 foot open space property – property that was left undeveloped in the O'Hare Master Plan (OMP) to mitigate the destruction of thriving businesses for mass transit and/or highway purposes. The 300 foot corridor exists for a purpose. That purpose must be part of any locally preferred alternative.

Any construction driven alternative alignment that fails to utilize this 300 foot set-aside green space corridor will needlessly result in the destruction of existing business. This in turn will result in many negative implications to the region. These negative consequences include the following:

- Significantly higher construction costs due to the need to acquire developed property currently selling at \$20 per square foot versus property set-aside and available at no cost;
- Elimination of a large number of existing businesses;
- Loss of high paying jobs that currently exist;
- Significant reductions in the property tax base that supports regional educational programs along with many other governmental services;
- Considerable loss in associated business funding to the State and local governments including lost income taxes, sales taxes, food and beverage taxes, and real estate transfer taxes; and
- Finally, a loss of funding for mass transit both in terms of lower ridership/farebox recovery as well as sales taxes that fund mass transit services.

These negative implications are extremely serious to the region and they cannot be ignored while we work through the LPA process. A cost-benefit analysis of the utilization of the 300 foot green corridor versus purchasing/destroying/and constructing any alternative within developed areas demonstrates why the 300 foot corridor is the locally preferred alternative, regardless of which alternative (short of nothing) is ultimately selected as the LPA.

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



We all realize that the 300 foot green space corridor does not have termini to either I-90 or I-294, and that a give and take process will occur regarding recommendations for construction in those developed corridors. However, there is no need to compound this politically charged and technically complicated issue. The additional complications are easily avoided by indicating that the 300-foot green space, set-aside corridor will be utilized in addition to whichever corridor is selected for the north-south termini connections.

We fully expect that usage of the 300 foot green space will be the Illinois Department of Transportation's intended objective through the contact sensitive solution process. We need to use as much undeveloped, set-aside, green space land as possible to achieve the I-90 to I-294 connection. This is the only reasonable solution to benefit the region.

With the obvious benefits of utilizing the green corridor, why not make that green corridor the locally preferred alternative now? The failure to do so needlessly concerns government leaders from schools to mass transit, and it frightens property owners, business owners, and business employees in the area.

Many businesses within the study's north-south corridor are highly concerned with the outcome of your study. All that we request is that the 300-foot set-aside corridor be recommended now as the locally preferred corridor regardless of the final selected transit alternative. IDOT can then give its assurance to us that we have been seeking: that any mass-transit or highway improvements will be constructed on existing O'Hare property specifically set-aside for that purpose in the plan approved by the FAA.

I look forward to your expeditious review and hearing back from you in the next couple weeks.

Sincerely,



Craig B. Johnson
Mayor

c: Board of Trustees
Village Manager
Deputy Village Manager
Director of Engineering & Community Development
Director of Health & Community Services



VILLAGE OF BENSENVILLE

Village Board

President
John C. Geils

Trustees
John Adamowski
Patricia A. Johnson
Hank Mandziara
Marianne Tralowski
John "Jeff" Williams

Village Manager
James A. Johnson

May 19, 2008

JOHN C. MURILLO
737 W MEMORIAL ROAD
BENSENVILLE, IL 60106

Dear Bensenville Resident or Business Owner:

Public Hearing
Re: Irving Park/York Road Intersection Improvement
Thursday, May 29, 2008
3:00 PM to 7:00 PM
Monty's Banquets
703 S. York Road
Bensenville, Illinois 60106

Next Thursday May 29, 2008 from 3: 00 PM to 7:00 PM at Monty's Banquets in Bensenville, the DuPage County Division of Transportation will hold a public hearing on the proposed modifications to the York Road and Irving Park Intersection, and the adjoining railroad crossing. As you may recall, this project has been financed by a combination of the Illinois Department of Transportation, DuPage County and the City of Chicago, and has been under study for several years.

The Village of Bensenville was asked to participate in the study process, by regularly attending meetings, making recommendations and commenting on the various alternatives, as they were proposed. This placed us in a difficult position because it assumes that whatever alternative that comes out of the process has our endorsement.

Nevertheless, at the insistence of Christopher Burke Engineering, the prime contractor on the project, the Village had several staff members involved in the process and the meetings, in order to protect the interests of you – the residents of Bensenville.

As a result, public input is being sought on an alternative that has been greatly modified from the one originally proposed by Chicago as part of the O'Hare Modernization Program (OMP.) Chicago's plan would have required additional taking of land west of York Road (including some homes, potentially) and rendered the intersection useless

The current proposal keeps all of the development and expansion east of York Road and maintains the existing curb line west of the intersection along York and Irving Park Roads.

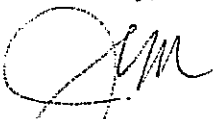
This saves the Shell station, Walgreen's, the other businesses along Irving Park, and most importantly, **requires no additional residential acquisition west of York Road!** This includes all of the homes along the 100 block of south York Road and the Town Center Condominiums – **these properties are not touched by this proposal.**

While there are positive aspects to this plan, we stop short of endorsing it. The recommended alternative calls for the construction of two train bridges over Irving Park Road. Irving Park Road would be lowered five feet at the railroad tracks and the existing Canadian Pacific railroad tracks would be raised approximately fifteen feet. A second bridge, about a block further east, would raise the Union Pacific railroad tracks, nearly an equal amount, allowing Irving Park to run beneath it. This would be done once UP tracks are moved from their existing location on the south end of the airport as part of O'Hare expansion.

Our official position is that we still prefer a solution which raises the existing Canadian Pacific railroad tracks over Irving Park Road at its current location, and does not acquire any additional property within Bensenville. We still maintain that the acquisition of this property and the relocation of the UP Railroad, are unnecessary, and that the full build out of the O'Hare Modernization Plan will never occur. After all, in the final analysis, there is no funding for any of these projects, beyond the design phase, and therefore it is highly unlikely that funding will be available in the foreseeable future.

We encourage you to attend this hearing, listen to the presentations, study the proposed plan and provide your comments, criticisms and insights. Rest assured that Village President John Geils and the Village Board of Trustees are doing everything in their power to insure your homes, businesses and property values are being protected.

Sincerely,



James A. Johnson
Village Manager

**FOR ADDITIONAL INFORMATION PLEASE CALL THE VILLAGE HALL AT
630-350-3399**



SMALL TOWN FEEL WITH A WORLD AT ITS TOUCH

BUREAU OF PROGRAMMING
RECEIVED

AUG 19 2008

DISTRICT #1

9526 WEST IRVING PARK ROAD
SCHILLER PARK, ILLINOIS 60176-1984
TELEPHONE 847 678-2550
FAX 847 671-3564

August 18, 2008

Mr. Peter E. Harmet
Illinois Department of Transportation
Bureau Chief of Programming
201 West Center Court
Schaumburg, IL 60196-1096

RE: Elgin O'Hare West Bypass Analysis

Dear Mr. Harmet:

This is a follow-up to our meeting on August 7, 2008. First, I would like to thank you, Larry Martin and Ron Krall for coming out to meet with us and discuss the various options. As we discussed, the Village of Schiller Park is very concerned about several of the options presented. These will be discussed in turn.

In regards to option "501", the Village believes this will be of limited value because the improvements only add lanes to existing roadways, without reducing the distance traveled, particularly for access to the southbound Tri-State Tollway. If the design calls for simply improving Irving Park Road west of Mannheim, such that it becomes the bypass route to the south, the Village would be concerned about the traffic impact on Irving Park Road to the east (through Schiller Park). Right-of-Way needs could cause economic damage to major properties on the south of Irving Park east of Mannheim. Otherwise, it would seem to have little direct impact on Schiller Park.

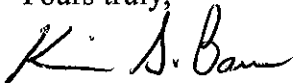
In regards to option "F", the negative impact on Schiller Park would be more expansive. It appears this route would take out some businesses on Mannheim Road, possibly impact the O'Hare Oasis (which provides tax revenue for Schiller Park) and impact Schiller Park and Franklin Park residents, particularly in the "Sexton Landfill" area. On a more global scale, it does not appear to be the most efficient access for southbound traffic to the Tri-State.

Option "G" is totally unacceptable to the Village. It appears it would take out all or most of the industrial area to the southwest of Irving Park and Mannheim. As a guess, this would take out millions of dollars in property value and hundreds of jobs. The loss of

property to the southeast of Irving Park and Mannheim would be even worse. The immediate intersection is planned for development, which would of course be lost. The Four Points Sheraton facility would be lost. This facility contains almost 300 rooms plus banquet facilities, and is responsible for hundreds of thousands of dollars in annual revenue to the Village. The loss of this property would be devastating. It also appears that a substantial portion of the residential neighborhood northeast of Irving Park and the Tri-State would be taken. Again, this would be a disaster for Schiller Park. Beyond these impacts, Option "G" seems the least efficient means of meeting the project objectives. It appears to be the most expensive to build, and is easily the worst option for providing access to the southbound Tri-State.

Again, thank you for meeting with us and allowing our input on these options. I hope you take our concerns into consideration as the process moves forward. If you have any questions regarding this correspondence or the Village's position, please feel free to contact me at (847) 671-8510.

Yours truly,



Kevin S. Barr
Village Manager

c: Mayor Montana
Paul Flood

Terrence J. O'Brien

President

Kathleen Therese Meany

Vice President

Gloria Allitto Majewski

Chairman of Finance

Frank Avila

Patricia Horton

Barbara J. McGowan

Cynthia M. Santos

Debra Shore

Patricia Young

Metropolitan Water Reclamation District of Greater Chicago

100 EAST ERIE STREET

CHICAGO, ILLINOIS 60611-3154

312-751-5600

Joseph P. Sobanski, P.E.

Chief Engineer

September 18, 2008

312-751-7905 FAX 312-751-5681

Mr. Peter Harmet, P.E.

Chief, Bureau of Programming

ATTN: Mr. Ron Krall, P.E.

Illinois Department of Transportation, Division of Highways/District 1

201 West Center Court

Schaumburg, IL 60196-1096

BUREAU OF PROGRAMMING
RECEIVED

SEP 23 2008

DISTRICT #1

Subject: Elgin-O'Hare/West Bypass Project

Dear Mr. Harmet:

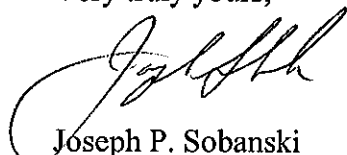
Reference is made to your task force meeting dated July 31, 2008, at Oak Meadow Golf Club, Addison, Illinois. At the referenced meeting, you presented alternatives being considered for the subject project, some of which would have an impact on District property and facilities. We are especially concerned about the following alternatives:

- North Connection, West Bypass, Alternatives C, D, E.
- South Connection, West Bypass, Alternatives F and G.

Also, for the North Connection, Illinois Route 83 Area, Alternative B, and the North Connection, West Bypass, Alternatives A and B, the District's lessee, the Mount Prospect Park District, would be affected.

We would like to discuss the alternatives in more detail in terms of potential construction and specific impacts on District facilities and property. Please contact Joe Schuessler, Principal Civil Engineer, at 312-751-3236, to schedule a meeting.

Very truly yours,



Joseph P. Sobanski
Chief Engineer

NV:AP:JMS

Village of Hanover Park

Municipal Building
2121 West Lake Street
Hanover Park, Illinois
60133-4398

630-372-4200
Fax 630-372-4215

Rodney S. Craig
Village President

Sherry L. Craig
Village Clerk

Marc G. Hummel
Village Manager

December 11, 2008



Ms. Diane O'Keefe, P.E., District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Dear Ms. O'Keefe:

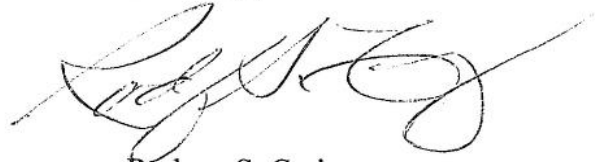
The Village of Hanover Park has been an active participant in the recent Elgin O'Hare – West Bypass project. This complex study analyzes an eastward extension of Elgin O'Hare Expressway coupled with transit, freight and pedestrian system improvements. The Village of Hanover Park understands the study boundary, on the west, is the west terminus of Elgin O'Hare Expressway at Lake Street in Hanover Park.

However, the 2030 traffic projections suggest substantial impact upon state, county and municipal roadways beyond the study area. For example, Lake Street, Irving Park Road, Greenbrook Boulevard/Stearns Road, Gary Avenue, Barrington Road/County Farm Road, Route 59 and local collectors are affected. Additionally, the advent of the Stearns Road Bridge across the Fox River increases east-west vehicle trips.

The Village is requesting IDOT undertake a separate regional study of the transportation system west of the Elgin O'Hare West Bypass study area. This proposed study will assist area communities in understanding the result of the west bypass improvements and aid communities in establishing long-term planning objectives. By copy of this letter to fellow area elected officials, I seek broader support for the proposed IDOT study.

I look forward to discussing this request with you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rodney S. Craig', with a long horizontal flourish extending to the right.

Rodney S. Craig
Village President

cc: Bartlett Village President Catherine Melchert
Streamwood Village President Billie Roth
Elgin Mayor Ed Schock
Illinois State Representative Fred Crespo
Illinois State Representative Randy Ramey
Illinois State Senator Michael Noland
Illinois State Senator John Millner

MGH:smk



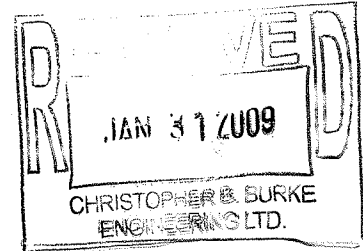
BENSENVILLE FIRE PROTECTION DISTRICT

500 S. York Road, Bensenville IL 60106
Non-Emergency (630) 350-3441 Fax (630) 350-3421

Chief Michael F. Spain

January 28, 2009

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



Mr. Knysz:

As you have requested, I am pleased to answer the questions posed to me relative to IDOT data collection for the Elgin O'Hara – West Bypass Study.

1. Location of fire stations and hospitals used:

Fire Station Locations:

Station 1 – Headquarters
500 South York
Station 2 – Sub Station
700 Foster

Hospitals:

Primary Hospital to receive patients

Elmhurst Hospital
200 North Berteau Avenue, Elmhurst,
Alexian Brothers Medical Center
800 Beasterfield Road, Elk Grove Village

Secondary Hospitals to receive patients

Loyola Medical Center, Maywood
Lutheran General Hospital, Park Ridge

2. What are the locations of the primary Routes:

Thorndale Drive, Devon Avenue, Hwy 83, Irving Park Road, Green Street, Grand Avenue, County Line Road, Church Road, York Road, Foster Avenue and Jefferson Street. (See attached map as outlined in orange)

3. What are the location of Secondary Routes:

See answer number 2. If one of the primary routes are blocked, then we simply adjust relative to which hospital the patient will be transported too. Most often the route taken as a primary back up both north and south is Hwy 83. This is do to the overpass at Irving Park Road.

4. What roads are avoided when possible (due to RR crossing, car and pedestrian Traffic, congested city centers):

See the map as marked as number 4 and in blue. The north, south roads avoided due to RR is York Road, Center Street, Addison Street and Church Road. When this happens our ONLY way to travel north and south is via Hwy 83 over Irving Park Road.

5. What is an acceptable response time:

By Federal (NFPA 1710) and State Fire and EMS (White Paper) regulations our primary response must be able to have a response time less then 6 minutes from the point of alert to arrival on scene. This is under normal weather conditions. Currently we have this ability within our Fire District to meet NFPA 1710 standard and the EMS White Paper of the early 1970's. Should all of our equipment be committed, we have mutual aid agreements with Elk Grove Village, Wooddale, Franklin Park, Leyden, Elmhurst, Addison, and Schiller Park.

6. What factors/obstacles influence how quickly responders can reach the emergency:

In addition to what as been addressed, travel directness do to roads not going through from north to south or east to west (Note industrial area in fire district number 2), road traffic congestion, speed limits. time of the day and day of the year (School starting and dismissing times), road congestion due to railroad transportation movement and rail cars modifications to the chain, and METRA RAIL.

7. Please provide a map of primary and secondary routes:

See the in closed map.

Page 3.

Lastly, if additional information is needed, please contact me.

Respectfully Yours:

A handwritten signature in black ink, appearing to read "Michael F. Spain". The signature is written in a cursive, flowing style.

Michael F. Spain
Fire Chief



Mayor
CRAIG B. JOHNSON

Village Clerk
ANN I. WALSH

Village Manager
RAYMOND R. RUMMEL

Village Trustees
NANCY J. CZARNIK
PATTON L. FEICHTER
JEFFREY C. FRANKE
SAMUEL L. LISSNER
JAMES P. PETRI
CHRIS PROCHNO

March 2, 2009

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways/Region One Engineer
Illinois Department of Transportation
Division of Highways/District 1
201 West Center Court
Schaumburg, Illinois 60193-1093

Attention: Mr. Peter E. Harmet, P.E.
Bureau Chief of Programming

Subject: Elgin – O'Hare West Bypass
Existing Traffic Volume and 2030 Traffic Demand Data

Dear Mr. Harmet:

Once again the Village would like to thank you for the cooperation that IDOT has displayed in meeting and disseminating information regarding alternatives selection for the Elgin – O'Hare West Bypass roadways. During our February 13, 2009 meeting you distributed a packet of information that contained Finalist Roadway Alternatives Evaluation Results. The packet also contained several Traffic Demand exhibits which depicted the input and output traffic demand data for several Finalist Roadway Alternatives. Upon reviewing these exhibits, it is apparent that some of the existing average daily traffic (ADT) volume data which served as the input data for the travel demand modeling IDOT prepared was dramatically different than data the Village has acquired on area roadways. The Village also questions some of the results that the modeling produced. These data are critical factors in producing the measures of effectiveness by which the Finalist Roadway Alternatives are being compared, so it is important that they portray an accurate picture. The following are several comments and concerns the Village has regarding the traffic demand data:



D_3-24

901 WELLINGTON AVENUE • ELK GROVE VILLAGE, ILLINOIS • 60007-3499
TELEPHONE (847) 439-3900 • FAX (847) 357-4044 • TDD (847) 357-4088
www.elkgrove.org



- **Existing Traffic Data**

Elk Grove Village has conducted a number of traffic counts in the study area in conjunction with development of a Master Plan for the Elk Grove Business Park as well as several Federal-aid intersection and roadway improvements within the park. Attached for your information is an exhibit that was prepared for the Master Plan update which depicts Existing Average Daily Traffic volumes within the study area.

A comparison of the IDOT 2007 ADT volumes shown on the Traffic Demand exhibits distributed at the February 13th meeting to the Village's existing ADT volumes shows some significant differences. The following is a comparison of existing traffic volumes from the two exhibits:

Roadway	Location	IDOT Existing ADT	EGV Existing ADT
Arlington Heights Rd.	N. of Devon	16,400	24,000
Arlington Heights Rd.	N. of Landmeier	26,900	36,500
Tonne Rd.	N. of Devon	10,800	18,500
Lively Blvd.	N. of Pratt	1,800	7,000
IL Route 83	N. of Thorndale	38,900	*48,300
IL Route 83	N. of Pratt	40,100	*50,400
Elmhurst Rd.	N. of Devon	28,400	*35,600
Landmeier Rd.	W. of IL Route 83	18,300	21,500
Devon Ave.	E. of Arlington Hts. Rd.	17,400	31,000
Devon Ave.	E. of IL Route 83	19,500	25,500

**These volumes obtained from IDOT's website*

Overall, the IDOT existing ADT data is 20% to 30% less than the Village's ADT data or, in some cases, ADT data available from IDOT's own website. The Village understands that future scenario travel demand models are built upon an existing model that must first be calibrated to replicate existing volumes. If the existing volumes are inaccurate, then the future model forecasts will also be inaccurate. We believe the existing traffic volume data IDOT has used for the travel demand modeling does not reflect current traffic volumes.

- **2030 Baseline Traffic Demand Forecasts**

The 2030 Baseline (or Project No-Action) traffic demand forecasts for most roadways in the study area show moderate increases in travel demand by 2030 compared to existing volumes. However, IL Route 83 in the center of the Business Park shows 2030 No-Action volumes that are about 15% lower than the IDOT 2007 existing volumes used in the modeling. In addition, 2030 Project No-Action Scenario traffic volumes for Lively Boulevard in the same area of the park show a 33% reduction from IDOT existing traffic volumes. We can find no 2030 Roadway Baseline Projects in the Transportation System Performance Report that would cause such a diversion of future traffic.

We believe these reductions in 2030 Baseline travel demand in the IL Route 83 corridor combined with underestimated 2007 existing traffic volumes would likely result in a significant underestimation of future travel demand in the IL Route 83 corridor.

- **2030 Trip Origin/Destination Data**

The Transportation System Performance Report estimates the following breakdown of study area trip origins and destinations:

<i>External-External Trips</i>	<i>26%</i>
<i>External-Internal Trips</i>	<i>46%</i>
<i>Internal-Internal Trips</i>	<i>28%</i>

Based on the above data, it can be assumed that about 26% of the vehicular trips in the IL Route 83 corridor would be diverted to the expressway lanes of Alternative 202. The remaining 74% of the trips in the corridor would likely have at least a portion of their trip on the frontage roads.

However, according to the Alternative 202 Traffic Demand exhibit, the 2030 travel demand model predicts a frontage road ADT of 16,400 vpd which is 48% of the 2030 Baseline volume. In other words, according to the model, 52% of the trips in the IL Route 83 corridor would be diverted to the expressway lanes. This is twice the external-external trip percentage.

Given the limited opportunities to enter and exit the expressway in Alternative 202, the Village believes that a much larger proportion of trips in the IL Route 83 corridor will use the frontage roads. Using the existing ADT volume on IL Route 83 of 50,400 vpd and assuming that 26% of that volume would be diverted to the expressway lanes, the frontage roads could carry more than 37,000 vpd. Two-lane frontage roads will be inadequate to carry volumes of that magnitude.

- **East-West Business Park Traffic Circulation**

At the present time, a total of nine east-west roadways allow traffic to circulate across IL Route 83. Under the Alternative 202 plan, east-west circulation will be restricted to only four locations. These restrictions will divert traffic onto the IL Route 83 frontage roads as well as concentrate traffic volumes at the four crossing locations. However, the traffic demand modeling does not show any increases in traffic volumes at these crossing locations and, in fact, shows significant decreases compared to 2030 Baseline traffic volumes. This result is counterintuitive to what one would expect to happen to traffic volumes at these crossing locations.

- **2030 Traffic Demand on Lively Boulevard**

Both the 202 and the 203 Traffic Demand models predict a reduction in traffic volumes on Lively Boulevard compared to existing volumes. These reductions range between 28% and 67%. This also seems counterintuitive given the collector street function and limited continuity of Lively Boulevard in the street network. The Village believes it is unlikely there would be any reduction in traffic volumes as a result of the Proposed Action. In fact there is potential for a dramatic increase in traffic on Lively Boulevard given the proposed locations of ramps on the Elgin-O'Hare Expressway. A full interchange is proposed for Lively Boulevard at the Elgin-O'Hare Expressway and there is limited interchange access to the Alternative 202 IL Route 83 expressway. It is possible that significant amounts of arterial street traffic with local trip origins or destinations could be diverted to Lively Boulevard in order to access the Elgin-O'Hare expressway ramps.

- **2030 Traffic Demand at Interchanges**

Alternative 202 will have interchange access along the IL Route 83 corridor at Landmeier Road (ramps to and from the south) and at Devon Avenue (ramps to and from the north). It will also have full interchange access at the Lively Boulevard interchange with the Elgin-O'Hare expressway. However, despite the proposed new interchange access, all of these locations show reductions in crossing arterial traffic volumes compared to Baseline conditions. Significant traffic volume increases are likely at these locations rather than reductions due to the new interchange access.

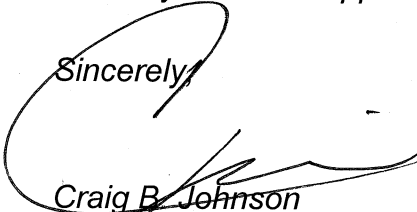
The same holds true for Alternative 203 where traffic volumes decrease or only increase slightly as a result of the new interchange ramps.

In light of the above inconsistencies, the Village would like the Department to reevaluate the traffic demand modeling results and produce updated measures of effectiveness. We believe using updated existing ADT volumes in the models will diminish the reported traffic operational benefits that Alternative 202 has over Alternative 203.

We also believe the footprint of Alternative 202 will be substantially larger than depicted in the exhibits we received at the our meeting once increases in crossing arterial traffic volumes are taken into consideration along with the need for three-lane frontage roads on IL Route 83. The Village is presently evaluating that proposed footprint and we will provide you with additional comments within the next two weeks.

Thank you for the opportunity to provide our input.

Sincerely,



Craig B. Johnson
Mayor

C: Board of Trustees
Village Manager
Director of Engineering
Director of Public Works

March 6, 2009

Mr. Craig Johnson
Mayor, Village of Elk Grove Village
901 Wellington
Elk Grove Village, IL 60007



Tasty Catering
THE CATERER FOR BUSINESS

1900 Touhy Avenue, Elk Grove Village, IL 60007

P: (847) 593-2000 ♦ F: (847) 593-2114

tastycatering.com

Dear Mayor Johnson:

RE: Proposed Western Bypass North Connection "Alternate 203 - Option D"

Thank you for informing our community about the issues involved with the proposed "ring" road. Option D is the only option that will benefit our village. The alternative use of IL Route 83 would decimate our community and cause undo financial and lifestyle harm to the people that live, work, attend school and participate in our park districts.

The major disruptors are evident, but some ancillary disruptors include:

- Dust and dirt that would cause our kitchen to lose it's AIB Excellent rating without a major capital investment in air scrubbers
- Increased delivery times caused by construction which would restrict our delivery range because cooked food has a limited sanitary shelf life prior to consumption.
- The above would cause a decrease in sales
- The above would cause a decrease in sales tax which benefits the State and Village
- Post construction increased delivery time due to limited east/west access roads
- Higher real estate taxes caused by the elimination of large percentage of business properties resulting in the tax base absorbed by the fewer remaining businesses.
- Homes would not be displaced or eliminated, so there will be no decrease in the student population which would cause the remaining businesses to cover the cost of education.
- Limited or more expensive emergency services caused by a dividing highway.
- Instead of having two n/s roads - IL 83 and the ring road on O'Hare property, we would have one - this is nonsensical. There would be more traffic congestion instead of less.
- Loss of property value - equity would be lessened severely - while the impact of the Busse road construction would be investigated. Our building could not be sold at a value considered fair today until the outcome is guaranteed.
- Inability to secure funding for capital growth, line of credit or adjoining property acquisition due to the impact of the preceding bullet point.
- A loss in excess of \$125,000 annually from the following clients who would be displaced:

All Tile	American Eagle Wheel	Aquion	Bills Marathon
Clark Foods	Edwards Engineering	Dal Tile	Fidelity
Container	Hyundai Construction	Hynudai Construction #2	
Judge & Dolph	Kemco Trucking	Kuehne Nagel	
LA-CO industries	Metal Processing Systems	Nipson America	
Pilipuf-Grist	Revell Inc.	Ropack Central	Schiele Graphics
Schreder Lighting	Steiner Electric	Sunrise Transfer	
Topy Precision			
- The sale of our building and the cost of re-investing in a building in Bensenville due to traffic congestion and unburden able real estate tax increases. This would remove 55 full time and 135 part time employees from Elk Grove Village.

Please let me know if you would like some more points. These are but a few disruptors.

Sincerely,

Thomas J. Walter

ELK GROVE RURAL FIRE PROTECTION DISTRICT

1415 E. Algonquin Road, Arlington Heights, Illinois 60005
Telephone 847-364-4236 Fax 847-364-9746

Chief Michael E Nelson

March 9, 2009

Diane M O'Keefe
Deputy Director of Highways/Region I Engineer
Illinois Department of Transportation
201 W. Center Ct.
Schaumburg, IL 60196

Dear Diane M O'Keefe:

Please accept this letter as acknowledgement of my support for the West Bypass North Connection Alternate 203 "Option D" Proposal. "Option D" is the best option for our fire department because it doesn't negatively affect our fire district, as would the use of Route 83(Busse Road).

Our department is funded solely through property taxes and the other bypass proposals have plans to eliminate approximately 25 percent of our district, removing many businesses, thousands of jobs and lowering our Equalized Assessed Valuation by several million dollars. This will directly affect our budget and lead to a reduction in staffing, as well as deter from our 5 year plan to replace apparatus and equipment that is over 20 years old. Another unfavorable result of this choice will be the displacement of hundreds of residents from the manufactured home communities which borders Interstate 90 and Oakton Street.

The "Option D" proposal allows us to maintain our fire district, preserving our staff and allowing us to continue providing our residents and business owners the same superior service we provide today.

Sincerely,



Michael E Nelson
Fire Chief

To: Township High School District 214 Parents

From: David R. Schuler
Superintendent

At a special School Board meeting last Thursday, the Board of Education directed me to communicate with all staff, students and parents regarding a very serious matter that could have significant financial implications for our school and district. As a district, we have never done this before, and the reason for this unprecedented Board action is due to the potential devastating impact on our community and our district's revenues.

The Illinois Department of Transportation is developing plans for a new expressway around O'Hare Airport. There are currently two corridors under consideration. One would run the expressway right through the Village of Elk Grove's Industrial Park. According to Elk Grove Village officials, that option would eliminate hundreds of businesses and thousands of jobs. In addition, the Village estimates that our school district could lose at least \$5 million annually as a result of this option. The second option would place the expressway mostly on public property and that option would not have a significant impact on businesses, jobs or district revenues. While no community or governmental body has expressed opposition to the second option, it is still under consideration by the Illinois Department of Transportation.

Below is a letter from the Elk Grove Village Mayor Craig Johnson for your review and consideration.

Thank you for considering this request. You can imagine the devastating impact on our schools and district from the arts to athletics to activities if we were to lose millions of dollars on an annual basis as a result of the elimination of hundreds of businesses and thousands of jobs throughout our community... especially during these challenging economic times.

Thank you in advance for your consideration of this request

Dear Township High School District 214 Parents:

Help us immediately save our taxes, businesses, and jobs. Time is critical! Action must be taken before March 11.

IDOT plans have called for an expressway through Elk Grove's business park. Although Elk Grove is closer to some district schools and further from others, that expressway will cost our school district millions in annual tax revenue. It will also eliminate hundreds of businesses and thousands of jobs for our region.

Fortunately, we have the chance to decide where to place the expressway through Elk Grove. One location is positive for School District 214. The second option is negative for School District 214. Those 2 expressway options are:

✓ The preferred alternative is called Alternative 203 – Option D: This is an expressway on a 300-foot corridor east of Elmhurst Road on O'Hare Airport property. The Ring Road expressway was planned for this location since 1984. It relieves traffic congestion while preserving our businesses, jobs, infrastructure, and tax base, and it includes a full interchange at Elmhurst Road.

- The negative alternative: Convert Busse Road into a limited access expressway. This plan results in the State condemning Elk Grove businesses, which eliminates our tax revenue.

This is our opportunity to influence the location of the new Ring Road expressway. All district 214 students and employees can help us.

Have your friends, neighbors, and relatives click on www.elkgrove.org/bypass.asp as soon as possible.

Please provide your comments stating your preference for the new expressway east of Elmhurst Road. Have each person visit the website and submit comments by clicking on the above link. The more individual responses, the better for our schools!

Thank you in advance for assisting District 214 and the region.

Sincerely,

Craig B. Johnson
Mayor



RECEIVED

MAR 11 2009

VILLAGE MANAGER'S OFFICE

March 10, 2009

Mr. Raymond R. Rummel
Village Manager
Elk Grove Village
901 Wellington Avenue
Elk Grove Village, IL 60007

Dear Ray:

On behalf of ProLogis, I am writing to express support for maintaining the western O'Hare bypass along Elmhurst Road as stipulated in Alternate 203-Option D. As one of the largest property owners in Elk Grove Village, Prologis is strongly opposed to any alignment that uses IL Route 83 (Busse Road) for this bypass.

ProLogis owns twenty-eight (28) distribution facilities in Elk Grove Village, totaling approximately 3.2 million square feet and housing forty-two (42) different businesses. A bypass road along Busse Road would sever local transportation routes for these buildings including truck routes, automobile routes, public transportation routes and railroad spurs.

ProLogis owns six (6) distribution facilities which are adjacent (within 900') of Busse Road in Elk Grove Village. These six buildings total 1.45 million square feet and have a combined value of approximately \$100,000,000. Additionally, these six building generate in excess of \$1.5 million in annual real estate taxes. Needless to say, a western bypass located along Busse Road would have significant financial impact on these facilities and Elk Grove Village.

Ray, please forward this letter to the appropriate people at Illinois Department of Transportation. We ask that any roadway options including Busse Road are quickly removed from consideration. Should you have any questions, please do not hesitate to contact me.

Sincerely,
PROLOGIS

A handwritten signature in blue ink, appearing to read "D. Riefe", with a stylized flourish at the end.

David D. Riefe
Senior Vice President

CC: Doug Kiersey
John Picchiotti



VILLAGE OF BENSENVILLE

Village Board

President

John C. Geils

Trustees

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Patricia A. Johnson

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Abdon Medina

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Village Clerk

Carole Crowe Mantia

Village Manager

James A. Johnson

March 11, 2009

Milton R. Sees, P.E.

Secretary

Office of the Secretary

2300 South Dirksen Parkway

Springfield, Illinois 62764

Re: Elgin-O'Hare ByPass – Route Proposal Position

Dear Secretary Sees:

This letter is written on behalf of the Village of Bensenville Board of Trustees and the citizens of Bensenville in support of our position on the Elgin-O'Hare West Bypass route alternative for linkage to I-294. It is our understanding that the Illinois Department of Transportation ("Department") has identified four alternatives for that connection at this point. One (Alternative A) would pass through a residential/commercial/ industrial part of the Village of Bensenville. The other three alternatives (Alternatives B, C, and D) all pass through industrial areas of Franklin Park. Having reviewed the thus far identified impacts of each of these alternatives, it is clear that Alternative A which would pass through the Village of Bensenville is the least attractive and that one of the others should be selected by the Department for further evaluation.

Based on the most current publicly available assessment of social impacts, the Department has identified Alternative A as the only one with adverse noise effects and the only one that will eliminate homes. At least seven homes would be displaced and at least seventeen more would be adversely impacted by the noise created by this route by IDOT's calculations. The Village of Bensenville believes that a far greater number of homes will be adversely impacted by the noise, dust and runoff should Alternative A be built. In contrast, all three of the other alternatives have no noise impacts or residences displaced. Clearly, the consequences of retaining Alternative A for further consideration or selecting it as a final route are the most egregious of the alternatives identified.

Not only would Alternative A have the greatest adverse impact on the adjacent residential community, it would also be the most damaging in terms of commercial/industrial structures and businesses taken. Alternative A eliminates a significant number of jobs and tax revenues. In addition, Alternative A would require taking the most potentially developable land over compared to the other alternatives. Consequently, Alternative A would have long term detrimental impacts to the commercial/industrial health of the area not associated with any of the other possible route alternatives. Given the existence of viable alternatives, there is no reason to continue to consider Alternative A in this process.



March 11, 2009

Having reviewed the information on the four alternatives, the Village of Bensenville strongly supports a route other than that depicted by Alternative A should be selected. The negative impacts on the Bensenville community attendant on Alternative A simply make that route the least attractive alternative currently under Departmental consideration. Of the remaining alternatives, IDOT has indicated that Alternative C has feasibility problems and, if so, the Village of Bensenville would prefer Alternative D.

Very truly,

A handwritten signature in black ink, appearing to be "JP" or similar, written in a cursive style.

cc: Peter Harnet
Ron Krall

ITASCA POLICE DEPARTMENT

540 W. Irving Park Road, Itasca, Illinois 60143
Administration 630-773-1004 Fax 630-773-2734
Investigations 630-773-3430 police@itasca.com



March 11, 2009

Ms. Diane M O'Keefe, PE
Deputy Director of Highways
Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196

Dear Ms. O'Keefe:

Thank you for allowing the Itasca Police Department to submit comments on the proposed design of the Elgin O'Hare Expressway along the Thorndale Avenue corridor in Itasca. I appreciate the efforts of the Illinois Department of Transportation to understand the concerns of stakeholders when designing this project of major significance.

The Itasca Police Department is in support of Alternative 203. I feel this roadway design will allow the greatest public safety access, including police, fire and EMS, to the Elgin O'Hare Expressway (EOX). I also feel that Alternative 203 provides for the maximum number of entrance points to the Elgin O'Hare Expressway (EOX) in such a manner that allows quick ingress and egress to the roadway for emergency vehicles. Additionally, Alternative 203 should alleviate the challenges of responding to motor vehicle crashes, EMS requests, fires, hazardous materials spills or other types of emergency calls.

Thank you for the opportunity to submit these public comments. Should you have any questions, do not hesitate to contact me at any time.

Sincerely,



Scott Heher
Chief of Police

Cc: Mayor Gruber
Mr. Williams, Village Administrator
N. Aranas, Community Development
Al Stefan, Baxter & Woodman
Chief J. Mac Arthur, Itasca Fire Protection District



Mayor
CRAIG B. JOHNSON

Village Clerk
ANN I. WALSH

Village Manager
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SAMUEL L. LISSNER
JAMES P. PETRI
CHRIS PROCHNO

March 19, 2009

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways/Region One Engineer
Illinois Department of Transportation
Division of Highways/District 1
201 West Center Court
Schaumburg, Illinois 60193-1093
Attention: Mr. Peter E. Harmet, P.E.
Bureau Chief of Programming

BUREAU OF PROGRAMMING
RECEIVED
MAR 23 2009
DISTRICT #1

Reference: Elgin O'Hare-West Bypass Roadway Alternatives

Dear Mr. Harmet:

We strongly commend IDOT for undertaking the extensive public outreach process associated with identifying a locally preferred alternative for the Elgin O'Hare-West Bypass Study. Thank you for doing so.

As you know, over 36,000 people from our region provided written comments to IDOT specifically indicating that Alternative 203 – North Connection Option D is the locally preferred alternative. This extensive amount of public comment is due to both the many benefits of Alternative 203 – North Connection Option D, as well as the hugely detrimental impacts that construction of a freeway or an expanded arterial along IL Route 83 would have on our community and the surrounding region. This is also a regional impact due to the tax base our industrial park provides the state and other units of government, including School District 214, which serves communities beyond our borders.

In addition to the outpouring of community and regional input regarding your study alternatives, we have performed additional technical analysis with respect to the IL Route 83 portion of Alternatives 202, 401, 403 and 501. We understand that the Department's Tiered EIS process means that planning and engineering is at a conceptual level of detail at this point, and subsequent evaluation steps would perhaps reveal the numerous detrimental impacts at the Draft EIS or later stages; however, we believe that in light of the detrimental effects to our community, these deleterious impacts must be considered in more detail and addressed immediately.



Converting Busse Road into a massive Super-highway, or even an eight lane arterial, would have many unacceptable consequences, especially compared to what the Village sees as other more beneficial alternatives.

Alternative 202 converts Busse Road (IL Route 83) in Elk Grove Village into a six lane, elevated, limited access expressway with two lanes of frontage roads. As you will see, this proposal has too many negative impacts upon the region, and these negative impacts cannot be overcome. Alternatives 401, 403, and 501, while smaller in scale also have unacceptable impacts to the Village.

After reviewing these negative impacts, and with the understanding that Alternate 203 – North Connection Option D has relatively greater benefits for the Village and the region, we believe that IDOT should remove Alternatives 202, 401, 403, and 501 from further consideration.

The Fog of Uncertainty Harms Businesses

There is currently a fog of uncertainty surrounding the possible modifications to Busse Road in Elk Grove Village.

We have heard from many business owners who will be negatively impacted by the potential modifications to Busse Road. I have enclosed letters from two businesses that convey their fears surrounding modifications to Busse Road. Those businesses are ProLogis (a real estate firm that owns 6 large buildings on Busse Road) and Tasty Catering (a business highly reliant upon other businesses in Elk Grove for revenue).

There is now a fog of uncertainty that shrouds the businesses along Busse Road in a state of fear. Business owners have contracts to sell buildings on Busse, but buyers are backing away from those deals due to the uncertainty. Leaseholders of businesses on Busse Road are not renewing leases because they do not know what the future holds.

We strongly urge IDOT to quickly lift this fog. Please bring clarity to the issue by removing Alternative 202 and 402 and/or any other plans for the widening of Busse Road, so that business may again prosper in this economy.

**The Negative Regional Impacts of IL Route 83 Conversion through
Elk Grove Village**

(For purposes of this letter, the term Busse Road and IL Route 83 are interchangeable.)

IL Route 83 Expressway Impact Analysis

Must Take More Land than Anticipated for IL Route 83 Expressway

The Village believes that the actual footprint of the IL Route 83 expressway alternative will have to be much larger than indicated at the Public Meeting. This footprint taking will destroy more businesses and eliminate more jobs than the conceptual layout estimated originally. We understand your study approach as stated in your March 11, 2009 response to our March 2, 2009 letter, and the fact that traffic data will be refined prior to more detailed design work commencing. However, even when setting that issue aside, we believe that IDOT's concept layout should be modified, as we believe that IDOT's current layout understates the impacts to our community. Further, considering that an IL Route 83 expressway will have a footprint defined by massive retaining walls and large bridges, and therefore would not be easily expanded in the future provisions for basic elements such as adequate intersection footprints should be considered now.

The reduction in the number of local streets, which cross the IL Route 83 corridor in Alternative 202, as well as the locations of the proposed interchange ramps will focus traffic to fewer locations than available today, and as stated above, an adequate cross section would need to be provided. It is likely that dual left turn lanes will be required on all approaches to these frontage road intersections. As also noted previously, the frontage roads as well as some of the cross streets may require three travel lanes in each direction, whether considering future traffic or the current volumes of truck traffic that will use this roadway. Providing adequate left turn storage bays and turning radii in a compressed-diamond interchange design at these crossing locations will necessitate a footprint substantially wider than the 300-foot corridor width that was presented at the Public Information Meeting. At Devon Avenue and Landmeier Road, the footprint will have to be more than 600 feet wide to accommodate the likely turning traffic and to provide efficient intersection operation.

The Village has prepared a concept plan which depicts what we believe the revised preliminary footprint for Alternative 202 would look like once more detailed traffic analyses and geometric studies are prepared. Following are the cross section assumptions we used to develop the revised footprint:

- **Mainline IL Route 83 Expressway** - The expressway cross section provided three 12-foot lanes in each direction with a 30-foot median, 12-foot shoulders and 2-foot thick retaining walls. In order to provide room for exit and entrance ramps to and from the frontage roads, the inner edge of the frontage road pavement was separated from the outer edge of the mainline pavement by about 57 feet.

- **IL Route 83 Frontage Roads** - The frontage roads were assumed to have three 12-foot lanes in each direction with 10-foot shoulders. Twelve-foot shared use paths on each side of IL Route 83 were provided. Because of the considerable number of utilities in this corridor as well as the need to provide drainage swales, 14-foot parkways were provided between the edges of shoulder and the inside edges of the path.
- **Major Cross Streets** – The major cross streets that would pass under the expressway provided either two 12-foot lanes in each direction or, in the case of Devon Avenue, three lanes in each direction. Five-foot sidewalks, 5-foot parkways and B-6.24 curb & gutter were used to determine proposed right-of-way widths along these roadways. Existing right-of-way where roadway widening is necessary is limited to sixty feet (60') away from the intersection.
- **Major Cross Street Intersections** – It was assumed that both the Devon Avenue and Landmeier Road intersections with the IL Route 83 frontage roads would be designed in a compressed-diamond interchange configuration. In order to provide a 3-phase traffic signal operation, the intersections would have side-by-side dual left turn storage lanes between the intersections. It was assumed that the Pratt Boulevard and Greenleaf Avenue intersections would have 4-phase traffic signal operations and thus would not store any left turning vehicles between the intersections; hence the narrower intersection widths.
- **Texas U-Turn at Landmeier Road** – The entrance ramp located just south of Landmeier Road is the only proposed southbound entrance along the entire portion of the IL Route 83 expressway. We expect that this entrance ramp will be heavily used as it provides access to the south side of O'Hare Airport, as well as I-294 and I-355.

Similarly, the northbound exit ramp located just south of Landmeier Road is the only exit proposed for the IL Route 83 expressway. We expect that the frontage roads will collect and distribute large volumes of traffic destined to and from these ramps. Provision of a Texas U-turn roadway to handle the likely heavy traffic flow between the northbound frontage road and the southbound IL Route 83 entrance ramp, as well as between the northbound exit ramp and the southbound frontage road will allow a smaller signalized intersection design at Landmeier Road and the frontage roads.

Enclosed are two copies of the Revised Preliminary Footprint Plan. We have identified the abutting buildings that would be displaced as a result of the expressway footprint. We have also denoted buildings that would be “substantially impacted” by the proposed facilities. These are properties where the physical building would not be impacted by proposed right-of-way acquisition, but the function and viability of the property would be significantly impacted through loss of parking lots and/or loading docks. There is little vacant land on many of these properties where parking and loading facilities can be relocated. Moving loading docks will cause dramatic impacts to the interior design and function of these properties. The cost of relocation may approach the cost of total acquisition.

Alternate 202 Analysis
Business and Job Loss Table

	<u>Lost Business</u>	<u>Lost Jobs</u>
Original IDOT Public Meeting Estimate:	71	1,360
Actual Elk Grove Village Counts:	104	2,360
Vacant Buildings in Elk Grove (Historical)	3	703
Estimates of Bensenville Loss	63	350
Estimates of Elk Grove Township Loss	32	300
	=====	=====
Total:	202	3,713

Moreover, there are three (3) large buildings that are currently vacant but are certainly anticipated to be occupied and operational by the time of any land taking. The impact of these three (3) vacancies is demonstrated in the chart above by utilizing historical file data on these facilities.

As you can see from the concept plan and table above, the number of structures and jobs that we believe will be impacted is substantially greater than the possible impact portrayed at the Public Information Meeting. We ask that you reevaluate the Preliminary Estimated Footprint of Alternative 202 in light of the data we are providing, and that you also reevaluate the order of magnitude cost of this alternative.

Widening IL Route 83 Negative Impact on Jobs and Businesses

(This analysis pertains to Alternatives 401, 403, 501, and any others that include widening Busse Road.)

Likewise, we have enclosed two copies of the revised Preliminary Footprint Plan regarding any widening of Busse Road. We have identified the abutting buildings that would be displaced as a result of the widening footprint.

We have also denoted buildings that would be “substantially impacted” by the proposed facilities. These are properties where the physical building would not be impacted by proposed right-of-way acquisition, but the function and viability of the property would be significantly impacted through loss of parking lots and/or loading docks.

There is little vacant land on many of these properties where parking and loading facilities can be relocated. Moving loading docks will cause dramatic impacts to the interior design and function of these properties. The cost of relocation may approach the cost of total acquisition.

Busse Road Widening Analysis Business and Job Loss Table

	<u>Lost Business</u>	<u>Lost Jobs</u>
Original IDOT Public Meeting Estimate:	29	760
Actual Elk Grove Village Counts:	32	640
Vacant Buildings in Elk Grove Historical Loss	2	315
Estimates of Bensenville Loss	2	25
Estimates of Elk Grove Township Loss	10	104
	=====	=====
Total:	46	1,084

Moreover, there are two (2) large buildings that are currently vacant but are certainly anticipated to be occupied and operational by the time of any land taking. The impact of these three (3) vacancies is demonstrated in the chart above by utilizing historical file data on these facilities.

As you can see from the concept plan and table above, the number of structures and jobs that we believe will be impacted is substantially greater than the possible impact portrayed at the Public Information Meeting. We ask that you reevaluate the Preliminary Estimated Footprint of Alternative 402 (or similarly proposed widening scenarios) in light of the data we are providing and that you also reevaluate the order of magnitude cost of this alternative.

Decimation of Bus Mass Transit

The employers along Busse Road are heavily dependent upon PACE (the suburban division of the Regional Transportation Authority) bus service. PACE buses are sources of transit for many employees who travel to and from work along Busse Road.

In fact, PACE has the highest concentration of ridership along Busse Road than most other bus routes in their mass transit system. Total weekday ridership amounts to 2,023 into the Busse Road employer-rich subdivision area.

Ridership data broken down for the routes serving employers along Busse Road are as follows:

Pace Route 223 (Elk Grove/Rosemont CTA)

1,767 weekday trips per day

408 Saturday trips per day

262 Sunday trips per day

Pace Route 757 (Northwest Connection)

256 weekday trips per day

We all agree that mass transit is important for the corridor due to the large proximity of employers. However, the proposed Busse Road expressway will negatively impact PACE bus mass transit ridership along that corridor. This ridership reduction is due to several factors:

1. As the IL Route 83 corridor is currently configured, riders on the PACE bus along Busse Road ingress/egress the bus near their workplace destination regardless of which side of IL Route 83 their destination is located. However, if IL Route 83 is converted into an elevated expressway or further widened, it becomes a barrier to transit riders needing to cross IL Route 83. Riders will no longer be able to cross Busse Road except at a few limited areas. This barrier effect will significantly increase travel times for PACE bus riders, resulting in those riders abandoning the bus for single occupant automobile trips.
2. Moreover, under Alternative 202, PACE buses will need to utilize the frontage roads to service riders. The frontage roads will have lower speed limits and higher traffic volume congestion than the existing IL Route 83 conditions. Again, this will result in significantly increased travel times, which reduces ridership. Any decrease in bus utilization will result in increased single occupant automobile traffic, reducing the capacity gain of the proposed Busse expressway.

Moreover, the widening of Busse Road creates its own negative impacts upon Pace bus ridership. Passengers needing to cross Busse Road to access their employer will be staring at an 8-lane plus dual left turn (2) lanes and 1 dedicated right hand turn lane. Asking riders to cross 11 lanes of traffic to access work is likely unrealistic, especially during inclement weather. Riders will therefore need to remain on the bus until its route reaches their destination side of Busse Road. The increased travel times will ultimately and significantly reduce ridership.

We respectfully request that IDOT consider the negative impact of nearly eliminating the bus mass transit in this corridor.

Public Safety Impacts – Significant Costs for Police and Fire Services

Converting Busse Road into an elevated, limited access expressway negatively impacts Police operations, Fire/Rescue operations, and Paramedic services. This is due to the barrier impact of the expressway design.

At a minimum, Alternative 202 will cause considerable delay to first responders serving the community east of Busse Road. To mitigate that delay, in order to meet the current level of service delivery for Police/Fire/Rescue and Paramedic response, the following will be necessary:

- Add a new Police beat plus corresponding police officers for 24 x 7 coverage at a total cost of \$450,000 per year.
- At a minimum, add a fully staffed firefighter/paramedic ambulance (mobile intensive care unit) at a cost of \$817,000 per year.
- Potentially add a new Fire Station at a cost of \$4 million for construction.

Moreover, any proposed widening of Busse Road creates similar delay response impacts upon Police/Fire/Rescue/Paramedic services. We believe that the widening will necessitate the installation of barrier curb in the median of Busse Road to properly minimize disruptions of left turn movements from cross streets and to facilitate the orderly flow of traffic. However, this design will only allow emergency service responders to cross Busse Road at a few key intersections.

The net impact upon public safety follows below in order to maintain the current level of service:

- Add a new Police beat plus corresponding police officers for 24 x 7 coverage at a total cost of \$450,000 per year.
- At a minimum, add a fully staffed firefighter/paramedic ambulance (mobile intensive care unit) at a cost of \$817,000 per year.

These are real additional burdens on the taxpayers of Elk Grove Village. We respectfully request that these negative impacts be considered in the analysis.

Disruption of High Pressure Liquid Petroleum/Natural Gas Transmission Lines

Under Busse Road, there exist six national Natural Gas transmission lines that run parallel to Busse Road in the Busse Road right-of-way. These lines deliver liquid petroleum and natural gas from fields in the Gulf Coast to points throughout the entire Middle Western region of the United States.

The lines include the following:

Parallel Lines:

- West Shore 12" liquid petroleum, 1,000 psi, 350k gph (entire length)
- West Shore 16" liquid petroleum, 1,000 psi, 350k gph (entire length)
- West Shore 16" liquid petroleum, 1,000 psi, 350k gph (entire length)
- West Shore 16" liquid petroleum, 1,000 psi, 350k gph (entire length)
- Equilion 14" liquid petroleum (from Thorndale to south of Howard)
- BP 8" liquid petroleum (from Thorndale to Devon)

Perpendicular Lines:

4 Natural Gas pipelines of various ownership cross Busse between Howard Street and Louis Street in the natural gas pipeline right-of-way.

With the highest concentration of businesses in North America, Elk Grove became a natural hub for these interstate transmission lines. Busse Road through the center of the Elk Grove Business Park was naturally selected as the right-of-way for these lines.

We believe the protection and/or relocation of these lines will add significant cost to any improvements planned for Busse Road. These impacts need to be considered in terms of both cost and impact on the region by disrupting the flow of interstate Natural Gas service.

Elk Grove Village has included a map of this area for your review. As you will see, any widening of Busse Road will impact these high-pressure lines.

Disconnection of Short-Line Railroad for Freight Deliveries

Due to the high concentration of businesses, Elk Grove is home to a short-line railroad service. Many businesses in Elk Grove are dependent upon freight rail service to move raw materials and finished products. A railroad-switching terminal sits west of Elmhurst Road. The short-line railroad delivers the long-haul freight cars from this switching terminal to areas both east and west of Busse Road.

Any modification to Busse Road must take this rail line into consideration. Otherwise, the Busse Road modification will likely sever the rail lines and significantly reduce rail deliveries. Much like mass transit for human passengers, if the freight rail service is eliminated, then additional truck traffic will be required to deliver materials and products that were previously hauled by rail adding more truck volume to the highway.

Freight rail service is vital to this region. It is cost effective, timely, and essential for businesses in our area. We must ensure the integrity of the freight rail network.

Municipal Utilities – Disruption of Water/Sewer and Storm Sewer System

Elk Grove Village receives its water from Lake Michigan via the Northwest Municipal Joint Action Water Agency. We have considerable public utility apprehension regarding any right-of-way taking along Busse Road.

Those concerns include water/sewer pumping:

- Elimination of a two million gallon reservoir and Booster Pumps for water at 1231 Busse Road as well as loss of an emergency back-up well and loss of the SCADA computer system.
- Loss of the Dierking water receiving station (850 Dierking Terrace), which is the primary water receiving point for the Business Park.
- Loss of the Sanitary Lift Station at 2250 Busse Road.

In addition, our concerns include impact on water/sewer transmission lines, force mains, and collection lines including:

- The Busse Road right-of-way that includes high-pressure distribution and transmission lines for the delivery of potable water. These lines are critical to the water system. New transmission and distribution lines as well as over sizing of lines will be necessary on both sides of the Busse Road widening project to maintain our existing service delivery. This change may also require IDOT to obtain additional right-of-way to accommodate the new structures.
- An extensive redesign of the sanitary sewer system will be required to maintain the current gravity sewer lines. Existing sanitary force mains from the IL Route 83 and Pratt Lift Station will need to be relocated as well.

Without further hydraulic analysis and extensive engineering review, we cannot fully estimate the impact of the proposed changes to Busse Road. However, our preliminary review indicates that there is at least \$13,800,000 in costs associated with the Busse Road modifications. This is an impact to our community that should be accounted for in your decision-making. We believe these impacts may occur with any widening project.

Resolution Supporting Alternative 203 – Option D

Elk Grove Village will deliver a Resolution adopted by the corporate authorities of the Village of Elk Grove Village that concurrently supports Alternative 203 Option D and also opposes any widening options along Busse Road. The Resolution specifically indicates that our local elected officials support Alternative 203 – North Connection Option D due to the many benefits of that alternative. Our support is also based upon having full access at Elmhurst/York Road and I-90. The Resolution also opposes Alternatives 202 and any changes to conditions along Busse Road due to the terrible impact. By matter of statement in this letter, Elk Grove Village further opposes North Alternative 402 and/or any other option to widen Busse Road.

Conclusion

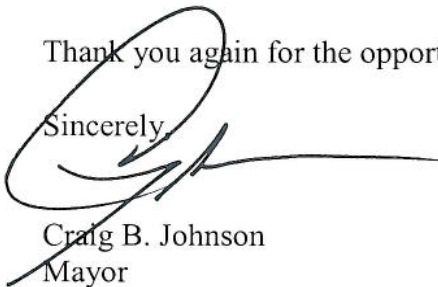
Again, Elk Grove Village desires to thank the Illinois Department of Transportation for conducting this open stakeholder process. We appreciate IDOT listening to alternative suggestions, providing time to analyze the proposed modifications, and considering our point of view.

We must reiterate that Alternative 203 – North Connection Option D, including full access at Elmhurst/York at I-90, is clearly the preferred alternative on both a local and regional level. Over 36,000 residents of our region indicated their support of Alternative 203 – North Connection Option D, and we are not aware of any group that specifically opposes that option.

To eliminate the fog of uncertainty that surrounds the businesses along Busse Road, we again respectfully request that IDOT move quickly to eliminate any modifications to Busse Road from the Elgin O'Hare-West Bypass planning process.

Thank you again for the opportunity to provide our input.

Sincerely,



Craig B. Johnson
Mayor

c: Board of Trustees
Village Manager
All Department Heads

Enclosures

HAMILTON
PARTNERS

March 20, 2009

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways/Region One Engineer
Illinois Department of Transportation
Division of Highways/District 1
201 West Center Court
Schaumburg, Illinois 60196-9905

Attention: Mr. Peter E. Harmet, P.E.
Bureau Chief of Programming

Reference: Elgin-O'Hare/West Bypass Improvement
Comments on March 12, 2009 Public Information Meeting


HAMILTON PARTNERS, INC.
300 Park Boulevard, Suite 500
Itasca, Illinois 60143-2636
630.250.9700 Fax: 630.250.8521
www.hamiltonpartners.com

BUREAU OF PROGRAMMING
RECEIVED
MAR 25 2009
DISTRICT #1

Dear Ladies and Gentlemen:

As you are aware, Hamilton Partners owns a number of properties along the Thorndale Avenue corridor which will be affected by construction of the referenced project. The property that will be most greatly affected is the Hamilton Lakes Office Park located in the northeast quadrant of the I-290/Elgin-O'Hare Expressway interchange. I attended the Public Information Meeting on March 12, 2009 and viewed your presentation with great interest. Following are Hamilton Partner's comments on the plans that were presented at the meeting:

1. Of the seven Finalist Roadway System Alternatives that were presented at the meeting, Hamilton Partners supports the System Expansion Alternative 203. It is clear the capacity of the existing highway system in this area must be expanded to provide adequate traffic safety and operation as well as to enhance opportunities for economic development. Alternative 203 is the best alternative for achieving those goals.
2. Good accessibility to Hamilton Lakes and the safe and efficient operation of the Elgin-O'Hare Expressway extension are interdependent upon one another. For both the expressway facility and the future development of Hamilton Lakes to be successful, it is imperative that adequate site access facilities be provided. The magnitude of the existing and future travel demand generated by Hamilton Lakes dictates that adequate site access consists of direct interchange ramps to and from Hamilton Lakes. We are pleased that all of the alternative concept plans that were presented at the public meeting feature interchange ramps to and from Park Boulevard. It is crucial to the continued success of our Office Park that these interchange ramps continue to be an integral part of IDOT's future planning for the Elgin-O'Hare Expressway.

Ms. Diane M. O'Keefe, P.E. 
March 20, 2009
Page 2 of 3

3. At the appropriate time, Hamilton Partners would like to submit to the Department additional information that will assist you in your Tier Two planning for the interchange access at Park Boulevard. In cooperation with the Village of Itasca, Hamilton Partners has evaluated access to both the Office Park and the residential neighborhoods located south of Thorndale Avenue. We have developed a refinement of the access concept depicted at the public meeting which will enhance traffic operation within Hamilton Lakes and meet the Village's goal for protecting the adjacent neighborhoods from unwanted traffic.
4. The concept plan for the interchange at I-290 and the Elgin-O'Hare Expressway depicted a flyover ramp for eastbound Elgin-O'Hare to northbound I-290. That ramp appeared to encroach into our lake that is located along the east side of I-290 as well as come very close to our headquarters office building at 300 Park Boulevard. When that concept is refined in the Tier Two studies, we ask that the Department avoid or minimize any encroachments onto our property in this area.
5. We understand the footprint depicted at the public meeting for the Elgin-O'Hare Expressway reflects only the areas needed to construct roadway improvements and may not reflect the land that will be ultimately needed for drainage or detention facilities. One location where such a detention site may be needed was on land adjacent to Thorndale Avenue between Arlington Heights Road and Prospect Avenue. Hamilton Partners owns land on the south side of Thorndale Avenue in this area which will also have its accessibility affected the expressway improvement. We would like to meet with the Department at the appropriate time to discuss these ancillary improvement needs and how they affect land use planning in this area.
6. Hamilton Partners would also like to discuss with the Department the timetable for acquisition of private property that has been identified for acquisition in order to construct this improvement. If it is necessary for Hamilton Partners to hold off developing some properties because they are slated for acquisition in the future, we would like the Department to purchase those properties as soon as practicable.

HAMILTON
PARTNERS

Ms. Diane M. O'Keefe, P.E.

March 20, 2009

Page 3 of 3

Hamilton Partners has been working with IDOT on the Elgin-O'Hare Expressway since 1979. We have always supported the concept of these improvements and have worked diligently to protect the necessary right-of-way on property that we own. We thank you for the opportunity to provide our input and we look forward to working with the Department to help move this project forward.

Yours very truly,



Ronald C. Lunt
Partner

RCL/sv

cc: Mr. David C. Williams
Village of Itasca

Ms. Nicole P. Aranas
Village of Itasca

Mr. Robert J. Andres
Civiltech Engineering, Inc.



VILLAGE OF BENSENVILLE

Village Board

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Village Clerk

Carole Crowe Mantia

Village Manager

James A. Johnson

March 23, 2009

VIA FEDERAL EXPRESS

Pete Harmet
Bureau of Programming
Illinois Department of Transportation
Attn: Ron Krall
201 West Center Court
Schaumburg, Illinois 60196

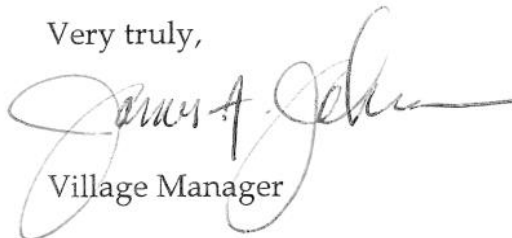
**Re: Comments of the Village of Bensenville -
Elgin-O'Hare West ByPass**

Dear Messrs Harmet and Krall:

Enclosed please find the comments of the Village of Bensenville with respect to the Illinois Department of Transportation's proposals for an Elgin-O'Hare West ByPass route. As you will note in our comments, the Village of Bensenville continues to believe that a route on the O'Hare property is the most preferable. In addition, with respect to the southern end of any Elgin-O'Hare ByPass Option D involves far fewer negative impacts than others under Department consideration and therefore should be selected.

The comments contained in this submittal are based on the information the Department has made available to the public to date. As more and new information is distributed, the Village of Bensenville reserves the right to supplement its submission.

Very truly,



Village Manager

bcc: Barbara Magel
Bensenville Elgin ByPass Comment Letter

Village of Bensenville

12 South Center Street w Bensenville, IL 60106
Phone: 630-766-8200 w Fax: 630-594-1105
www.bensenville.il.us



BUREAU OF PROGRAMMING
RECEIVED
MAR 24 2009
DISTRICT #1

Village of Bensenville Comments on IDOT Elgin-O'Hare Bypass Southern OPTIONS A and D

In fall 2007, the Illinois Department of Transportation ("IDOT") reopened consideration of the construction of an Elgin-O'Hare Bypass option with the stated dual goals of reducing regional congestion and improving access to the western part of O'Hare International Airport. Through a series of public availability sessions and work group meetings, in which the Village of Bensenville ("Bensenville") participated, information on a series of possible approaches and routes was reviewed with the public and interested parties.

Bensenville has previously provided comments to IDOT questioning the empirical justification provided by IDOT as to the purpose and need for the Elgin-O'Hare Bypass. There will likely be no Western Terminal complex constructed at O'Hare, thus eliminating much of the IDOT assumed need for and justification of an Elgin-O'Hare Expressway. In fact, in the absence of the Western Terminal, such an Expressway is not needed and would not serve O'Hare Airport.

In addition, Bensenville's questioned IDOT's refusal to consider alternative routing of the project across the southern area of O'Hare on the unsubstantiated IDOT assumption that Chicago will use that land for a proposed runway (10R/28L).

IDOT has disagreed with Bensenville's objections and has proceeded with options that would construct an Elgin-O'Hare Bypass that would be routed south from the southern boundary of the Airport to a connection with I-294. Without waiving its outstanding prior objections, Bensenville hereby provides comments on IDOT's alternatives for the northern and southern options for the Bypass.

As to the northern options, Bensenville supports the recommendation of Elk Grove Village for northern Option D.

As to IDOT's southern options, Bensenville, a clearly interested party, is providing its comments in strong opposition to Option A, and equally strong support for Option D, for the southern portion of the proposed Bypass system.

I. COMMENTS IN OPPOSITION TO OPTION A

A. Cumulative Adverse Impacts of O'Hare Modernization Project and Option A on the economies and community of Bensenville

1. Revenues and/or values lost and potentially lost

The assessed value lost to the Village of Bensenville due to Option A is estimated by IDOT at \$8,959,750 per year. This represents the highest overall loss in assessed value of any municipality for any Option (A - D). However this loss is not the whole story for Bensenville. Since the inception of the O'Hare Modernization Program (OMP) the Village of Bensenville has lost a total cumulative assessed value of approximately \$88 million per year. The loss of such a significant portion of its annual revenues adversely impacts every sector of Village governance and service.

More specifically, Option A would entail the loss of Rubicon Technology Inc. a leading provider of sapphire substrates and products to the Light Emitting Diode (LED), Radio Frequency Integrated Circuits (RFIC), semiconductor and optical industries. The company applies its' proprietary crystal growth technology to produce very high quality sapphire in a form that allows for volume production of various sizes and orientation of substrates and windows.

Option A would also entail the loss of a significant development by Ridge Development on their, already purchased lot immediately south of Rubicon Technology. The value of that development is estimated to be in the \$22 million range. This development, which is already in the Village planning stages, would represent approximately \$6,500,000.00 per year in increased assessed value to the Village or loss if Option A is selected.

Further, Option A would also result in an additional loss of \$1,644,000.00 in assessed value per year. Option A involves the taking of the most developable land of any of IDOT's options. This fact generates additional losses and should have been taken into account in IDOT's evaluations.

2. Acreage lost- percentage of Village

Since 2005 the Village of Bensenville has experienced a constant and on-going attrition in its tax base due to the loss of taxable property to the OMP.

Before the taking of over 600 properties for the OMP the total area of the Village was 5.6 square miles or 3,584 acres. Of this total approximately 308.54 taxable acres have been taken for the OMP.

According to IDOT, the total Village area lost due to Option A would be 101.97 acres. That loss would leave the Village with a total remaining area of 3,173.49 acres, as shown in Exhibit A.

In total the OMP and Option A would result in a loss of approximately 10% of the Village's revenue generating area. Such a loss far surpasses that reflected in any other Bypass option under consideration by IDOT.

3. *Building stock/homes lost*

The businesses lost due to Option A are as follows:

BUSINESS	ADDRESS
Rubicon Technology	9931 Franklin Street
A.I.N. Plastics	300 County Line Road
Thyssenkrupp Materials	300 County Line Road
Marjon Transportation	310 County Line Road
E.M Glabus Company	420 County Line Road
Robert's Precision	420 County Line Road
I.D.S., LLC	422 County Line Road
Action Plastics	424 County Line Road

Industrial Graphite	428 County Line Road
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AeroPrecision Machining	556 County Line Road
Abari Construction	556 County Line Road
Mega Steel Corporation	556 County Line Road
Angelo Gelato Italiano	570 County Line Road
M & A Cement Work	570 County Line Road
M & A Transport Service	570 County Line Road
Sign Works Inc.	584 County Line Road
D'Land Construction	600 County Line Road
Suburban Concrete	600 County Line Road
D.I & J Corporation	662 County Line Road
Tallman Equipment Co	668 County Line Road
Storaway Solution	684 County Line Road
Innovative Grinding	690 County Line Road
Fortune Rope & Metal	700 County Line Road
P & M National Sales	708 County Line Road
PTS Fulfillment Services	772 County Line Road

A & A Cabinet Creations	772 County Line Road
A.J. Manufacturing Co	774 County Line Road

Machinex Manufacturing	792 County Line Road
Eveready Flood Control	792 County Line Road
Bensenville Screw Corp	796 County Line Road
C.L.R. Storage	820 County Line Road
Better Records Inc.	884 County Line Road
Kings Point General Cement	920 County Line Road
V & D Truck Repair	920 County Line Road
West Lake Clutch USA	950 County Line Road

Clearly a number of operating facilities will be lost if Option A is selected. Many have production specific requirements that may not be available at replacement facilities. In addition a total of at least 615 jobs would be lost by IDOT count. In a community the size of Bensenville, those losses are significant and made more so in combination with the losses already experienced from the OMP.

In addition, seven homes would be lost if Option A were constructed. Only Option A results in the loss of residential structures and resultant displacement of families.

B. Adverse Impacts on Residential Community-through construction period and due to roadway.

As IDOT has repeatedly stated, only Option A entails loss of residential property during construction, in addition to long term adverse impacts on remaining residential property post-construction. Indeed Option A is unique in that it is the

only option which not only requires demolition of seven existing homes, but also leaves in its wake a sizable residential community sentenced to endure sustained adverse impacts from the new by-pass with no prospect of escape because reduced property values will make it all but impossible to sell and move out.

1. *Additional Noise Impacts in addition to aircraft noise.*

The existing residential community on the east side of John Street, which would remain after construction of Option A, is more adversely impacted by Option A than any other option and, as noted above, is the only residential area impacted by any of the IDOT options. The proposed Option A eight lane expressway will raise noise levels in the area to levels around 70 to 74 dBA (the generally recognized sound levels typical of heavy urban traffic).

However, the John Street community already experiences aircraft noise levels from aircraft landing from the west and taking off from the east which causes periodic noise levels in excess of 74 dBA. These noise levels occur through the day at 45 to 55 second intervals and at night at intervals of 3 to 4 minutes.

Since the decibel is a logarithmic scale two sound levels measured in dBA are not additive but when the two sound levels are equal they are experienced as +3 dBA higher i.e. $74 \text{ dBA} + 74 \text{ dBA} = 77 \text{ dBA}$ which is like the sound of a lawn mower at 50 feet away. See Exhibit B for details.

The frequent and routine intrusion of this wholly unacceptable noise impact on homeowners and their families is unique to Option A. Residents will be subjected to the 74 dBA from Option A constantly with even louder periods every 45 to 55 seconds or every 3 to 4 minutes. That level of noise impact renders Option A the most unacceptable of those under consideration.

2. *Dust both during construction and due to traffic.*

High levels of fugitive dust emissions can be anticipated during construction in spite of the best efforts of contractors in the use of wet sprays to keep the dust down. Sadly while these dust control provisions are made in most plans, they are not followed consistently and when they are the result is often an abundance of mud in the streets.

In evaluating the proposed options it is important to pay attention to the likely receptors. While construction of any of the options carries a risk of dust

emissions, Option A is again clearly the worst of the options. As noted previously, Option A is the only alternative adjacent to residential receptors who would be most significantly impacted by dust emissions.

Once construction is completed, re-entrained road dust from traffic is a significant source of small particle fugitive emissions and here again the John Street Community would be the major recipient. As the only option intruding on a residential neighborhood, Option A is clearly the least desirable.

3. Exhaust Pollution

Mobile Source Air Toxics (MSAT) are a subset of the 188 air toxics defined by the Clean Air Act. MSATs are compounds emitted from highway vehicles. Some of these toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuel or as secondary combustion products. Metal toxics also result from engine wear or from impurities in oil, gasoline or diesel.

USEPA is in the process of assessing the risks of exposure to these substances. The EPA Integrated Risk Information System (IRIS) is a database of human health effects that may result from exposure to various substances found in the environment. The IRIS database is located at <http://www.epa.gov/iris>. The following toxicity data for six prioritized MSATs is taken from the IRIS Weight of Evidence Characterization summaries.

Benzene is characterized as a known carcinogen.

Acrolein carcinogenicity cannot be determined due to inadequate data.

Formaldehyde is a probable human carcinogen, based on limited evidence in humans, and sufficient evidence in animals.

1,3-butadiene is characterized as carcinogenic in humans by inhalation.

Acetaldehyde is a probable human carcinogen based on increased incidence of nasal tumors in male and female rats and laryngeal tumors in hamsters after inhalation exposure.

Diesel exhaust is likely to be carcinogenic to humans by inhalation from environmental exposure.

Air toxics from mobile sources such as cars and trucks are most likely to impact receptors close to the highway as this is where concentrations of air toxics are likely to be highest. Residential populations, which spend extended periods of time at home, particularly children and the elderly, are likely to be the most sensitive receptors. Consequently, Option A clearly has the greatest potential risk for adverse health affects from air toxics.

Among the four options under consideration Option A stands out as the worst possible choice based on an evaluation of toxic exposure.

4. Salt runoff

Road salt runoff is a significant concern in urban areas because it degrades water quality and severely impacts existing stream ecology. It might be argued that the new By-Pass simply replaces County Line Road so that the road salt load remains unchanged. However, County Line Road is currently a two lane road and is the Option A proposal would replace it with an eight lane expressway, plus two frontage roads, one on the east side and the other on the west side of the Bypass itself. Therefore a total of ten lanes of paved roadway will be contributing road salt, as opposed to the current two lanes.

Ignoring for a moment that the Bypass would handle greater traffic volumes and concentrating only on the increased highway capacity, Option A increases road salt loads by at least a factor of five. The Option represents a significant increase of roadway runoff.

5. Division of Village by Elevated Roadway

County Line Road (the road which would be replaced by an elevated eight lane highway and two frontage roads under Option A) forms the border between a commercial/industrial area of Franklin Park and Bensenville. As noted above, under the Option A proposal, the old County Line Road would become two frontage roads one on the east side of the new O'Hare West Bypass and the second on the west side.

County Line Road is currently a two lane highway with easy access and egress to both sides of the road and local destinations beyond. In contrast, the new O'Hare West Bypass would be a major eight lane highway which would divide one side of County Line Road from the other with no easy cross access except at the north end where it crosses Green Street at a height of 30 feet.

Locating the Bypass on the Option A route would isolate both residents and businesses of Bensenville and Franklin Park from each other in a way unique to Option A. Such a division would be detrimental to daily patterns of behavior already established in the area.

6. *Quality of life with elevated roadway in backyards*

Option A represents a severely diminished quality of life for residents of the John Street area. The current physical separation of the John Street area residents from the east side of County Line Road varies from 370 feet at the north end to 640 feet at the south end. At the south end where the new By-Pass would join I-294 there is the potential that 15 separate lanes of traffic would divide the John Street area from the east side of County Line Road.

The new By-Pass is not a constant height above grade but arrives at the north end of County Line Road at 30 feet above grade only to drop down to a few feet above grade within 1200 feet and then back up to 27 feet above grade 1500 feet further south. Within a further 900 feet the new highway goes back down to a few feet above grade before it rises again to 15 feet above grade to access I-294. This peculiar geometry is not only aesthetically challenging, but the imposition of higher levels of noise on the community than predicted above, seem highly likely.

C. Greatest number of structures lost

Comparing all the options (A – D), IDOT has acknowledged that Option A requires the greatest number of structures to be taken for the new Bypass.

	OPTION A	OPTION B	OPTION C	OPTION D
STRUCTURES TAKEN	33	15	17	22

As noted earlier some of these structures house leading industries in their field in facilities which would be difficult, costly and time consuming to replicate.

In addition, the taking of these structures again reduces the employment base in Bensenville adding to the losses already sustained from the OMP.

D. Greatest impact on recreational facilities

IDOT acknowledges that compared to all options (A – D), Option A has the greatest impact on recreational facilities.

	OPTION A	OPTION B	OPTION C	OPTION D
ACREAGE OF FACILITIES IMPACTED	1.30	0.26	0.25	0.25

The Legends of Bensenville Golf Course would lose 1.22 acres of land on the north east corner. The Edge Ice Arena (Bensenville Park District) would lose 0.08 acres from the east side. None of the other options intrude so significantly on public recreational facilities.

E. Opposition of Village and Residents

At the recent IDOT meeting, the Village of Bensenville circulated a petition to a number of residents. A total of 144 residents signed the petition all favoring Option D as opposed to option A. See Exhibit D for details.

F. Socio-Economic Impacts

As noted earlier, the Village would lose \$8,959,750 in overall assessed values; this translates into a total annual loss of approximately \$539,054 per year in tax revenues. Coming as it would on top of a total annual tax revenue loss of \$5,250,000 due to the OMP, this is potentially devastating to the Village's overall provision of services.

However Option A represents more than simply a reduction in tax revenues. As noted above approximately 615 jobs would be lost at least on a temporary basis and probably permanently as far as the Village is concerned unless these companies succeed in finding facilities elsewhere in Bensenville. Many of these companies pay county sales taxes a portion of which comes back to the Village. The losses of these annual sales tax

revenues are a significant adverse impact on the Village which IDOT has not considered in this process.

It should also be noted that Option A is the only option, which entails the taking of any residential property. In the case of Option A, a total of 7 homes are slated for demolition by the proposed Bypass.

G. Environmental Impacts

Comparing the environmental impacts other than those related to noise, air toxics, dust and road salt runoff, of Option A with Option D there appears to be little significant difference. Overall the area of wetlands impacted appears similar, 0.1 acres are impacted in Option A compared to 0.3 acres in Option D.

However, since *SWANCC v U.S. Army Corps*, wetland designation has become significantly more complex and this throws the above determination into some doubt. Since adjacency is now the primary test of wetland designation it seems unlikely that any of the above wetland acreages are accurate absent consideration of any connecting streams in the area.

The total acreage of surface water impacted is said by IDOT to be the same for Option A and D although perusal of the areal photographs of the area revealed no areas of open water impacted by either option.

No archeological sites are impacted by either option. Therefore selection of Option D would not entail greater adverse environmental impacts than Option A. To the contrary, as noted above, environmental considerations such as dust, air toxics, noise and salt runoff all support rejection of Option A.

H. IDOT Methodology

As noted above the impact of Option A upon existing industry as well as the residential community is significantly greater than for any other option. Nonetheless it appears that the industrial impact of Option A has been underestimated.

This underestimate is nowhere more significant than at the south end of the By-Pass where the Service Drive, the northbound flyover ramp from I 294 and the Northbound Frontage Road clearly would have a significant impact upon the Nestle facility which would in fact lose approximately 75% of their existing parking facility and 100% of their truck parking area.

The determination of what constitutes a full take as opposed to a partial take is also in question when one considers the case of the three industries on the east side of I 294 where the By-Pass joins I 294. In all cases except Option A, these three industries are identified as a partial take because the improved I 294 impacts the northwest corner of each facility. However, in the case of Option A, where there is clearly an impact upon these three industries, no take is identified.

If the correct partial take were identified for Option A, it would have the effect of increasing the total take for Option A by 5,387.52 square feet. Values and jobs lost would also increase. These factors must be taken into account by IDOT in evaluating the routing options.

II. COMMENTS IN SUPPORT OF OPTION D

A. Zero Impacts to Residential Communities

One of the most significant difference between Option A and Option D is the fact that **NO** residential communities are impacted by Option D. Not only are no residences taken for Option D, but no residences remain after construction which would be severely impacted by the new By-Pass as would be true with Option A.

In the case of Option A, seven residences are taken along with 36 industries. In addition, a total of forty one homes are left behind directly fronting on the new highway. A further thirty-one homes would be left within 450 feet from the new highway. Option D takes no residences and none would remain along its route to be subjected to adverse impacts as would be the case with Option A.

B. Improved Access.

IDOT identifies a total of twenty-two industries impacted by Option D. However, as noted above the three industries on the east side of I 294 are equally impacted by Option A – of the remaining nineteen businesses, a total of eleven are located on the east side of the rail line. Currently, the access to these eleven industries could only be described as confused at best.

From the north only the first three of these eleven industries are accessible off of Green Street. Access to these three is by way of Acorn Lane, which is a two lane road. Unfortunately, since these facilities lack adequate docking facilities, large eight wheeler vehicles are parked at intervals most of the day so access is difficult and at times uncertain. No further southern movement is possible to the remaining eight industries.

Four of the remaining industries are only accessible by traveling further east on Green Street to Frontage Road where the same parking conditions apply as on Acorn Drive.

Access to the remaining industries is only possible by traveling further south on Frontage Road to King Street, which is a frontage street to I-294. King Street ends at Powell Street where the last three facilities are located.

One benefit from Option D will be not only the elimination of this inefficient traffic routing, but also much improved traffic movement in the area of remaining industry. See Exhibit C for details. These improvements in regional and local access represented by Option D are clearly consistent with IDOT's goals for the By-Pass project.

C. Improved Access from Franklin Park to I 294

Currently there is no easy access to I-294 for Franklin Park residents and businesses other than by Irving Park Road to the east of the center of town.

The addition of this access via Option D is considered a welcome improvement by the Village of Franklin Park who, we understand, has raised no objection to Option D. In contrast, Bensenville and its residents are strongly opposed to Option A. In addition, Congressman Peter J. Roskam sent a letter in support of Option D to IDOT on March 9, 2009. (See Exhibit "E")

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Exhibit A

EXHIBIT A

LAND AREA LOSSES IN BENSENVILLE DUE TO O'HARE AND OPTION A

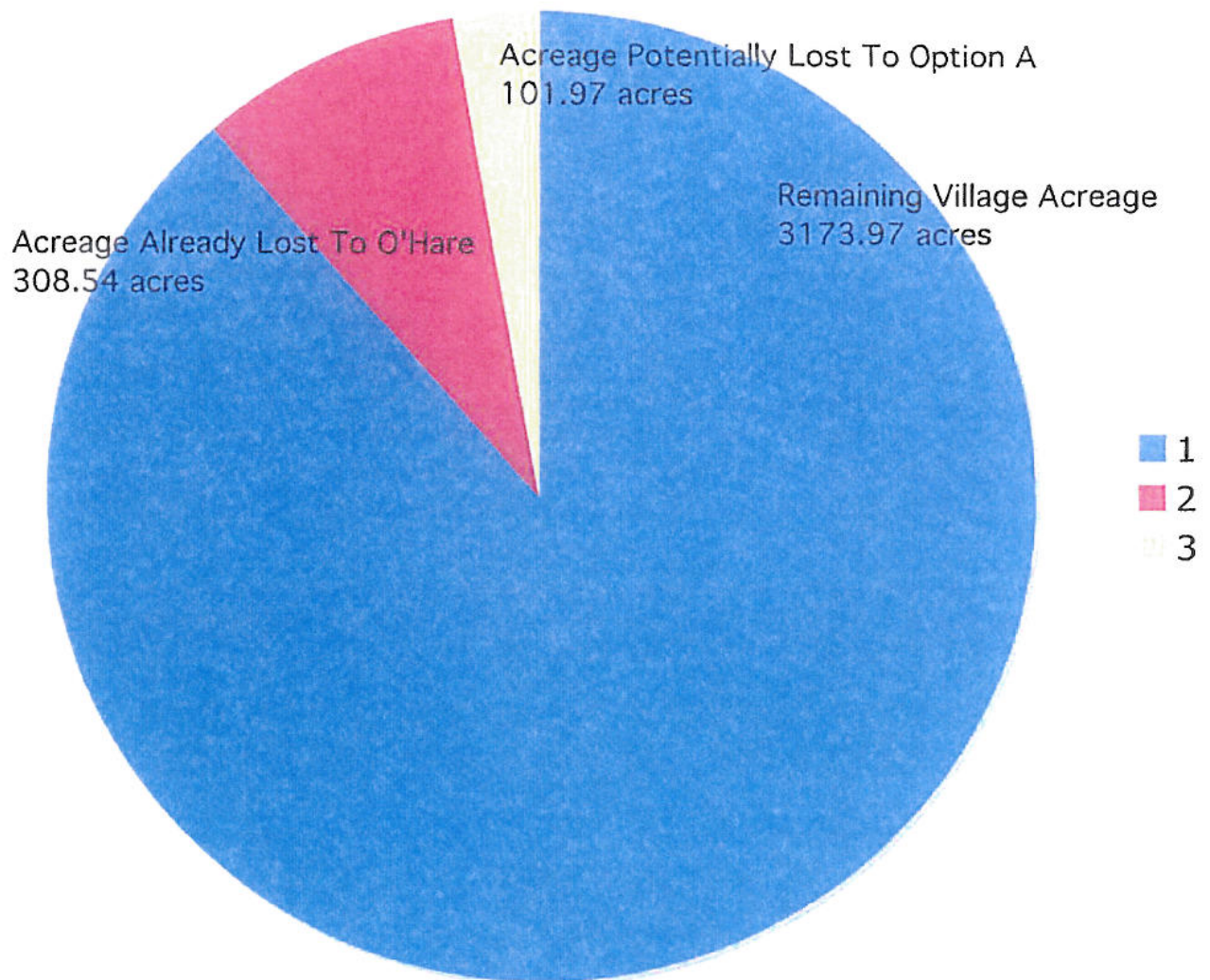
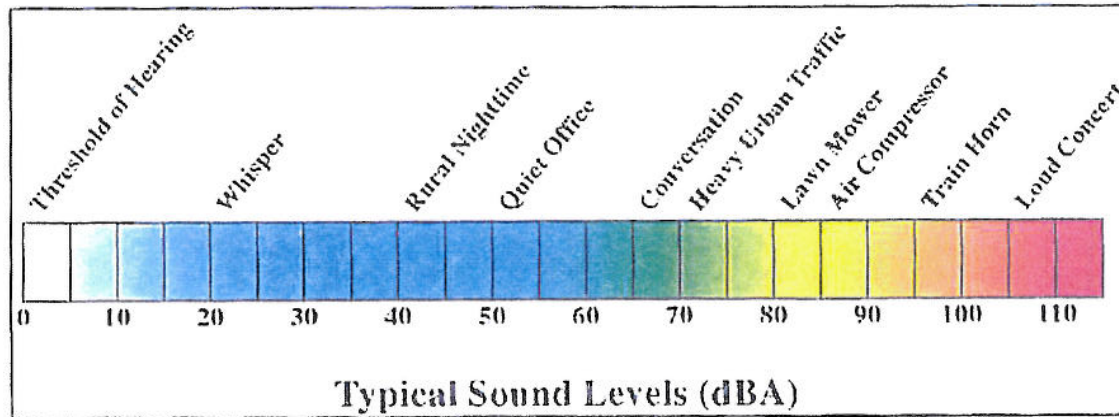


Exhibit B

Typical Noise Levels



A-Weighting Adjustments

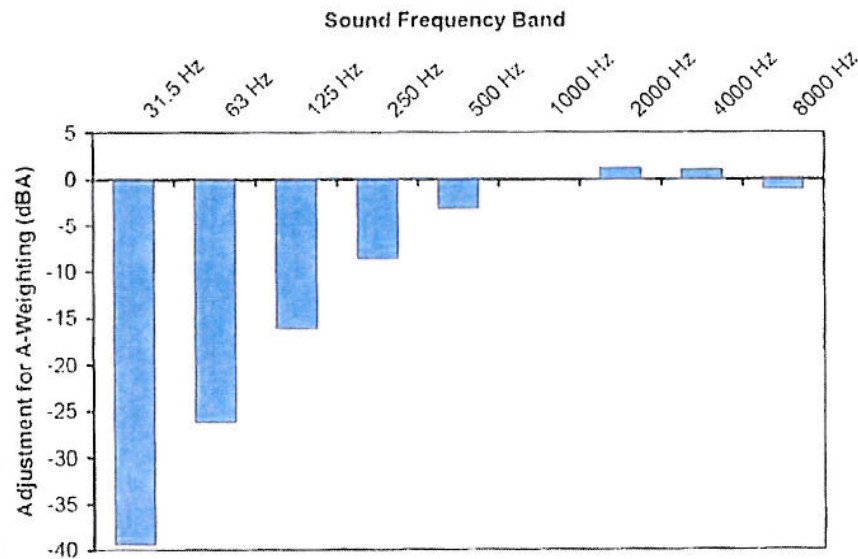
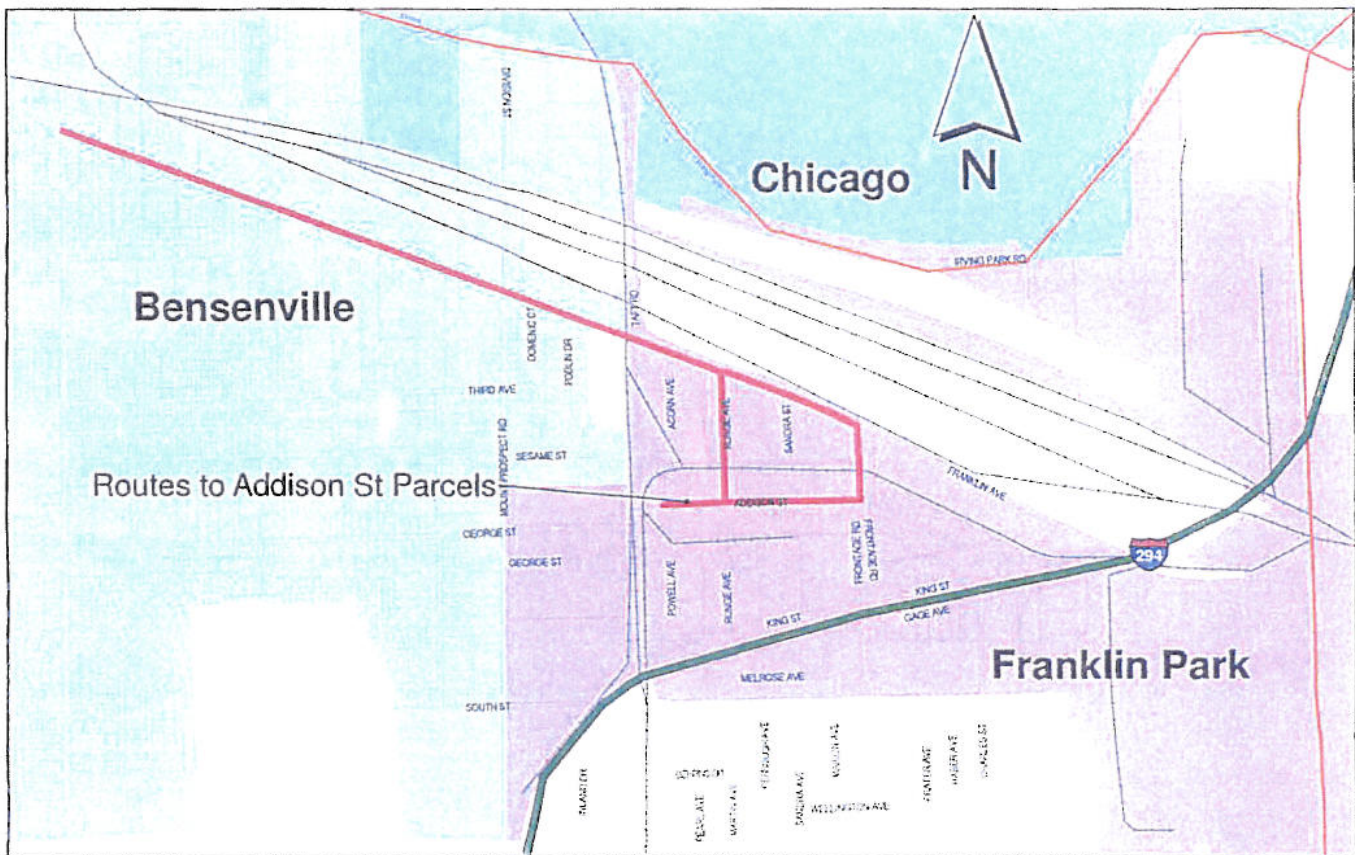
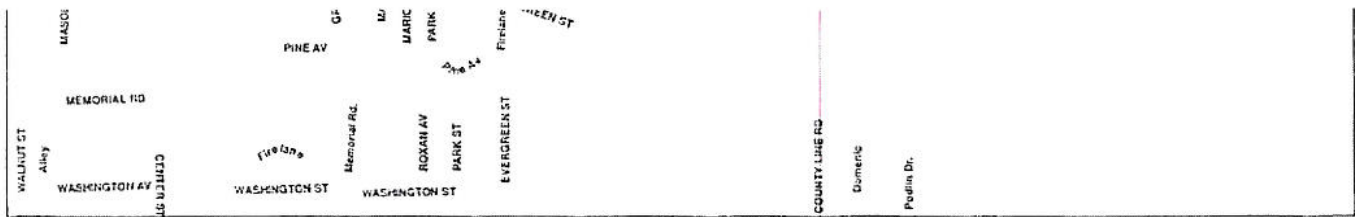


Exhibit C



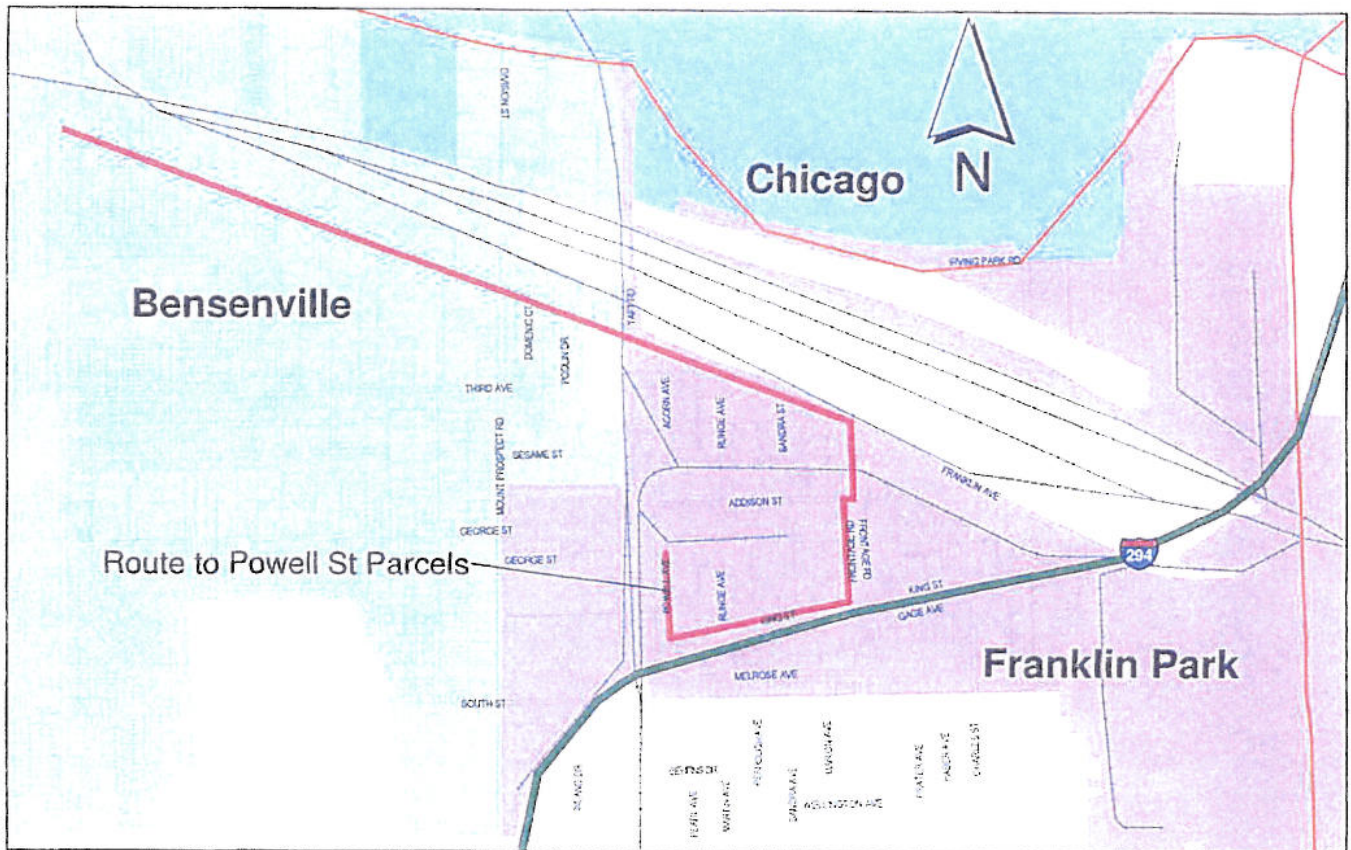


Exhibit D

Addison Av Route

Chicago

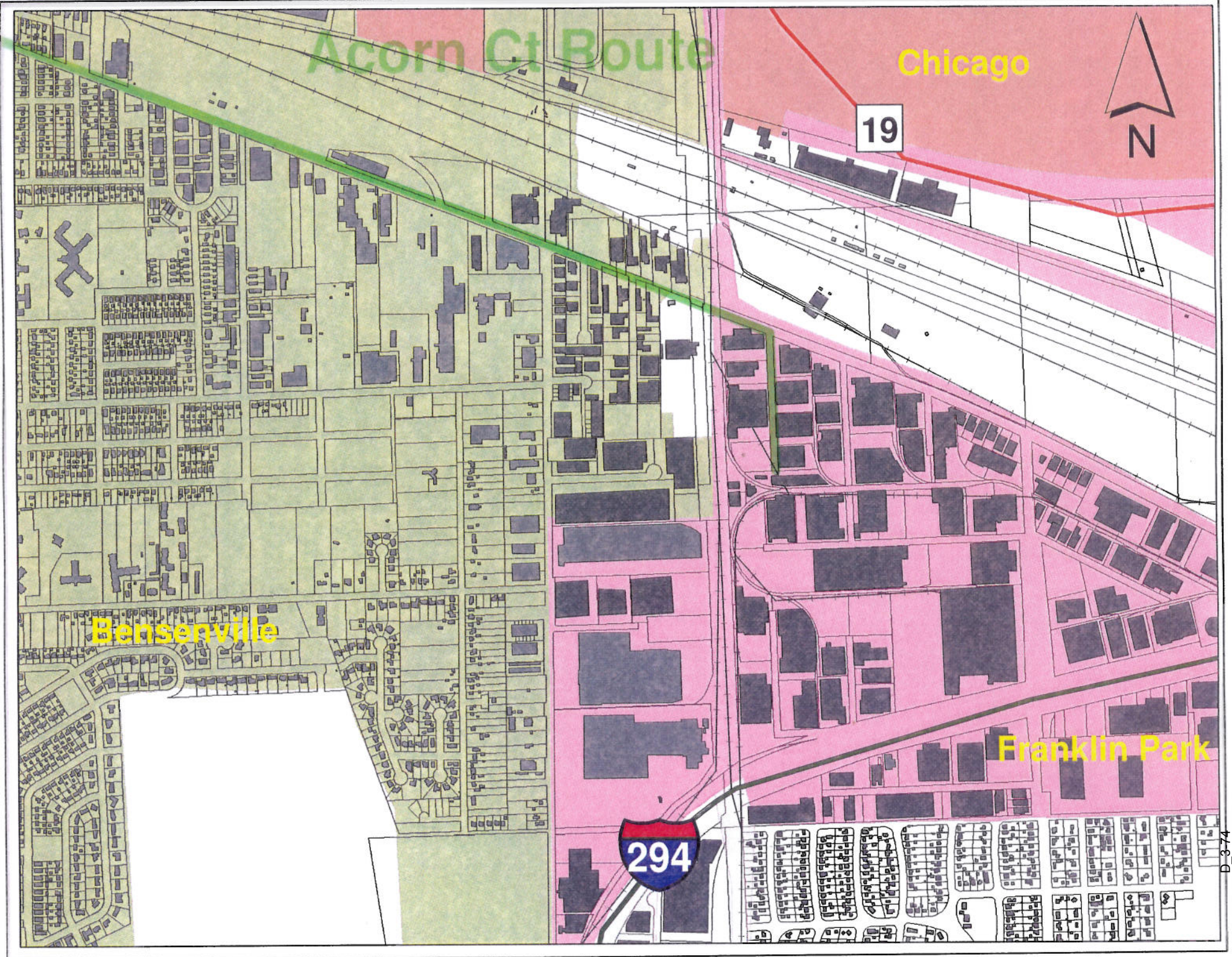
19



Bensenville



Franklin Park



Powell St Route

Chicago

19

N

Bensenville

Franklin Park

294

IDOT March 11, 2009 Rally
Comment Forms

Debbie Rosenbach	12 S. Center Street	Bensenville, IL 60106	Yes
Ed Bowser	12 S. Center Street	Bensenville, IL 60106	Yes
Gary Thorsen	735 E. Jefferson	Bensenville, IL 60106	Yes
Eva M Sylvester	915 N. York	Elmhurst, IL 60126	Yes
Maria Meza	322 S. Mason	Bensenville, IL 60106	Yes
Karina Mlynek	2765 Hawthorne Street	Franklin Park, IL 60131	Yes
Todd Finner	735 E. Jefferson Street	Bensenville, IL 60106	Yes
Lois DiBenardo	717 E. Jefferson	Bensenville, IL 60106	Yes
Ginny Laworata	717 E. Jefferson	Bensenville, IL 60106	Yes
Richard Petersen	347 Tioga Trail	Wood Dale, IL 60191	Yes
Carin Petersen	347 Tioga Trail	Wood Dale, IL 60191	Yes
Andrea Fogt	236 N Craig Place	Lombard, IL 60148	Yes
Robin Brokaw	701 S. Lincoln	Park Ridge, IL 60068	Yes
Tom Math	524 Busse	Park Ridge, IL 60068	Yes
Frank Coconate	6622 N. Ottawa Avenue	Chicago, IL 60631	Yes
Corey Williamsen	1202 W. Itasca Street	Bensenville, IL 60106	Yes
Michael Consiglio	3548 North Opal	Chicago, IL 60634	Yes
Eva Rodriguez	12 S. Center Street	Bensenville, IL 60106	Yes
Monica Pulaski	12 S. Center Street	Bensenville, IL 60106	Yes
George Sedlacek	12 S. Center Street	Bensenville, IL 60106	Yes
Ronald Renos		Bensenville, IL 60106	Yes
Margie Dykes	303 E. Washington	Bensenville, IL 60106	Yes
Warren M. Hineline	303 E. Washington, #137	Bensenville, IL 60106	Yes
Esther Panos	122 E. Memorial	Bensenville, IL 60106	Yes
Ed. Havlowic	321 Virginia	Bensenville, IL 60106	Yes
Catherine Havlowic	321 Virginia	Bensenville, IL 60106	Yes
Catherine Krall	303 E. Washington, #247	Bensenville, IL 60106	Yes
Edwin Lejeck	303 E. Washington #347	Bensenville, IL 60106	Yes
Lois J. Schark	303 E. Washington, #206	Bensenville, IL 60106	Yes
Gladys Pearsan	303 E. Washington, #232	Bensenville, IL 60106	Yes
Alice Hasse	303 E. Washington	Bensenville, IL 60106	Yes
L. Louise Morrison	303E. Washington, #109	Bensenville, IL 60106	Yes
Vicky Krall	189 Martha Street	Bensenville, IL 60106	Yes
Kory C. Smith	104 Greenlawn	Bensenville, IL 60106	Yes
Jiberg Zaiygrio	12 S. Center Street	Bensenville, IL 60106	Yes
Anthony J. Bagnola, Jr.	243 Garden Way	Bloomingtondale 60108	Yes
Marcy Bunch	1131 David Drive, Apt. #1	Bensenville, IL 60106	Yes
Christine Fischer-Thelen	771 N. Michigan	Elmhurst, IL 60126	Yes

IDOT March 11, 2009 Rally
Comment Forms

Name	Address	City	Option D
Richard & Barbara Swanek	238 Pine Lane	Bensenville, IL 60106	Yes
Janusz Klos	151 Dolores Drive	Bensenville, IL 60106	Yes
Frank Kundmann	334 E. Memorial Road	Bensenville, IL 60106	Yes
Arlene Guagenti	314 S. Walnut Street	Bensenville, IL 60106	Yes
David Diaz	912 River Forest Ct.	Bensenville, IL 60106	Yes
Frank & Aida Carrera	910 River Forest Ct.	Bensenville, IL 60106	Yes
Bhakti Patel	712 Parkside Lane	Bensenville, IL 60106	Yes
Jeff Juliano	155 S. Center Street	Bensenville, IL 60106	Yes
Jim Mimal	819 River Forest Ct.	Bensenville, IL 60106	Yes
L. J. Bajos	909 Brieter Ct.	Bensenville, IL 60106	Yes
Dionmsios Papafotopoulos	140 David Drive	Bensenville, IL 60106	Yes
Mr. & Mrs. Darrell A. Roberts	349 E. George Street	Bensenville, IL 60106	Yes
Mary Rivera	187 Henderson Street	Bensenville, IL 60106	Yes
Francis & Gail O'Brien	914 River Forest Ct.	Bensenville, IL 60106	Yes
Blanche Kolze	217 May Street	Bensenville, IL 60106	Yes
Samuel T. Manansala	35 E. Memorial Road	Bensenville, IL 60106	Yes
Carol Paulus-Kalis	724 Hillside Drive	Bensenville, IL 60106	Yes
Bob Balke	825 Plentywood Lane	Bensenville, IL 60106	Yes
David Dench	423 W. Wood Street	Bensenville, IL 60106	Yes
Manilal Patel	101 Twin Oaks Street	Bensenville, IL 60106	Yes
Penny Rhodes	1270 Edgewood Avenue	Bensenville, IL 60106	Yes
Kenneth & Beverly Gruner	805 John Street	Bensenville, IL 60106	Yes
Eugene & Patricia O'Keefe	16W662 Forestview	Bensenville, IL 60106	Yes
Chris Blum	42 Dennis Drive	Bensenville, IL 60106	Yes
Janet Rosenbugh	601 W. Wood Street	Bensenville, IL 60106	Yes
Mike Siwicki	325 S. York Road, #507	Bensenville, IL 60106	Yes
Norma Fielder & John Schweig, West Precision Tool, Inc.	447 S. Evergreen	Bensenville, IL 60106	Yes
Ruben Rodriguez	217 S. Church	Bensenville, IL 60106	Yes
Mr. & Mrs. Ralph Engelbing	225 N Spruce Avenue	Bensenville, IL 60106	Yes
John & Frank White	325 S. Barron	Bensenville, IL 60106	Yes
Alice Plutz	1051 S. Center Street	Bensenville, IL 60106	Objects to any construction.
Phyllis Mitchell	620 S. York Road, #301	Bensenville, IL 60106	No more construction
Guy Filippelli	601 Diana Ct.	Bensenville, IL 60106	Yes
Marilyn J. Rynes	1062 S. Addison	Bensenville, IL 60106	Yes
Mary Radek	834 Dennis Drive	Bensenville, IL 60106	Yes

IDOT March 11, 2009 Rally
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Langha S. Panico	917 W. Irving Park Road	Bensenville, IL 60106	Yes
Mary Radek	834 Dennis Drive	Bensenville, IL 60106	Yes
Barbara Wanzung	946 Dolores Drive	Bensenville, IL 60106	Yes
K. Pizzuto	4 South Mason	Bensenville, IL 60106	Yes
Jean Sienkiewicz	11 W. Green Street, #506	Bensenville, IL 60106	Yes
Jordon L. Brewer	4N240 Ridgewood	Bensenville, IL 60106	Yes
Judy Brewer	4N240 Ridgewood	Bensenville, IL 60106	Yes
Kevin O'Neill	320 E. George St.	Bensenville, IL 60106	Yes
Mary J. Leist	4 S. Mason, #504	Bensenville, IL 60106	Yes
Eileen S. Wamder	17W235 Crest Avenue	Bensenville, IL 60106	Yes
William Wander, Sr.	17W235 Crest Avenue	Bensenville, IL 60106	Yes
Jackie Thermos	17W153 Oak Lane	Bensenville, IL 60106	Yes
Jackie Cruz	206 Judson	Bensenville, IL 60106	If Franklin Park wants to expand let it go their way.
Borgs B. Jarymowycz, President, Pro-Tech Machining	301 B Eastern Avenue	Bensenville, IL 60106	Yes
Steve Husch	17W275 Oakdale	Bensenville, IL 60106	Yes
Jose Zery	206 Judson	Bensenville, IL 60106	Yes
Pearl Medziak	24 S. Center	Bensenville, IL 60106	Yes
Losi H. Weber	119 E. Memorial	Bensenville, IL 60106	Yes
Pauline Riesen	243 Spruce Avenue	Bensenville, IL 60106	Yes
Robert Pacek	523 N. Route 83	Bensenville, IL 60106	Yes
Henryka Krol	158 S. Church Road	Bensenville, IL 60106	Yes
LaNeta M. Bergs	741 S. Center	Bensenville, IL 60106	Yes
Mr. & Mrs. Gerhard Kallus	135 N. Center	Bensenville, IL 60106	Yes
Douglas M. Bergs	741 S. Center	Bensenville, IL 60106	Yes
Mark L. Skowron, OD	117 W. Main Street	Bensenville, IL 60106	Yes
William J. O'Neill	110 E. George, #415	Bensenville, IL 60106	Yes
Jim & Annette Herr	922 W. Irving Park Road	Bensenville, IL 60106	Yes
Christine H. Novak	421 E. Washington Street	Bensenville, IL 60106	Yes
Lothar & Maria Schuetz	143 N. Center Street	Bensenville, IL 60106	Yes
Joseph V. Wisnauski	1225 Itasca Street	Bensenville, IL 60106	Yes
Garnet Vyduna	125 E. Memorial Road	Bensenville, IL 60106	Yes
Delores J. Prostek	303 E. Washington, #337	Bensenville, IL 60106	Yes
Donna Filippelli	474 Knollwood	Wood Dale, IL 60191	Yes
Linda Dickson	12 S. Center Street	Bensenville, IL 60106	Yes
Nicholas P. Deemdic	12 S. Center Street	Bensenville, IL 60106	Yes
Dan McGuire	905 Glendale Street	Bensenville, IL 60106	Yes

IDOT March 11, 2009 Rally
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D. Jean Schmidt	2114 Falmouth Ct.	Streamwood 60107	Yes
Peggy Walberg	406 E. Washington	Bensenville, IL 60106	Yes
Scott Viger	139 S. Candlewood Dr.	Crystal Lake 60014	Yes
Anthony G. Sumner	236 George St, Unit C	Bensenville, IL 60106	Yes
	900 Block of Pamela Dr/	Bensenville, IL 60106	Yes
Valerie Karg		Bensenville, IL 60106	Yes
R. Foswold	12 S. Center Street	Bensenville, IL 60106	Yes
Rich Kuksa	231 S Aldine Avenue	Elgin, IL 60123	Yes
Bernard W. Menke	303 E. Washington, #360	Bensenville, IL 60106	Yes
Evelyn Adams	303 E. Washington, #142	Bensenville, IL 60106	Yes
Margaret Haffele	303 E. Washington, #330	Bensenville, IL 60106	Yes
Virginia Thomas	124 E. Memorial	Bensenville, IL 60106	Yes
Patricia Zugehar	303 E. Washington, #301	Bensenville, IL 60106	Yes
Grace M. Pognan	303 E. Washington, #231	Bensenville, IL 60106	Yes
Geri Green	303 E. Washington, #202	Bensenville, IL 60106	Yes
Harriet Bollmey	303 E. Washington, #329	Bensenville, IL 60106	Yes
Gloria R. O'Casney	303 E. Washington, #5	Bensenville, IL 60106	Yes
Loretta M. Coleman	303 E. Washington, #325	Bensenville, IL 60106	Yes
Mr. & Mrs. Wilbert Beyer	303 E. Washington	Bensenville, IL 60106	Yes
Alice M. Dill	303 E. Washington, #111	Bensenville, IL 60106	Yes
Marjorie Glover	303 E. Washington, #301	Bensenville, IL 60106	Yes
Ellen Rowlett	303 E. Washington	Bensenville, IL 60106	Yes
Dorothy Karnuth	303 Washington, #328	Bensenville, IL 60106	Yes
June Harrison	303 E. Washington, #338	Bensenville, IL 60106	Yes
Ruth Wilken	303 E. Washington, #114	Bensenville, IL 60106	Yes
Art Nottke	303 E. Washington, #260	Bensenville, IL 60106	Yes
Dorothy Schafer	303 E. Washington	Bensenville, IL 60106	Yes
Isabel Shick	303 E. Washington, #122	Bensenville, IL 60106	Yes
Pauline A. Lehmann	303 E. Washington, #208	Bensenville, IL 60106	Yes
Peter Mrugacz	219 E. George Street	Bensenville, IL 60106	Yes
Donald Brant	430 S. Center Street	Bensenville, IL 60106	Yes
Henry C. Bronars	706 Algonquin Avenue	Bensenville, IL 60106	Yes
Delores A. Bronars	706 Algonquin Avenue	Bensenville, IL 60106	Yes
Nancy L. Klaus	711 Algonquin Avenue	Bensenville, IL 60106	Yes
Emily Mlynarski	709 Algonquin Avenue	Bensenville, IL 60106	Yes



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VIA HAND DELIVERY & U.S. MAIL

March 25, 2009

Ms. Diane O'Keefe
Illinois Department of Transportation
201 Center Court
Schaumburg, IL 60196-9905

RE: Elgin-O'Hare/West Bypass Public Information
Meeting Comments

Dear Ms. O'Keefe:

The Village of Itasca has reviewed the presentation material and proposed Roadway System Alternatives presented at the March 12, 2009 Public Information Meeting #3 and appreciates the opportunity to provide formal commentary and feedback. In addition to the comments that follow below, Resolution No. 471-09, A Resolution of Conditional Support for the IDOT Elgin-O'Hare/West Bypass Roadway System Expansion Alternative 203 is pending before the Village of Itasca Board of Trustees for consideration on April 7, 2009.

On behalf of the Village of Itasca, please accept the following comments regarding the proposed Roadway System Alternatives and first tier of analysis:

- Of the seven remaining Roadway System Alternatives, the Village of Itasca opposes combination strategy alternatives (401, 402, 403, 404, and 501). The Village of Itasca believes that combination strategies with a partial or incomplete West Bypass will negatively impact traffic volumes on Thorndale Avenue/Elgin-O'Hare expressway and will not result in adequate improvements to local and regional travel performance and O'Hare west access.
- Of the remaining Roadway System Alternatives, the Village of Itasca conditionally supports System Expansion Alternative 203. Both system expansion alternatives (202 and 203) provide an increase in travel performance. However, System Alternative 203 is more efficient than Alternative 202 and better minimizes unnecessary social and commercial impacts and displacements.
- Protection of the quality of life for residential areas adjacent to the proposed expansion area and protection of the economic vitality of our commercial community is of the utmost importance and concern to the Village Board of Trustees and me.

Ms. Diane O'Keefe

March 25, 2009

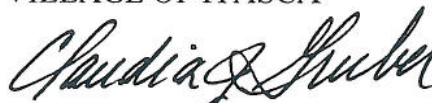
Page 2 of 2

- Preferred System Alternative 203 appears to best provide direct access to the Hamilton Lakes Office Park development, protect adjacent residential areas from detrimental expressway and cut-through traffic, avoid unnecessary residential displacements, and minimize commercial disruptions.
- The Village of Itasca requests that as it enters the next phase of analysis, IDOT commit to minimize the noise and visual impacts of the proposed expansion upon adjacent residential areas, a full system interchange at Rohwling Road (IL Rt. 53) with direct access to/from I-290, an eastbound off-ramp ramp to Arlington Heights Road, and an expansion of the project limits north along Arlington Heights Road and Prospect Avenue to Devon Avenue.
- As part of the second tier of analysis, the Village of Itasca would seek to analyze and review IDOT traffic demand volumes under the chosen alternative upon local roadways to ensure that proposed traffic demand numbers offer significant improvements over current traffic volumes and the 2030 traffic baseline.
- As IDOT proceeds to the next phase of analysis, the Village of Itasca seeks to continue the opportunity to provide substantive input and commentary on the specific design and geometry of the proposed interchanges at Rohwling Road (IL Rt. 53), Hamilton Lakes Office Park (Park Boulevard), Arlington Heights Road and Prospect Avenue as well as impacts upon the supporting roadway networks and adjacent properties.

These comments represent the Village of Itasca's preliminary comments and concerns regarding the proposed Roadway System Alternatives and first tier of analysis. Please feel free to contact me should you have any questions or concerns regarding these comments.

Very Truly Yours,

VILLAGE OF ITASCA



Claudia "Gigi" Gruber
Village President

cc: Mike Latoria, Western Access Committee Chairman
David Williams, Village Administrator
Nicole Aranas, Director of Community Development
Peter Harmet, Programming Bureau Chief, IDOT
Ron Krall, IDOT



Mayor
CRAIG B. JOHNSON
Village Clerk
ANN I. WALSH
Village Manager
RAYMOND R. RUMMEL

Village Trustees
NANCY J. CZARNIK
PATTON L. FEICHTER
JEFFREY C. FRANKE
SAMUEL L. LISSNER
JAMES P. PETRI
CHRIS PROCHNO

March 27, 2009

Mr. Peter E. Harmet, P.E.
Bureau Chief of Programming, CPG
Illinois Department of Transportation
Highways/Programming/District One
201 W. Center Court
Schaumburg, IL 60196

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DISTRICT #1

Dear Mr. Harmet:

Enclosed is a certified original of Resolution No. 19-09 entitled **"A RESOLUTION AMENDING RESOLUTION NO. 9-09 AND DESIGNATING THE CONSTRUCTION OF THE WEST BYPASS NORTH CONNECTION "ALTERNATE 203 – OPTION D" AS THE LOCALLY PREFERRED ALTERNATIVE AND REJECTING ANY PLANS TO WIDEN BUSSE ROAD."** This Resolution was passed and approved at the regular meeting of the Mayor and Board of Trustees of the Village of Elk Grove Village, Illinois, held on Tuesday, March 27, 2009.

If you have any questions, please call my office at 847/357-4042.

Sincerely,

Ann I. Walsh
Village Clerk

AIW:dm
C: Village Manager
Enc.





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

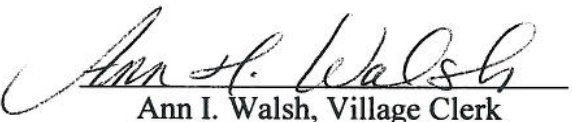
STATE OF ILLINOIS)
) SS
COUNTIES OF COOK AND DU PAGE)

CERTIFICATE OF CLERK

This is to certify that I, Ann I. Walsh, am the Village Clerk of the Village of Elk Grove Village, Cook and DuPage Counties, Illinois, and as such official am the custodian of the records and seal of said Village; and that the attached is a true and correct copy of Resolution No. 19-09 passed by the Mayor and Board of Trustees of said Village at a meeting duly held on the 24th day of March 2009 which Resolution No. 19-09 was approved by the Mayor, all as appears from the official records which are in my custody.

Witness my hand and the official seal of said Village of Elk Grove Village this 27th day of March 2009.

SEAL


Ann I. Walsh, Village Clerk
of the Village of Elk Grove Village
Counties of Cook and DuPage, Illinois

RESOLUTION NO. 19-09

A RESOLUTION AMENDING RESOLUTION NO. 9-09 AND DESIGNATING THE CONSTRUCTION OF THE WEST BYPASS NORTH CONNECTION "ALTERNATE 203 – OPTION D" AS THE LOCALLY PREFERRED ALTERNATIVE AND REJECTING ANY PLANS TO WIDEN BUSSE ROAD

WHEREAS, the Illinois Department of Transportation (IDOT) studied multiple options to facilitate the movement of traffic through the heavily congested area west of O'Hare Airport; and,

WHEREAS, Elk Grove Village is home to 3,800 businesses employing over 100,000 people within the area under study by IDOT; and,

WHEREAS, Elk Grove Village holds a significant investment in terms of businesses, jobs, property tax base, sales tax base, roadways, water mains, sewer infrastructure, and public safety activities within the study area; and,

WHEREAS, Elk Grove Village has actively participated and is fully involved in meetings with IDOT and transportation consultants concerning alternatives to facilitate the flow of traffic; and,

WHEREAS, Elk Grove Village has determined that one alternative is strongly preferred locally and that preference is to be conveyed to the State of Illinois Department of Transportation and United States Highway Department;

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Board of Trustees of the Village of Elk Grove Village, Counties of Cook and DuPage, Illinois:

Section 1: Locally Preferred Alternative: That Elk Grove Village hereby designates the WEST BYPASS NORTH CONNECTION "ALTERNATE 203 - Option D" PROPOSAL as its locally preferred alternative which places the planned West Bypass on the 300-foot corridor east of Elmhurst Road on existing O'Hare Airport property. This plan is preferred as it provides the following benefits:

- Preserves the existing Busse Road corridor;
- Provides the most economic benefits to the community and the region;
- Preserves Elk Grove businesses and associated jobs;
- Maintains the existing tax base that benefits Schools, Parks, and Library;
- Provides for the long desired full interchange at Elmhurst Road and I-90;
- Provides access along Thorndale Avenue that focuses traffic to major arterials and protects our secondary roads;
- Was long-planned as the appropriate location for an expressway; and,
- Significantly improves the flow of vehicular traffic in the region.
- In addition, over 35,628 comments were submitted to IDOT on March 11, 2009 stating that Alternate 203-Option D is the preferred alternative.

Section 2: Reject Busse Road Expressway Alternative: That Elk Grove Village hereby rejects any plans to widen Busse Road including plans 202, 401, 403 and 501 in Elk Grove Village for the following reasons:

- It will potentially eliminate numerous existing businesses, negatively impact hundreds of other businesses, and eliminate or reduce thousands of permanent jobs for the region;
- It will harm public safety by significantly lengthening the response time of local law enforcement, firefighters, and paramedics to areas east of Busse Road; and,
- It has negative, costly, and far-reaching impacts on existing local roads, water mains, sanitary sewers, storm sewers, and economic development in the region.
- It reduces PACE public transportation.
- It negatively impacts high-pressure Interstate natural gas pipelines.
- It potentially disrupts short-line rail service to thousands of businesses in Elk Grove Village.

Section 4: That this Resolution shall be in full force and effect from and after its passage and approval according to law.

VOTE: AYES: 6 NAYS: 0 ABSENT: 0

PASSED this 24th day of March 2009.

APPROVED this 24th day of March 2009.

APPROVED:

Mayor Craig B. Johnson
Village of Elk Grove Village

ATTEST:

Ann I. Walsh, Village Clerk

Designating Locally Preferred Alternatives added.

RESOLUTION NO. R-128-2009

**A RESOLUTION OF THE VILLAGE OF BENSENVILLE SUPPORTING
THE IDOT PROPOSED ELGIN-O'HARE WEST BYPASS, SOUTH CONNECTION
(OPTION D) FOR THE RING ROAD PROJECT**

WHEREAS, the Village of Bensenville (hereinafter the "Village") is a body politic and corporate, organized and existing pursuant to the Illinois Municipal Code, 65 ILCS 5/1-1-1 *et seq.*; and

WHEREAS, the Elgin O'Hare and West Bypass has been the subject of planning efforts and discussions dating back several decades; and

WHEREAS, past and current Regional Transportation Plans as proposed by the Illinois Department of Transportation (hereinafter "IDOT") have recognized the need to relieve congestion and improve access in and around O'Hare Airport and surrounding communities; and

WHEREAS, with the goal of improving transportation in the region, IDOT has been engaged in a study to identify options for building an extension of the Elgin O'Hare Expressway and a western bypass of O'Hare International Airport known as the Elgin O'Hare-West Bypass; and

WHEREAS, the project includes preliminary engineering and environmental studies of a wide range of alternatives, including both the potential extension of the Elgin-O'Hare Expressway to the east as well as a potential western bypass of O'Hare connecting I-90 and I-294; and

WHEREAS, IDOT has embarked on a major effort to gather ideas and suggestions from residents and business and civic leaders in the 24-community study area that includes the Village; and

WHEREAS, the first segment, or tier, of the study is scheduled for completion in early 2010 and includes IDOT'S submission of a final environmental impact statement and record of decision that states the preferred transportation system plan for the area; and

WHEREAS, the second segment, or tier, involves detailed engineering and environmental studies for parts of the selected plan that are ready to move forward and is expected to be complete by 2013; and

WHEREAS, IDOT has expressed its need for robust public input to develop a plan that improves transportation while also recognizing the many economic and environmental impacts a project of this magnitude presents and has also expressed a goal of being inclusive, open-minded and transparent through the process and views public input as a key component of this study and is committed to providing opportunities for all interested parties to get involved in the project; and

WHEREAS, the Village has evaluated the remaining two options for the project and has

determined that it is in the best interests of the Village and its residents to formally approve and announce support for IDOT'S proposed South Option D for the Ring Road Development for the reasons

WHEREAS, the Village desires to formally express its support for the option proposed by IDOT, commonly known as "West Bypass South Connection – Option D;" (hereinafter "South Option D"), because South Option D:

- a. results in a far less significant impact upon the Village and its residents;
- b. best maintains the property values of private residences and the distinct character of Village neighborhoods west of County Line Road, particularly those residences on John Street in the Brentwood neighborhood;
- c. does not have the social and environmental impacts on Village property owners related to noise and air pollution and the destruction of the quality of life created by the location of the Ring Road immediately abutting Village residential neighborhoods;
- d. maintains the existing Village tax base that is vital to all taxing bodies including the Village, School Districts, Park Districts, and Library Districts;
- e. does not disturb the County Line Road corridor and will not displace at least twenty-eight (28) structures and thirty-four (34) businesses in the Village;
- f. would be located through an industrial area and not directly through residential areas located in the Village;
- g. preserves existing Village businesses and jobs;
- h. minimizes traffic impacts on the east side of the Village, particularly through existing residential Village neighborhoods; and
- i. protects properties along County Line Road that have future infill development potential that will benefit current property owners and the Village; and

WHEREAS, in addition to the transportation improvements planned, the Village supports a flyover ramp to access northbound I-294 from Franklin Avenue / Green Street; which ramp will not only increase mobility, but increase opportunities for development and job creation; and

WHEREAS, in review of South Option D, the Village also supports a more fluid alignment for the Taft Avenue connection; and

WHEREAS, in support of South Option D, the Village pledges to work closely with IDOT during the next engineering and design stages to ensure that appropriate landscaping, sound berms and buffer sound walls are integrated into the project, and requests that IDOT allow

it input on the stormwater detention to be provided; and

WHEREAS, for purposes of future discussion of the South Option D, the Village encourages IDOT to accurately reflect on all future drawings and maps, the plan of the ring road east of York Road in the 300 foot corridor deed by the City for this purpose; and

WHEREAS, in recognition of these difficult economic times, the Village President and Board of Trustees strongly urge IDOT to expedite this economic development project that will put thousands of Illinoisans back to work.

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF BENSENVILLE, DUPAGE AND COOK COUNTIES, ILLINOIS, AS FOLLOWS:

SECTION 1. The recitals set above are incorporated herein and made a part hereof.


SECTION 2. The Village President and the Village Board of Trustees approve and support IDOT'S proposed South Option D for the Ring Road Development for the reasons set forth herein.

SECTION 3. The Village Clerk is hereby directed to forward a certified copy of this Resolution to the proper authorities at the Illinois Department of Transportation.

SECTION 4. This Resolution shall take effect immediately upon its passage and approval as provided by law.

PASSED AND APPROVED by the President and Board of Trustees of the Village of Bensenville, Illinois, this 9th day of July 2009.

APPROVED:



Frank Soto, Village President

ATTEST:



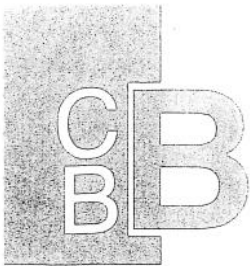
Jo Ellen Ridder, Village Clerk

Ayes: Adamowski, Bartlett, Johnson, O'Connell, Peconio, Wesseler

Nays: None

Absent: _____ None

Miscellaneous Letters



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

[January 31, 2008]

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

Re: Consultant Letter
Inter-Agency Agreement between the Cook County Assessor's
Office and Illinois Department of Transportation ("Agency"),
Dated January 31, 2008

Dear Chief Legal Counsel:

This letter concerns the agreement listed above (the "Agreement") and is an acknowledgement by Christopher Burke Engineering ("Consultant") of its obligations under the Agreement.

Consultant has received and reviewed the Agreement, pursuant to which the Cook County Assessor's Office has agreed to provide certain data to Agency. Consultant wishes to receive such data on behalf of Agency as agent for Agency and agrees at all times to act in accordance with the Agreement, including, but not limited to, the data request procedures described in the Exhibits to the Agreement. Without affecting the liability of Agency under the Agreement, Consultant agrees to indemnify the Cook County Assessor's Office for breaches by Consultant of the Agreement as if Consultant were an original party to the Agreement (replacing the word Agency with Consultant), all in accordance with Section 8 of the Agreement.

This letter is being given by Consultant to induce the Cook County Assessor's Office to deliver to Consultant such data or to have such data forwarded to Consultant.

Sincerely,

**AGREEMENT
FOR ACCESS TO GEOGRAPHIC INFORMATION SYSTEM**

This AGREEMENT is entered into as of the 7th day of December, 2007, by and between THE ILLINOIS DEPARTMENT OF TRANSPORTATION ("Agency") and the Cook County Assessor's Office (the "CCAO").

WITNESSETH:

WHEREAS, the CCAO has developed a Geographic Information System (the "GIS") consisting of cadastral data, planimetric data, assessment data, property images, digital orthophotography (aerial photos) and other data (collectively, such images, photos and data, "Assessor Data");

WHEREAS, portions of the GIS, and the related data dictionary, are copyrighted materials of the CCAO and/or Cook County of the State of Illinois ("Cook County");

WHEREAS, some of the Assessor Data in the GIS is only available to the public and to commercial users for a fee, as permitted by law;

WHEREAS, Agency has requested access to and license to use the GIS for use in performing its official functions (as set forth below);

WHEREAS, the CCAO in the spirit of cooperation desires to make the GIS available, efficiently and without charge, to Agency for use in performing its official functions; and

WHEREAS, Agency acknowledges and agrees that access to the GIS and/or Assessor Data is conditioned upon the agreement that access is provided as set forth in this Agreement solely for use in performing the official functions of the Agency, and that any other use, alteration, sale, dissemination, lease or transfer of the GIS and/or Assessor Data by Agency, or by any employee or agent of same, without written consent of the CCAO is strictly prohibited, and shall be deemed to warrant immediate termination of this Agreement, as well as entitle the CCAO to pursue any other remedies to which it is entitled.

NOW, THEREFORE, in consideration of the mutual promises and covenants and the terms and conditions hereinafter set forth, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto agree as follows:

SECTION 1. INCORPORATION OF RECITALS.

The foregoing recitals are incorporated into and made a part of this Agreement as if fully set forth herein.

SECTION 2. STATEMENT OF OFFICIAL PURPOSES; RESTRICTIONS ON USE.

For purposes of this Agreement, Agency represents and warrants as its official purpose for access to the GIS and Assessor Data as follows:

For use with the GIS and/or Assessor Data only as a Desktop Support Tool for Automated Computer Development and Impact Assessments.

Agency agrees that access to the GIS and/or Assessor Data is conditioned upon and provided as set forth in this Agreement solely for its use in performing its official purposes (as described above). Any other use of the GIS or Assessor Data, without express written consent of the CCAO, is strictly prohibited, including the display, ~~sale~~, transfer, lease, dissemination or lease of the GIS or Assessor Data in any location or manner in its current form, derivative or altered form, or otherwise. Any such prohibited use shall be deemed to be a breach which warrants immediate termination of this Agreement. This Section shall survive the termination of this Agreement.

SECTION 3. INFORMATION PROVIDED.

The CCAO agrees to provide Agency access to the GIS and Assessor Data only upon the conditions and based upon the representations and warranties set forth in this Agreement. In order to obtain specific Assessor Data, Agency must request Assessor Data by filing the attached exhibits with the Department of Automation of the CCAO (each such request, an "Information Request"). Each Information Request is subject to approval of the CCAO.

SECTION 4. LIMITED LICENSE TO USE.

Subject to the provisions of this Agreement, the CCAO hereby grants to Agency a non-exclusive, non-transferable license to use the Assessor Data only as specifically provided for in this Agreement. Agency acknowledges that the title, copyright and all other rights to the GIS and Assessor Data remain with the CCAO and/or Cook County. Neither Agency nor any other authorized user shall have any right, title or interest in the GIS or Assessor Data except as expressly described herein. The CCAO reserves the right to withdraw from the GIS and/or Assessor Data any item or part of an item for which it no longer retains ownership rights or which it has reasonable grounds to believe infringes copyright or is unlawful or otherwise objectionable.

SECTION 5. TERM AND EXTENSION.

This Agreement is for one year, effective from the date of execution. It will be extended annually for terms of one year each, unless, at least 30 days prior to the expiration of any term, either party notifies the other in writing of its intent not to renew the Agreement.

SECTION 6. DISCLAIMER OF WARRANTIES.

The GIS and the Assessor Data is provided "as is" without any warranty or representation whatsoever, including any representation as to accuracy, timeliness, completeness, infringement of rights of privacy, copyright or trademark rights or disclosure of confidential information. All burdens, including any burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use, rests solely on Agency and/or the requester. The CCAO and Cook County make no warranties, express or implied, as to the use of the GIS. There are no implied warranties of merchantability or fitness for a particular purpose. There is no warranty to update any of the information provided hereunder. THE CCAO AND COOK COUNTY EXPRESSLY DISCLAIMS ANY AND ALL REPRESENTATIONS OR WARRANTIES (EXPRESS OR IMPLIED, ORAL OR WRITTEN) RELATING TO THE GIS AND/OR ASSESSOR DATA, INCLUDING BUT NOT

LIMITED TO ANY AND ALL IMPLIED WARRANTIES OF QUALITY, PERFORMANCE, ACCURACY, COMPLETENESS, MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. Agency acknowledges and accepts the limitations of the GIS and the Assessor Data, including the fact that the GIS and Assessor Data are dynamic and are in a constant state of maintenance, correction and update.

SECTION 7. LIMITATION OF LIABILITY.

AGENCY EXPRESSLY AGREES THAT NO MEMBER, OFFICIAL, EMPLOYEE, REPRESENTATIVE OR AGENT OF THE CCAO OR COOK COUNTY, OR THEIR RESPECTIVE SUCCESSORS, HEIRS OR ASSIGNS, SHALL BE LIABLE, WHETHER INDIVIDUALLY OR PERSONALLY OR OTHERWISE, TO AGENCY OR ANY OTHER PERSON OR ENTITY, OR THEIR RESPECTIVE SUCCESSORS, HEIRS OR ASSIGNS, FOR ANY LOSS OR CLAIM, INCLUDING BUT NOT LIMITED TO ANY SPECIAL, INDIRECT, INCIDENTAL, EXEMPLARY OR CONSEQUENTIAL DAMAGES OR LOSS OF GOODWILL DATA OR IN THE EVENT OF ANY DEFAULT OR BREACH BY THE CCAO UNDER THIS AGREEMENT OR ANY INACCURACY OF THE GIS OR ASSESSOR DATA, IN ANY WAY ARISING FROM OR RELATING TO THIS AGREEMENT OR RESULTING FROM THE USE OR INABILITY TO USE THE GIS AND/OR ANY ASSESSOR DATA.

SECTION 8. AGENCY INDEMNIFICATION.

Agency agrees to hold harmless and indemnify the CCAO and Cook County, its commissioners, officers, agents, employees, representatives and affiliates, and their respective heirs, successors and assigns, from and against, and defend, at its own expense (including reasonable attorneys', accountants' and consultants' fees), any suit, claim, action or proceeding brought by any third party against the CCAO, Cook County or any commissioner, officer, agent, employee, representative or affiliate of the CCAO or Cook County arising out of or incident to the performance or nonperformance of this Agreement by CCAO, Cook County, Agency or any other entity. To the extent that the CCAO or Cook County incurs administrative expenses including attorneys' fees during Agency's defense of any claim, Agency shall reimburse the CCAO or Cook County, as appropriate, for all such expenses. The provisions of this Section shall survive the termination of this Agreement.

SECTION 9. APPLICABLE LAW.

This Agreement shall be interpreted and construed in accordance with, and governed by, the laws of the State of Illinois, excluding any such laws that might direct the application of the laws of another jurisdiction. Venue shall be in a court of competent jurisdiction located within the County of Cook, Illinois. The CCAO and Agency each acknowledge the existence of state and other applicable law defining the duties and responsibilities of each party regarding real estate taxation and other governmental functions. No part of this Agreement has the effect of or is intended to impact any applicable legal duty of either party under existing law, especially the Illinois Property Tax Code, 35 ILCS 200/1 *et seq.* Both parties remain responsible under applicable law for performing all stated duties and responsibilities.

SECTION 10. CONFIDENTIALITY.

Agency acknowledges and agrees that information regarding this Agreement, and portions of the GIS and Assessor Data and other information disclosed hereunder, is confidential and shall not be disclosed, directly, indirectly or by implication, or be used by Agency in any way, whether during the term of this Agreement or any time thereafter, except solely in accordance with the official purposes set forth above. All such Assessor Data and the GIS shall be treated in confidential manner, except as otherwise expressly stated in a written document.

SECTION 11. MISCELLANEOUS.

- (a) This Agreement constitutes the entire agreement between the parties and supersedes all prior agreements, understandings, negotiations and discussions, whether oral or written, in relation to the matters dealt with herein. There are no representations, warranties, collateral agreements or conditions to this Agreement, except as expressly stated in this Agreement.
- (b) The section headings are for reference and information purposes only, and shall not affect in any way the meaning or interpretation of this Agreement. References to singular shall include the plural and to plural shall include the singular. References to a person shall include a corporate or government body. Words such as "including" and similar expressions shall not be read as words of limitation.

* * * * *

IN WITNESS WHEREOF, the parties have executed this Agreement by their respective authorized representatives as of the date first written above.

**COOK COUNTY
ASSESSOR'S OFFICE**

Kevin Burden
Chief Deputy Assessor
Cook County Assessor's Office

Print Name:
Title: _____
Agency Name: _____

(312) 603-7575

Telephone Number:

Exhibit A: Assessment Data

~~The Sciences Department of Transportation~~ ("Agency") hereby requests access to **assessment data** in accordance with the Agreement, dated Dec 7th 2007, between Agency and the Cook County Assessor's Office (the "CCAO").

The CCAO has developed a file of assessment data, which is maintained on the Cook County Mainframe. The CCAO will make the file of assessment data available to Agency, subject to the terms and restrictions and limitations as set forth in the Agreement. A data dictionary is available upon request.

Agency requests assessment data based on the following geographic area (select area by completing one of the blanks below):

SEE ATTACHED FOR GEOGRAPHIC AREA

☐ Tax Codes: _____

☐ Municipality: _____

☐ Permanent Index Number range: Attach additional sheet if necessary

☐ Township: _____

Data Discovered Requested

Requested by

Name: _____

Signature: _____

Date: _____

Exhibit D: Planimetric data

THE ILLINOIS DEPARTMENT OF TRANSPORTATION ("Agency") hereby requests access to **planimetric data** in accordance with the Agreement, dated *Dec 7th 2007*, between Agency and the Cook County Assessor's Office (the "CCAO").

The CCAO has developed a computerized database of geographic information system (GIS). This computerized database consists of both planimetric data and cadastral data. The CCAO will make the computerized database of planimetric data available to Agency, subject to the terms and restrictions and limitations as set forth in the Agreement. The planimetric data is maintained using ESRI's ArcGIS software and is in a geodatabase format specific to ESRI's 8.x product line. Metadata is available upon request.

Agency requests assessment data based on the following geographic area (select area by completing one of the blanks below):

See Attached for Geographic Area

☐ Permanent Index Number range: Attach additional sheet if necessary

☐ Municipality: _____

☐ Township: _____

Geographic Area Requested

Requested by

Name: _____

Signature: _____

Date: _____

Exhibit E: Cadastral data

The Business Department of the Cook County Assessor's Office

(“Agency”) hereby requests access to **cadastral data** in accordance with the Agreement, dated Dec 7th 2007, between Agency and the Cook County Assessor’s Office (the “CCAO”).

The CCAO has developed a computerized database of geographic information system (GIS). This computerized database consists of both planimetric data and cadastral data. The CCAO will make the computerized database of cadastral data available to Agency, subject to the terms and restrictions and limitations as set forth in the Agency Agreement. The cadastral data is maintained using ESRI’s ArcGIS software and is in a geodatabase format specific to ESRI’s 8.x product line. Metadata is available upon request.

Agency requests assessment data based on the following geographic area (select area by completing one of the blanks below):

See attached Enclosure A for Map

☐ Permanent Index Number range: Attach additional sheet if necessary

☐ Municipality: _____

☐ Township: _____

Geographic Request

Requested by

Name: _____

Signature: _____

Date: _____

County: Cook County

<i>Township,</i>	<i>Range,</i>	<i>Section</i>	<i>Township,</i>	<i>Range,</i>	<i>Section</i>
39N,	12E,	4	39N,	12E,	5
39N,	12E,	6	39N,	12E,	7
39N,	12E,	8	39N,	12E,	9
39N,	12E,	17	39N,	12E,	18
40N,	12E,	2	40N,	12E,	3
40N,	12E,	4	40N,	12E,	5
40N,	12E,	6	40N,	12E,	7
40N,	12E,	8	40N,	12E,	9
40N,	12E,	10	40N,	12E,	11
40N,	12E,	14	40N,	12E,	15
40N,	12E,	16	40N,	12E,	17
40N,	12E,	18	40N,	12E,	19
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40N,	12E,	22	40N,	12E,	23
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40N,	12E,	31	40N,	12E,	32
40N,	12E,	33	40N,	12E,	34
41N,	10E,	1	41N,	10E,	2
41N,	10E,	3	41N,	10E,	10
41N,	10E,	11	41N,	10E,	12
41N,	10E,	13	41N,	10E,	14
41N,	10E,	15	41N,	10E,	22
41N,	10E,	23	41N,	10E,	24
41N,	10E,	25	41N,	10E,	26
41N,	10E,	27	41N,	10E,	34
41N,	10E,	35	41N,	10E,	36
41N,	11E,	4	41N,	11E,	5
41N,	11E,	6	41N,	11E,	7
41N,	11E,	8	41N,	11E,	9
41N,	11E,	10	41N,	11E,	11
41N,	11E,	12	41N,	11E,	13
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41N,	11E,	28	41N,	11E,	29
41N,	11E,	30	41N,	11E,	31
41N,	11E,	32	41N,	11E,	33
41N,	11E,	34	41N,	11E,	35
41N,	11E,	36	41N,	12E,	17
41N,	12E,	18	41N,	12E,	19
41N,	12E,	20	41N,	12E,	21
41N,	12E,	22	41N,	12E,	26
41N,	12E,	27	41N,	12E,	28
41N,	12E,	29	41N,	12E,	30
41N,	12E,	31	41N,	12E,	32
41N,	12E,	33	41N,	12E,	34
41N,	12E,	35	42N,	10E,	22
42N,	10E,	23	42N,	10E,	25
42N,	10E,	26	42N,	10E,	27
42N,	10E,	28	42N,	10E,	33
42N,	10E,	34	42N,	10E,	35
42N,	10E,	36	42N,	11E,	30
42N,	11E,	31	42N,	11E,	32
42N,	11E,	33			

DuPage County

REQUEST FOR PUBLIC RECORDS

Under the Illinois Freedom Of Information Act

Company Name (If Applicable) Or Organization (If Any) Christopher B. Burke Engineering, Ltd.			Business Phone # Area Code (847) 823 -- 0500	
Requestor's Name Chinliang Wang, PE			Daytime Phone # Area Code (847) 823 -- 0500	
Address (Street And Number) 9575 W. Higgins Road, Suite 600			Home Phone # Area Code () --	
City Rosemont	State IL	Zip 60018	E-mail Address cwang@cbbel.com	
<input type="checkbox"/> I wish to inspect these items. <input checked="" type="checkbox"/> I would like copies of these items. <input type="checkbox"/> I would like to both inspect these items and obtain copies of them.				
Pursuant to the Freedom of Information Act describe in detail the public record you're requesting (Attach additional sheets if necessary) Existing and proposed (after implementation of the Bensenville flood control project) floodplain and floodway boundary maps for North and South Tributaries to Willow Creek, Bensenville, DuPage County, IL.				
For what purpose are you requesting the information (Attach additional sheets if necessary) IDOT would like to use the updated information in the selection of their geometric alternatives for the Elgin O'Hare West Bypass.				
<input checked="" type="checkbox"/> By checking this box it acts as my signature, I acknowledge that the Freedom of Information Act is not intended: <ul style="list-style-type: none"> ♦ To violate individual privacy; ♦ For the purpose of futhering a commercial enterprise; ♦ To disrupt the duly undertaken work of the public body. <p>I understand the Department has seven (7) business days to respond following the date the request is received. I also understand the Department may take seven (7) additional business days, if necessary, to full my request. I further understand that if it is determined that some or all of the requested materials may not be disclosed, I will receive a written denial including the reason for denial and explaining my legal right to appeal. I also understand that I may be charged with costs associated with this request.</p> <p>Nov 19, 2008</p> <p>_____</p> <p>Date</p>				
PLEASE SUBMIT THIS COMPLETED REQUEST TO: Director of Human Resources FOIA Request DuPage County 421 N. County Farm Road Wheaton, IL 60187 Telephone No: (630) 407-6300 Fax No: (630) 407-6301			FOR OFFICE USE ONLY: Date Request Received: _____ Date Response Due: _____ Request Fowarded to: _____ Date: _____ Copying Fee Received. Date: _____ Amount: \$ _____ Cash _____ Check # _____	
<div style="border: 1px solid black; padding: 2px; display: inline-block;"> Submit FOIA Form </div>				
FOR OFFICE USE ONLY Notes _____ _____ _____				



CHRISTOPHER B. BURKE ENGINEERING, LTD.

9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX(847) 823-0520

December 11, 2008

Forest Preserve District of Cook County
536 North Harlem Avenue
River Forest, IL 60305

Attention: Richard Newhard, Director of Resource Management

Subject: Elgin O'Hare – West Bypass
Request for Wildlife Species Lists

Dear Mr. Newhard:

We are collecting information for the Tier One Environmental Impact Statement (EIS) associated with the proposed Elgin O'Hare – West Bypass (EOWB), an Illinois Department of Transportation sponsored project. The study area covers approximately 128 square miles in Cook and DuPage Counties, Illinois. See attached location map.

As part of this study, we are requesting wildlife species lists for the Cook County portion of the study area, which includes the following Forest Preserve District holdings:

- Des Plaines River Corridor
 - Axehead Lake
 - Catherine Chevalier Woods
 - Che-Che-Pin-Qua Woods
 - Chippewa Woods
 - Iroquois Woods
 - Robinson Woods
 - Schiller Woods
- Ned Brown Preserve

We request wildlife species lists for birds, mammals, reptiles, amphibians, fish, and mussels that you may have for the above-mentioned preserves located within the EOWB study limits. Please distinguish between migratory, resident, and/or nesting bird species, if possible.

We would appreciate any wildlife information that you could provide. If you need additional information or have any questions, please contact Pete Knysz at (847) 823-0500.

Sincerely,

Peter M. Knysz
Senior Environmental Resource Specialist



**CANADIAN
PACIFIC
RAILWAY**

January 23rd 2009

Larry Martin
CH2M Hill
8501 W. Higgins Rd.
Chicago IL 60631

Mr. Martin,

Attached are revised minutes from the meeting of December 10th, 2008. While Canadian Pacific (CP) is in general agreement with the revised minutes, nothing contained herein shall be construed as explicit endorsement or acceptance of any of the proposed alignments or associated work.

As currently proposed, Alignments E, F, and G are unacceptable to CP. These alignments would result in severe disruption to railway operations and are therefore not acceptable to CP.

Proposed Options A, B, C, and D may be considered by CP provided construction results in zero impact to railway operations and all CP property impacted is replaced, relocated, or otherwise compensated for. Any consideration of these options must be reviewed by all departments within CP and may include additional requirements not otherwise noted.

On a preliminary basis, CP encourages IDOT to pursue Options A-D. When IDOT has selected a preferred alignment the following individuals should be contacted to develop formal agreements:

David S. Drach
Director, Real Estate Marketing, U.S.
Canadian Pacific
501 Marquette Ave. S., Suite 1525
Minneapolis, MN 55402
612-904-6139

James H. Krieger
Engineer, Public Works
Canadian Pacific
501 Marquette Ave. S., Ste 1510
Minneapolis, MN 55402
612-904-5994

If you have any questions or comments please contact me.

Sincerely,

Nate Schutte, P.E. (MN)
Project Engineer
Canadian Pacific
501 Marquette Ave. S., Suite 1510
Minneapolis, MN 55402
612-904-5945

ENC: CP Notes - 081210_MM_CPRRConfMtg_D.doc

FINAL MEETING SUMMARY**CH2MHILL**

MEETING SUBJECT: Elgin O'Hare - West Bypass
CP Railroad Conference Meeting **RECORDER:** CH2M HILL/Lisa
Sagami

MEETING DATE & TIME: December 10, 2008, 10:00 AM **PREPARATION DATE:** December 15,
2008

MEETING LOCATION: Conference Meeting

ISSUE STATUS: ☐ Draft for Review ☒ Final

ATTENDEE NAME	ORGANIZATION	E-MAIL
Nate Schutte	Canadian Pacific Railway	nate_schutte@cpr.ca
Pete Harmet	IDOT	pete.harmet@illinois.gov
Larry Wilson	IDOT	larry.wilson@illinois.gov
Ron Krall	SEC Group, Inc.	ronald.krall@illinois.gov
Pat Pechnick	SEC Group, Inc.	ppechnick@secgroupinc.com
Patrick Bryant	STV Group, Inc.	
Jean-Alix Peralte	STV Group, Inc.	peraltj@stvinc.com
Joanne Schroeder	VSA	jschroeder@vlecides-schroeder.com
Lidia Pilecky	CH2M HILL	lpilecky@ch2m.com
Larry Martin	CH2M HILL	lmartin@ch2m.com
Cheng Soong	CH2M HILL	csoong@ch2m.com
Lisa Sagami	CH2M HILL	lsagami@ch2m.com

A conference meeting was held between representatives of IDOT, the Elgin O'Hare – West Bypass project team, and the Canadian Pacific Railroad. The purpose of the meeting was to obtain input regarding impacts of the O'Hare Bypass South Alignment Options on freight rail operations, particularly on the Bensenville Yard. An exhibit depicting the alignment options was distributed to meeting participants. CH2M HILL provided a general description of alignment options A through G, including the potential refinement of options A through D west of the UP crossing of the Bensenville Yard.

The following is a list of the issues, concerns, and comments raised during the meeting.

- CP understood the rationale for realigning A-D in the vicinity of Green Street to provide a 300' frontage for commercial development. The displacement of the turntable and machine shop was not a major issue if they are relocated or replaced in kind.
- CP indicated that operations at the east end of the Bensenville Yard are most important and that any construction within the yard could cause major disruptions to their operations and to the region's freight movement. Much of the regions' freight passes through this area.
- CP agreed that Option F which crosses the freight yard three times should be considered a fatal flaw. The ability to maintain freight operations in this scenario is not a feasible or a reasonable assumption. Further the volume of rail traffic entering the east end of the yard and the management of rail traffic to construct the SB ramp to I-294 would be unworkable.
- CP agreed that Option E which crosses the freight yard twice should also be considered a fatal flaw for the same reasons as those stated above. Further Option E interrupts the nerve center of the operation (the hump yard operation) which would cause intermittent shut down of the hump

during construction. Cars would have to be flat switched and reduce the capacity of the yard by more than 50%. This is an unacceptable condition.

- CP noted that Option G crosses the yard in at least two locations which would cause a major reduction in the yards capacity because of temporary track and signal modification in numerous locations. Further, CP noted that elevated sections of this alignment would require extensive staging, further disrupting their operations.
- CP offered that any roadway which straddles the UP tracks (such as with Option C) would be very disruptive to freight operations along this heavily used corridor; however, they deferred to the UP RR for their input.
- All options will impact the west end of the yard which will require the relocation of the turntable. CP expressed that while the turntable is still used, relocation is a feasible option. Relocation or replacement of the affected shop building would be required as well.
- CP stated that construction of the tunnel construction at the west end of the yard appears to be feasible if constructed in stages.
- CP noted that any option that spans across the freight yard, especially long spans, will severely limit options for potential reconfiguration of the Bensenville Yard.

Elgin O'Hare - West Bypass

TO: IDOT

FROM: Larry Martin / CH2M HILL and Paul Bobby / STV, Inc.

DATE: February 9, 2009

SUBJECT: January 16, 2009 – Union Pacific Railroad Call with Rich Ellison

- Telephone discussions were held with Project Coordinator, Rich Ellison (Union Pacific) and Midwest Track Manager, Paul Bobby (STV). Rich Ellison can be reached at 708-649-5214 or richardellison@up.com.
- Paul Bobby provided an update of the Elgin O'Hare – West Bypass project and identified the purpose of the call was to discuss the remaining four South Connections (A, B, C, D) in more detail. Connection A is located in a corridor along the County Line Road. Connection B is located along a corridor just west of the UP (Milwaukee Sub between Proviso and Bryn Mawr). Connection C is located along a corridor directly above the ROW of the UP (Milwaukee Sub between Proviso and Bryn Mawr). Connection D is located along a corridor just east of the UP (Milwaukee Sub between Proviso and Bryn Mawr).
- The focus of the call was to discuss operational requirements and construction impacts for Connection C located directly over the UP ROW. STV presented a conceptual staging plan, which used a temporary alignment off-set of 100 feet to the west of the existing main line. The maximum speed supported by this temporary alignment would be 20 mph.
- Rich Ellison expressed that the UP would not entertain a temporary realignment for the construction of Connection C. The UP will need to maintain the existing 40 mph time table speed. There are currently 30 to 40 trains per day on this section of mainline. The construction of an overhead highway structure would require a minimum vertical clearance of 23'-4" and a minimum structure span (cross-section) of 100 feet. Maintenance of railroad traffic imposed by the UP would significantly limit the hours of overhead construction. Construction would not be allowed during train movement, thus it was estimated that less than four hours in a 24-hour period would be available. An average work shift would be only one to two hours of actual construction time.
- The other 3 connections and their potential impacts to the UP were also discussed. The following connections are listed in order of most preferred to least preferred as they relate to the Union Pacific:
 - Connection A
 - Connection B
 - Connection D
 - Connection C

From: RICHARDELLISON@UP.COM [mailto:RICHARDELLISON@UP.COM]
Sent: Monday, April 06, 2009 3:15 PM
To: Paul E. Bobby
Subject: Re: FW: Summary of Today's Call

Richard Ellison
301 W. Lake St
Northlake, IL 60164
Industry & Public Projects
(708) 649-5210
FAX (708) 649-5418
richardellison@up.com

Union Pacific Railroad Company

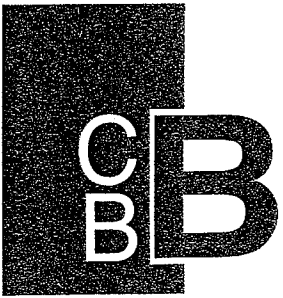


April 6,2009

UP would not entertain a temporary realignment for the construction of Connection C. The UP will need to maintain the existing 40 mph time table speed. There are currently 12 trains per day in this section of mainline. The UP would consider the construction of an overhead highway structure provided that the minimum vertical clearance of 23'-4" is maintained and the proposed structure spanned the UP ROW (est. 100'). Limited work windows for erecting steel over the UP ROW can be accommodated if traffic will allow. However, they are not guaranteed and are not anticipated to be greater than 4hrs in a 24-hrs time period. Finish work on the deck can be done under traffic without a work window.

As for further review I will need a letter for authority to spend \$10,000 dollars. This is for preliminary engineering, which includes review of plans and site visits.

Richard Ellison
301 West Lake Street
Northlake IL. 60164
Phone # (708) 649 5214
Cell (847)323 7197
E-mail richardellison@up.com



CHRISTOPHER B. BURKE ENGINEERING, LTD.

9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX(847) 823-0520

May 22, 2009

Illinois Department of Transportation
District One
201 West Center Court
Schaumburg, IL 60196

Attention: Vanessa Ruiz, Environmental Studies Unit

Subject: DRAFT Environmental Survey Request
Elgin O'Hare – West Bypass (EO-WB)
Cook and DuPage Counties
IDOT Job No. P-91-443-06

Dear Ms. Ruiz:

As requested, we are submitting the attached DRAFT Environmental Survey Request (ESR) Form and supplemental information for the above referenced project for review and comment. Supplemental information was collected during preparation of the Tier One Environmental Impact Statement (EIS), and has been attached to assist in your data collection.

As depicted on the attached exhibits, the ESR limits are based on the current "footprints" for the finalist alternatives with added ESR buffer area to account for uncertainties associated with the concept level of geometry developed to date. As such, the ESR study limits extend approximately 500' from the edge of proposed alternative footprints and approximately one quarter mile from the footprint endpoints at highways, major crossroads, and/or interstates, but with considerable variations from location to location. For simplicity, the footprints were not depicted on the aerial exhibits.

The following information is included for your review:

Volume 1

- Tab 1
 - ESR Form
- Tab 2
 - Location Map (Exhibit 1)
 - Topographic Map (USGS Quadrangle) (Exhibit 2)
 - National Wetlands Inventory (NWI) Map (Exhibit 3)
 - DuPage County Wetland Inventory Map (Exhibit 4)
- Tab 3
 - Color Aerial Exhibit (Exhibit 5, Sheets 1-20)

Volume 2

- Tab 3
 - Color Aerial Exhibit (Exhibit 5, Sheets 21-37)
- Tab 4
 - Photo Log
- Tab 5
 - USFWS Coordination Letters:
 - February 5, 2008
 - April 10, 2008
 - January 29, 2009
- Tab 6
 - Special Waste Sites (Exhibit A-1)
 - CD-ROM with Special Waste Information
- Tab 7
 - Archaeological & Historic Resources Map (Exhibit A-2)
 - Special Lands Exhibit (Exhibit A-3)
 - Wetlands Exhibit (Exhibit A-4)

Please note that the photo log includes photographs of potential residential and commercial/industrial displacements within the proposed alternative footprints. As discussed, we are currently in the process of taking additional photographs of potentially historic structures located within the proposed ESR limits. These additional photographs will include structures that appear historic, but are not proposed displacements. The additional photographs will be included in the formal ESR submittal.

Please let us know if this approach to preparing the ESR is acceptable, and if you have any comments and/or questions to be addressed in the formal ESR submittal. If you need additional information or have any questions, please call Pete Knysz at (847) 823-0500.

Sincerely,



Peter M. Knysz
Manager, NPDES Policy & Enforcement



Larry Martin
Project Manager, CH2M Hill

cc (without attachments):

Ron Krall – IDOT/SEC Group
Mike Matkovic – CBBEL



CHRISTOPHER B. BURKE ENGINEERING, LTD.

9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX(847) 823-0520

June 2, 2009

Illinois Department of Transportation
District One
201 West Center Court
Schaumburg, IL 60196

Attention: Vanessa Ruiz, Environmental Studies Unit

Subject: Environmental Survey Request
Elgin O'Hare – West Bypass (EO-WB)
Cook and DuPage Counties
IDOT Job No. P-91-443-06

Dear Ms. Ruiz:

As requested, we are submitting the attached Environmental Survey Request (ESR) Form and supplemental information for the above-referenced project. Supplemental information was collected during preparation of the Tier One Environmental Impact Statement (EIS), and has been attached to assist in your data collection.

Based on coordination with your office, we prepared separate ESR submittal packages for your project file(s), Wetland Review, Cultural Resource Review, and Biological Review. Please see transmittal sheets for the contents of each package. We understand that the EO-WB Consultant Team has been tasked with preparing the Preliminary Environmental Site Assessment (PESA) for the ESR study area; therefore, a separate Special Waste Review package has not been submitted.

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

Sincerely,

A handwritten signature in black ink, appearing to read 'P. M. Knysz', with a stylized flourish at the end.

Peter M. Knysz
Manager, NPDES Policy & Enforcement

Attachment

cc: Larry Martin - CH2M HILL
Ron Krall - IDOT/SEC Group
Mike Matkovic - CBBEL

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Draft EIS Comments and Responses


UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

OCT 22 2009

RECEIVED
OCT 22 2009
ILLINOIS
DIVISION

REPLY TO THE ATTENTION OF:

E-19J

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

Re: Tier 1 Draft Environmental Impact Statement for the Elgin-O'Hare West Bypass,
Cook and DuPage Counties, Illinois CEQ#20090314

Dear Mr. Stoner:

The U.S. Environmental Protection Agency (USEPA) has reviewed the Tier 1 Draft Environmental Impact Statement (DEIS) for the Elgin-O'Hare West Bypass project, prepared by the Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT). Our comments are provided for your consideration pursuant to our authorities under the National Environmental Policy Act (NEPA), the Council on Environmental Quality regulations, and Section 309 of the Clean Air Act.

The project study area encompasses 127 square miles in Cook and DuPage Counties, second only to downtown Chicago as a concentration of jobs and daily travel trips in the Chicago metropolitan area. This project is a tiered study. Tier 1 evaluates multi-modal options, leading to selection of a preferred transportation concept. A future Tier 2 will consist of detailed analysis of discreet project elements. The project is intended to meet four key objectives, as outlined in the Purpose and Need statement:

- Improve regional and local travel by reducing congestion;
- Improve travel efficiency;
- Improve access to O'Hare International Airport from the west;
- Improve modal opportunities and connections.

We commend the FHWA/IDOT project team for its skill in working extensively with a large group of diverse stakeholders and the public to consider and distill numerous multi-modal transportation ideas in this complex geographic area into a manageable set of alternatives. These alternatives were then evaluated in detail as part of the Tier 1 DEIS. The "No Build" baseline alternative includes roadway and transit improvements that are expected to be built in the study area by 2030, notably 80 additional lane-miles of

roads, 135 miles of roadway rehabilitation and improvements, 54 interchange/intersection improvements, and bus/rail transit improvements.

The Tier 1 DEIS presents two build alternatives for the study area: Alternative 203 and Alternative 402. Both would upgrade and extend the existing Elgin-O'Hare Expressway east from its current terminus at Rohlwing Road to the planned western entrance to O'Hare Airport. Alternative 203 provides a complete freeway western bypass of O'Hare Airport between Interstate 90 and Interstate 294. The South Bypass connection has two options. Option A follows County Line Road from the south edge of the railroad marshalling yard to I-294. Option D parallels the east side of the Union Pacific Railroad from the railroad marshalling yard to I-294. Alternative 402 is identical to Alternative 203, except for the portion of the airport bypass north of Thorndale Avenue. That north section of bypass is proposed as an arterial road upgrade of York Road and Elmhurst Road. A variety of screened transit improvements and expansions and arterial network improvements are contemplated and carried forward with both Alternatives 203 and 402. Both alternatives also include strategies for transportation system management, travel demand management, and system upgrades for bicycle and pedestrian movements. No preferred alternative is designated in the Tier 1 DEIS.

This project has been undertaken as a merger of the NEPA process and the Clean Water Act Section 404 wetlands permitting process. USEPA continues to be an active participant in that process, along with the transportation agencies and other natural resource agencies. Under the NEPA/404 merger process, we had previously concurred on the project Purpose and Need (as revised) and the Range of Alternatives for Detailed Study. We look forward to participating in the concurrence process that will select a preferred alternative prior to the publication of the Tier 1 Final EIS.

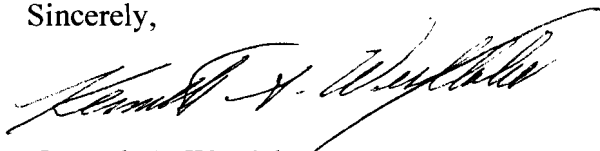
The two surviving build alternatives have similar projected wetland impacts. We do not foresee significant problems with either alternative being permitted under Section 404. The Tier 1 DEIS does not offer details on wetland mitigation. We request that conceptual mitigation measures be proposed in the Tier 1 Final EIS for wetland losses that can not be avoided or minimized. We recognize that many of the detailed environmental analyses and detailed mitigation measures will not be undertaken or developed until Tier 2. At that time, a detailed wetland delineation and functional assessment should be undertaken, and specific commitments on the ratios, types, and proposed locations of wetland mitigation should be provided. Tier 2 should discuss measures that will be implemented to capture and treat stormwater, to minimize any adverse impacts to receiving streams from road salt and other road run-off constituents.

The Tier 2 studies should also evaluate air quality impacts, positive and negative, from the various components of the project, including hot spot analysis for carbon monoxide and particulates of 2.5 microns or less (PM_{2.5}). IDOT has embraced clean diesel and anti-idling strategies for other major road projects in recent years. We expect that the Tier 2 EIS will spell out those measures and other commitments to minimize air pollution in the study area as these projects are implemented.

We have assigned a rating of "Lack of Objections" to this Tier 1 DEIS, and to both of the remaining Tier 1 build alternatives. A summary of our rating system for EISs is enclosed.

Thank you for the opportunity to review and comment on this project. We look forward to our continued involvement and cooperation with FHWA and IDOT during the balance of the Tier 1 process and throughout Tier 2. If you or your staff have any questions concerning our comments, please contact me at 312-886-2910 or westlake.kenneth@epa.gov, or Sherry Kamke of my staff at 312-353-5794 or kamke.sherry@epa.gov.

Sincerely,



Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Enclosure

cc: Diane O'Keefe
Deputy Director, Region 1 Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196

SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION

Environmental Impact of the Action

LO-Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC-Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impacts. EPA would like to work with the lead agency to reduce these impacts.

EO-Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU-Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1-Adequate

The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collecting is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2-Insufficient Information

The draft EIS does not contain sufficient information for the EPA to fully assess the environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3-Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640 Policy and Procedures for the Review of the Federal Actions Impacting the Environment



Illinois Department of Transportation

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

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

December 4, 2009

Mr. Kenneth A. Westlake
United States Environmental Protection Agency, Region 5
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance
77 West Jackson Blvd.
Chicago, IL 60604

Dear Mr. Westlake:

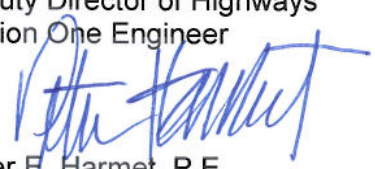
Thank you for your October 22, 2009 comment letter regarding the Draft EIS for the Elgin O'Hare – West Bypass Study. We have appreciated the opportunity to work with USEPA and look forward to continuing to do so throughout the remainder of the Tier One Study and as the project moves into Tier Two.

In your letter, you requested additional information regarding conceptual wetland mitigation techniques be added to the Final EIS. The additional text regarding conceptual wetland mitigation measures has been added to the FEIS. In Tier Two, the Department will undertake the more detailed wetland assessment as well as avoidance, minimization, and mitigation measures. We will also undertake more detailed and site specific impact evaluations that you identified in your letter for other environmental resources.

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: Ms. Sherry Kamke, USEPA



United States Department of the Interior

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



IN REPLY REFER TO:
FWS/AES-CIFO/2008-FA-0221

October 26, 2009

Diane O'Keefe
Deputy Director, Region 1 Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196

Dear Ms. O'Keefe:

This responds to your request for comments on the Tier One Draft Environmental Impact Statement (DEIS) for the Elgin O'Hare – West Bypass (EOWB) study. The Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the EOWB study area. The Tier One DEIS identifies a preferred multimodal transportation concept for the study area. During Tier Two detailed engineering and environmental studies will be conducted for elements of the preferred concept. Two build alternatives, Alternative 203 and Alternative 402, and the No Action Alternative are under consideration. We provide comments as they relate to fish and wildlife resources that may be affected by construction and operation of the preferred concept.

We reviewed the information provided in your Tier One DEIS. The Tier One DEIS is well written and thorough. We have participated in the numerous meetings with your project team, stakeholders, and other federal agencies. The highly involved planning process has followed IDOT's Context Sensitive Solution policy and has been incorporated into the NEPA/404 Merger Process, which has made our review easier. Based on our review we offer the following comments that should be addressed in the Tier One Final Environmental Impact Statement (FEIS).

Affected Environment

Section 2.10, Noise: This section discusses noise impacts from the proposed alternatives, discusses noise sources and existing conditions, and identifies potential noise-sensitive residential and non-residential sensitive receptors in the study area. However, the Tier One DEIS only considers noise impacts on humans and did not consider the effects of noise on

Ms. Diane O'Keefe

2

wildlife (specifically migratory birds). The Tier One FEIS should evaluate the potential noise effects on wildlife. Research exists that indicates thresholds for which adverse effects would be seen in wildlife, particularly in migratory birds. The issue of noise impacts to migratory birds is discussed in more detail in our comments on Section 4.

Section 2.6.2, Wildlife: This section discusses wildlife in the study area and natural areas where wildlife habitat exists. The subsection discussing birds mentions lists that show the bird species known to breed in the study area. The Tier One FEIS should include these lists so that potential effects to migratory birds can be identified within the study area. Identifying bird species within the study area would allow the Service to compare the lists with the Service's Region 3 Fish and Wildlife Resource Conservation Priorities (RCP) list and the Service's Birds of Conservation Concern 2008 (BCC) list. Birds are included on the RCP and BCC lists because of their rare or declining status and need special conservation attention. The Tier One FEIS should also identify the locations in the forest preserves and other natural areas where the bird species were observed. This would allow us to determine if any rare or declining bird species would be impacted.

Environmental Consequences

Section 4.5.2, Wildlife: This section discusses how the proposed alternatives are in developed areas with poor wildlife habitat and that species using the area are generally common and adaptable. The section also discusses potential wildlife impacts that could be caused by the build alternatives including habitat loss and fragmentation and barriers to wildlife movement.

The Tier One FEIS should include noise impacts as a potential indirect impact to wildlife, particularly migratory birds. Studies show that vehicular noise adversely affects some bird species, although not all of them, with some species being particularly sensitive during breeding season. Impacts, including decreased numbers of breeding birds and lower species diversity near roads, have been documented several hundred feet from the edge of the road.

The Tier One FEIS should document the distance from the proposed roadway edges to the natural areas identified within the study areas. The Tier One FEIS should incorporate the maximum thresholds (from the literature) for which adverse impacts from vehicular noise have been documented. An exhibit similar to the Exhibit 2-11 should be created to show noise impacts to wildlife. Identification of bird species within the wildlife noise impact areas would show if birds that need special conservation attention would be affected. Information about the anticipated decibel levels and the estimated average daily travel, shown on page 4-26, would be useful in making the determination.

Section 4.12.3.4, Biological Resources: This section discusses the build alternatives and future alternatives having the potential to create edge effects at the perimeters of preserved open spaces. The Tier One FEIS should discuss how the zone of edge effects could continue to move inward, due to the cumulative effects of other projects, thereby further reducing the last remaining open space areas in size.

Ms. Diane O'Keefe

3

Section 4.13.7, Biological Resources: The Tier One FEIS should address mitigation for noise impacts on migratory birds in this section if investigations demonstrate that impacts could occur.

This letter provides comment under the authority of, and in accordance with, the provisions of the National Environmental Policy Act of 1969 (83 Stat. 852 as amended P.L. 91-190, 42 U.S.C. 4321 *et seq.*), the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*) and the Endangered Species Act of 1973, as amended (87 Stat. 884. as amended; 16 U.S.C. 1531 *et seq.*).

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

Sincerely,

A handwritten signature in cursive script, appearing to read "Janice C. Engle".

Janice C. Engle
Acting Field Supervisor

cc: USEPA, Kamke
USCOE, Chernich
FHWA, Stoner
IDOT, Harnet



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

November 30, 2009

Janice C. Engle – Acting Field Supervisor
U.S. Department of the Interior
Fish and Wildlife Service
Chicago Ecological Field Office
1250 S. Grove Ave., Suite 103
Barrington, IL 60010

Re: Tier One Draft Environmental Impact Statement
FWS/AES-CIFO/2008-FA-0221

Dear Ms. Engle:

Thank you for your October 26, 2009 letter regarding the Elgin O'Hare – West Bypass (EO-WB) Tier One Draft Environmental Impact Statement (EIS). We would like to take this opportunity to address your comments and in doing so, set the stage for further coordination on these issues with the USFWS in Tier Two.

As you know, our study is being pursued in two parts, or tiers. More specifically the purpose of Tier One, through a robust analysis of alternatives and stakeholder input, is to identify a preferred multi-modal system concept that addresses transportation needs within our 127 square mile study area. For our environmental studies, we have used a Geographic Information System (GIS) database and available data from Federal, State, and/or local databases for our environmental analysis. As the location of the proposed improvements became better defined, preliminary field reconnaissance was conducted in the surrounding area proximate to the proposed improvements to better refine the location of resources that could potentially be affected by the proposed improvements. Detailed field surveys were not conducted, but will be completed as part of the Tier Two environmental studies.

In terms of the engineering studies, working concepts were developed to a sufficient level of detail to evaluate travel performance and measure impacts. As such, alternatives 203 and 402 do not represent final alignments or configurations. This will be determined in Tier Two, based upon detailed design traffic volumes and detailed geometric studies. Therefore, while topics such as noise are acknowledged and discussed in the Tier One DEIS, actual traffic noise impacts were not evaluated, as detailed engineering data necessary to develop this and other analyses will not be available until Tier Two.

Janice C. Engle – Acting Field Supervisor
November 30, 2009
Page Two

The following are specific responses to your comments:

Affected Environment

Noise

In response to your comments, the Tier One Final EIS will be revised to include a discussion of the general impact of noise upon wildlife, particularly migratory birds based upon information that is currently available. As you noted, the impact analysis, as required, would be placed in section four.

Wildlife

The lists of bird species known to breed in the study area will be added to the Tier One FEIS. However, for the reasons stated above, any detailed analysis, as required, would be added to section four, and conducted in Tier Two.

Environmental Consequences

Wildlife

As stated above, the detail that you have requested has not been collected or determined as part of this Tier One study (e.g., anticipated decibel levels, bird observation locations, identification of bird species within potential wildlife noise impact areas). A comprehensive traffic noise impact analysis will occur in Tier Two, which will identify traffic noise impacts and evaluate the feasibility and reasonableness of mitigation measures using the Federal Highway Administration (FHWA) Traffic Noise Model. We acknowledge that assessment methods to determine noise impact on birds will likely require approaches beyond the traffic noise model mentioned above.

We would also like to meet with your office as we begin Tier Two to further explore your concerns regarding noise impacts to migratory birds considering the altered landscape of the study area. The study area is highly urbanized, and potential wildlife habitat in the study area is in close proximity and/or adjacent to existing noise generators, such as interstates/roadways, industrial/developed areas with truck traffic, rail yards and railroads, and/or O'Hare International Airport. Approximately, 25 percent of the study area is open space (e.g., forest preserve, manicured parks, golf courses, cemeteries). These areas provide the best habitat for wildlife and most of these resources such as the Ned Brown Preserve would not be directly impacted by the proposed transportation improvements.

Biological Resources

In regard to your comment regarding the potential to create edge effects, IDOT will evaluate this concern during Tier Two. The scope of these evaluations will be coordinated with the USFWS.

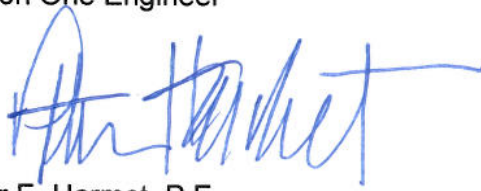
Janice C. Engle – Acting Field Supervisor
November 30, 2009
Page Three

We appreciate and value the participation of USFWS throughout the Tier One process, as it has guided and strengthened our planning process, data collection efforts, and evaluation of alternatives. We look forward to continuing to work with you and your staff in Tier Two.

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: Shawn Cirton – USFWS

darkUSF&WS Engle.docx



REPLY TO
ATTENTION OF:

Technical Services Division
Regulatory Branch
LRC-2007-802

DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, CORPS OF ENGINEERS
111 NORTH CANAL STREET
CHICAGO, ILLINOIS 60606-7206

RECEIVED
DEC - 2 2009

NOV 19 2009

DIST. ONE - DESIGN

SUBJECT: Response to the Tier One Draft Environmental Impact Statement for the Elgin O'Hare West Bypass Project Located in Cook County, Illinois

Diane O'Keefe
Deputy Director of Highways, Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

Dear Ms. O'Keefe

This is in regard to your request for comments on the Tier One Draft Environmental Impact Statement (DEIS) for the Elgin O'Hare West Bypass (EOWB) study. The Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation projects for the proposed EOWB study area.

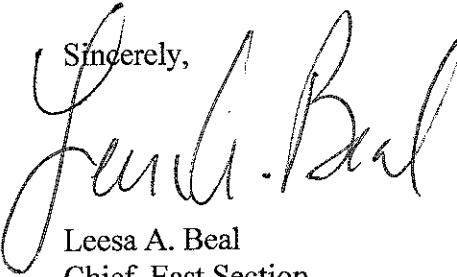
Numerous meetings with your project team and other Federal agencies on the EOWB Tier One concept plans have been completed to date with all comments provided by this office addressed successfully and in a timely manner. As a result of the collaborative effort made between all parties involved, this office has no additional comment on the Tier One DEIS study at this time.

Please be informed that as part of the Corps requirements, Tier Two shall address all studies and surveys as required by Federal and state governing authorities and shall follow all policies and procedures in identifying aquatic resources and natural areas within the project corridor. Tier Two shall also provide an assessment of the direct, indirect and cumulative effects that the project may have on federally jurisdictional areas such as rivers, streams, wetlands, etc., and if necessary, consider compensation to offset the proposed impacts. Please be informed that additional environmental studies and reviews may be required by this office once the NEPA/404 Review process is underway and the two proposed Build Alternatives 203 and 402, including the No Action Alternative, are presented for comment.

The Corps looks forward to working closely with Federal and other lead agencies in completing a comprehensive review of the supporting documentation pertaining to the project. If you have any questions, please contact Kathy Chernich of my staff by telephone at (312) 846-5531, or email at kathy.g.chernich@usace.army.mil.

If you have any questions, please contact Kathy Chernich of my staff by telephone at (312) 846-5531, or email at kathy.g.chernich@usace.army.mil.

Sincerely,

A handwritten signature in cursive script, appearing to read "Leesa A. Beal". The signature is written in dark ink and is positioned above the printed name and title.

Leesa A. Beal
Chief, East Section
Regulatory Branch

Copy Furnished

U.S. Environmental Protection Agency (Kamke)
U.S. Fish and Wildlife Service (Engle)
Federal Highway Administration (Stoner)



Illinois Department of Transportation

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

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

December 8, 2009

Ms. Leesa A. Beal
Chief, East Section
Regulatory Branch
Department of the Army
Chicago District, Corps of Engineers
111 North Canal Street
Chicago, IL 60606-7206

Attention: Kathy Chernich

Dear Ms. Beal:

Thank you for your letter dated 11/19/09 regarding our Elgin O'Hare-West Bypass study. We would like to take this opportunity to provide clarification regarding the planning process, as well as provide additional information in support of Concurrence Point # 3 for the NEPA/404 Merger Process.

Planning Process

The purpose of the Tier One EIS is to identify a preferred multi modal concept, using existing and available data over a 127 square mile study area. The purpose of Tier Two is to conduct detailed Phase I engineering and environmental studies for the Preferred Alternative. Tier Two provides the traditional level of environmental detail and studies that regulatory agencies are most familiar. This was communicated through the initial environmental scoping meetings, EOWB stakeholder meetings, NEPA/404 Merger meetings, and individual agency meetings. Over the past two years, agencies, communities and other stakeholders have partnered with the project team in the development of the Purpose and Need statement, as well as the development and evaluation of over a dozen highway and transit options. Using a Travel Demand Model, a GIS database, and stakeholder involvement, the project team has identified a pair of Finalist Alternatives and circulated the Tier One DEIS.

The Tier One Finalist Alternatives (Alternatives 203 and 402) are conceptual layouts that were developed to a sufficient level of detail in order to establish a ROW footprint to assess travel performance, and to measure direct impacts to social, economic and environmental resources. Working with stakeholders and agencies it was agreed that the level of detail would be sufficient to reach a decision on the Preferred Alternative in Tier One. A specific example of agency coordination with respect to this issue is the 09/04/08 NEPA/404 Merger meeting, as well as the follow up meeting with the COE, FWS and USEPA on 10/08/08. The presentation material from those meetings is attached for reference. In Tier Two, detailed design engineering will be fully undertaken for

the Preferred Alternative to avoid or minimize the potential impacts identified in Tier One (i.e., using alternative interchange configurations, shifting the alignment, using retaining walls, and bridging).

In Tier One, the project team supplemented the GIS wetland database with preliminary field reconnaissance to generally confirm the boundaries of mapped wetlands and to identify approximate locations of additional wetlands that were not mapped. A general assessment of wetland quality was also conducted. In addition, an office meeting and field visit was conducted on 11/12/08 with the COE, FWS and USEPA. The purpose of the meeting was to review Tier One data collection and refinement methodology and to identify potential areas of regulatory concern. The field visit consisted of a driving tour of the study area with stops at representative locations or points of interest to observe wetlands and/or other environmental resources. During the meeting/field visit, no fatal flaws were identified by the agencies for any alternative. In addition, the agencies concurred that indirect wetland impacts did not need to be quantified as part of Tier One, but should be calculated individually as part of Tier Two. The agencies agreed with the approach taken for Tier One, wherein the level of detail and the field truthing for wetlands was sufficient to support a reasonably representative level of impact for this type of study (see attached minutes dated December 24, 2008).

The following is a description of the Tiered EIS process related to wetlands:

Wetlands - Tier One

- Identify potential study area constraints/fatal flaws prior to the development of alternatives
- Develop alternatives with the goal of avoiding/minimizing environmental impacts
- Consider direct wetland impacts as conceptual alternatives are developed and evaluated. Dismiss alternatives with relatively high environmental impacts.

Wetland impacts amongst the two remaining alternatives are similar, except for the differences that are further highlighted below.

Wetlands - Tier Two

- Incorporate field surveys (i.e., delineations) into project database
- Review wetland field data and identify constraints/fatal flaws
- Develop detailed Phase I geometry, drainage studies and ROW needs
- Incorporate design features to avoid or minimize wetland impacts (interchange layouts, alignment shifts, retaining walls, grading, bridging)
- Identify/quantify unavoidable direct and potential indirect wetland impacts
- Develop mitigation plans that compensate for unavoidable impacts and provide foundation for Section 404 (CWA) Permit Application during contract plan preparation.

Concurrence Point # 3 – Additional Supporting Information

In terms of evaluating the two Finalist Alternatives, the package distributed by FHWA on 11/20/09 can be summarized as follows:

Ms. Leesa A. Beal
 December 8, 2009
 Page 3

- Alternative 203 has slightly better travel performance
- Alternative 402 has slightly lower environmental and social impacts
- Alternative 402 has a lower overall cost
- Alternative 203 has higher economic benefits
- Alternative 203 has significantly higher stakeholder support.

Based upon the relatively similar levels of impacts and benefits, the project team identified stakeholder support as a key factor in recommending Alternative 203. With respect to wetlands, to supplement those findings, we are also providing the following additional information and context:

Direct impact and quality considerations

The difference in wetland impacts between the two alternatives is approximately 2.6 acres (39.1 acres for Alternative 203, 36.5 acres for Alternative 402). As shown on the attached exhibit, and the following table, there are three wetlands that comprise this difference.

Wetland Impacts Unique to Alternative 203		
Wetland	Impact/total size	Comments
#18.1 (located east of York Road on O'Hare property)	0.4 ac/0.4 ac	Permitted to be filled as part of ongoing OMP project.
#4.1 (located along north side of Tollway Oasis)	1.1 ac/1.4 ac	Based upon 2002 delineations performed by the Tollway; FQI = 2.6, C = 1.0
#10A (located southeast of the I-90 at Arlington Heights Road interchange)	1.1 ac/4.5 ac	Based upon 2002 delineations performed by the Tollway; FQI = 5.2, C = 1.3

The difference in wetland impact acreage between Alternatives 402 and 203 is relatively small, and as shown in the above table, vegetative quality does not appear to be a distinguishing factor (see attached photographs, excerpts from 2002 report). In addition, it is important to note that the overall wetland impact associated with Alternative 203 will likely be reduced as part of the Tier Two work as methods to avoid/minimize environmental impacts (e.g., bridging, alignment shifts) are incorporated into final engineering design and impact analysis.

Please also keep in mind that when potential direct wetland impacts were calculated in Tier One, it was on a worst case scenario basis, which assumed complete impact within the alternative's ROW footprint. Tier Two studies allow a full development and refinement of roadway geometry for the preferred alternative and a subsequent reduction in the overall actual area of wetland impact. Section 404 (CWA) reviews must also take into consideration health, safety and welfare concerns. Consequently, if wetland impacts are similar between alternatives – other issues can sway the alternatives selection decision.

Ms. Leesa A. Beal
December 8, 2009
Page 4

Incorporating an analysis of indirect wetland impacts to support Concurrence Point # 3, as suggested in recent discussions with the COE, would require a Tier Two level of detail (complete Phase I analysis) for both Finalist Alternatives. We would not undertake such an effort for any type of NEPA study, Tiered or otherwise, due to the impractical level of effort, time and expense that would be required.

Operational Concerns with Alternative 402

Alternative 402 includes widening an arterial, York Road, rather than extending the north leg of the O'Hare Bypass. As such, the York Road portion of Alternative 402 becomes an arterial link between two expressways (I-90 and the Elgin O'Hare), and therefore attracts a substantial amount of trips, since it acts as the north leg of the bypass. In the vicinity of I-90, this link experiences a substantial decrease in travel performance as compared to the No Action Alternative.

Practicability of Implementing Alternative 402

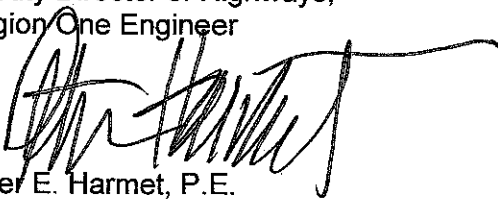
The community that is most affected by Alternatives 203 and 402 is Elk Grove Village. Their major concern is maintaining the integrity of their community boundaries, which was the basis for decades of litigation with the City of Chicago regarding the O'Hare Modernization Program. As noted in the attached Public Hearing comment from Elk Grove Village, they overwhelmingly support Alternative 203, and firmly reject Alternative 402. Elk Grove Village believes that Alternative 402 will result in poor operations along York Road (as described above) and will not provide sufficient protection from any future expansion of O'Hare Airport. Therefore, any further pursuit of Alternative 402 may result in litigation and a potential halting of any further progress on this project.

Given the past agency coordination regarding the Tiered EIS process, as well as the additional clarifications and supporting information provided, we believe that the Tier One evaluation strongly supports the selection of Alternative 203, and we kindly ask that your agency complete its concurrence point # 3 evaluation. If you have any questions, or need additional information, please feel free to contact me at (847) 705-4393.

Very truly yours,

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

By:


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

Attachments

Ms. Leesa A. Beal
December 8, 2009
Page 5

cc: Kathy Chernich
Shawn Cirton, USFWS
Sherry Kamke, USEPA
Matt Fuller, FHWA
Barbara Stevens, IDOT BDE

Elgin O'Hare – West Bypass NEPA/404 Merger

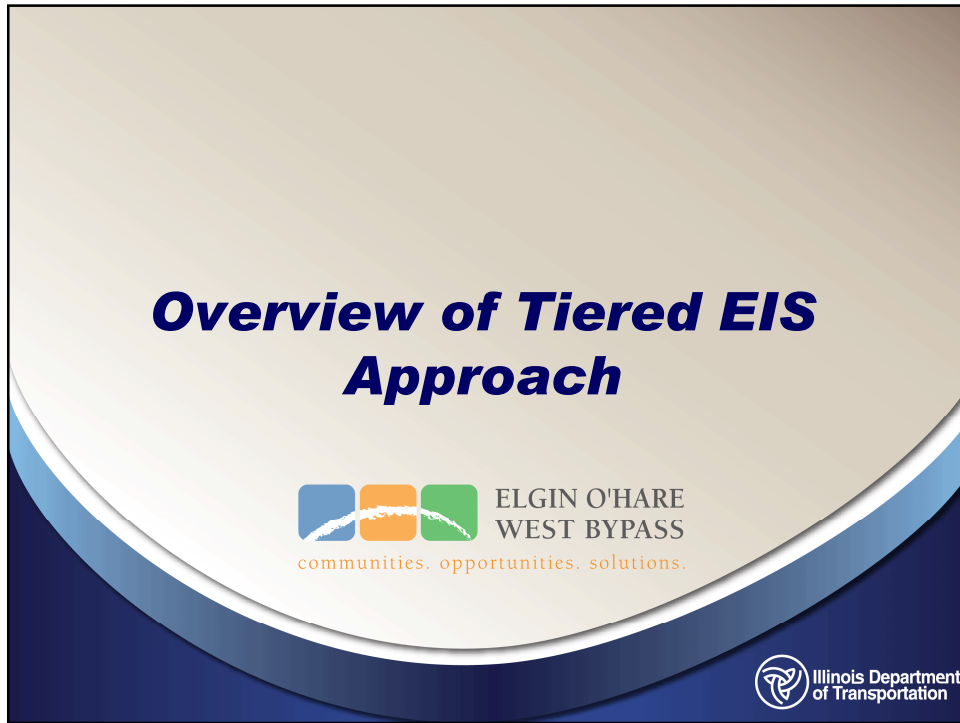
September 4, 2008



Meeting Agenda

- **Review of Tiered EIS Approach**
 - Why a Tiered process
 - Tier One decisions and documents
 - Tier Two decisions and documents
- **Alternatives Development and Evaluation**
 - Initial impact analyses and screening results
 - Finalist Alternatives evaluation process
 - Next steps





Why a Tiered EIS

- **100 square mile study area**
- **Complex issues**
 - Multi modal solution envisioned for EO-WB
 - Multiple travel modes already being studied (J line, Star line)
 - Proximity to O'Hare, interface with proposed western terminal
- **Project implementation timelines may vary**
 - Highway projects
 - Transit projects
- **Conceptual level of detail more appropriate**
 - A single solution has not been identified
 - Efficient process needed for developing and evaluating major alternatives
 - West bypass location

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

Tiered Process



- **Conduct in two parts**
- **Tier One:**
 - Examines overall transportation need
 - Study alternative modes
 - Broad consideration of environmental and societal impacts
 - Provides sufficient level of detail for selecting a preferred solution and identifying independent components that can be advanced to Tier Two
- **Tier Two**
 - Detailed engineering and environmental for specific projects
 - Advances design solution
 - Applies measures to further avoid and minimize resource impacts
 - Basis for final design and construction



Tier One Level of Detail



- **Analysis reliant on two primary tools:**
 - GIS
 - Travel model



Tier One Decisions and Documents



- **Decision:**
 - Preferred multi modal system concept
 - Basis for Tier Two studies
- **Documentation:**
 - Transportation System Performance Report
 - Alternatives Report
 - DEIS, FEIS, ROD
 - Implementation Plan
 - Projects with operational independence
 - Priorities for implementation
 - Financial Plan
 - Financing strategies



Tier Two Decisions and Documents



- **Decision:**
 - Preferred roadway geometric design
 - Environmental clearance
 - Detailed environmental mitigation
- **Documentation:**
 - Design report
 - Phase 1 design plans
 - Environmental documentation (e.g. EA/EIS)
 - Final Record of Decision or Finding of No Significant Impact
- **Financial**
 - Detailed financial plan



Alternatives Development and Evaluation



Initial Roadway System Strategies – Evaluation to Date



Dismissed Strategies
that do not address
Purpose and Need

Purpose and Need
Evaluation &
Screening

Environmental /
Social Impacts
Evaluation &
Screening

Viable Strategies
carried forward
as roadway
component of
Finalist System
Alternatives

Dismiss Strategies
with disproportionate
impacts



Initial Impact Evaluation/Screening – Roadway Alternatives Considered

System Expansion

Group 2

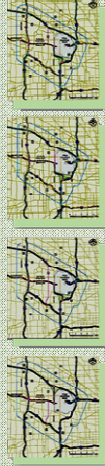
Elgin-O'Hare
with Bypass



Combination Strategies

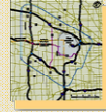
Group 4

Elgin-O'Hare
with Partial Bypass

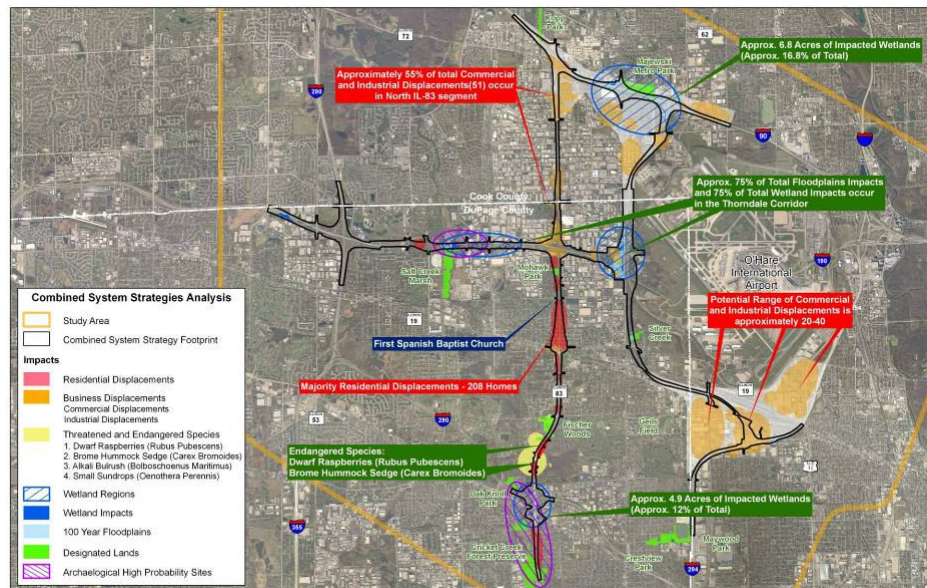


Group 5

Elgin-O'Hare
w/ Arterial Improvements



Composite Environmental Resource Map

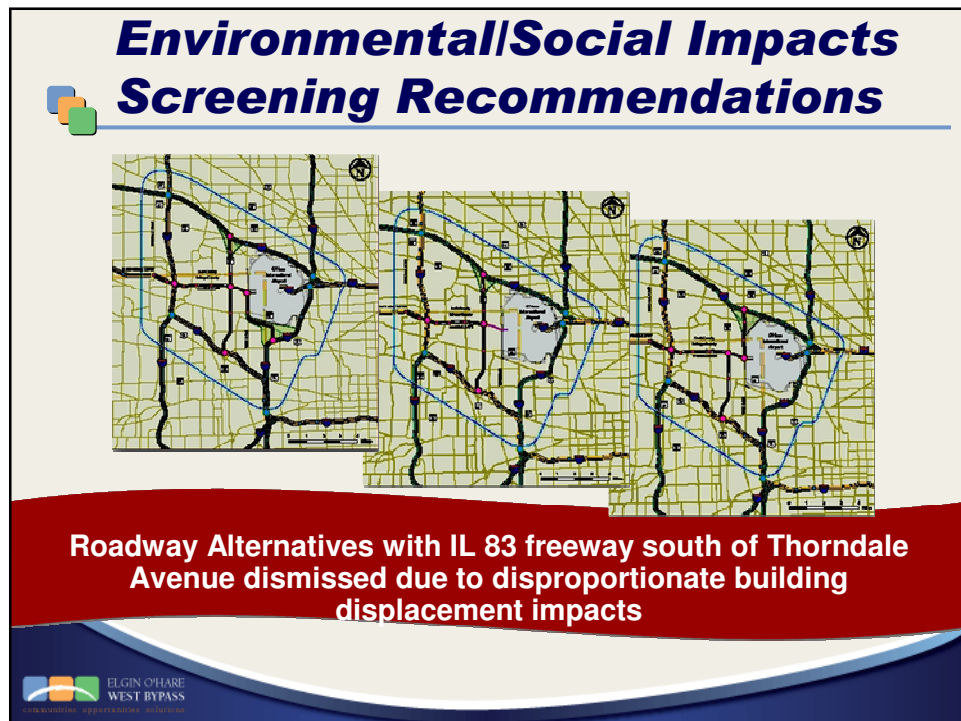
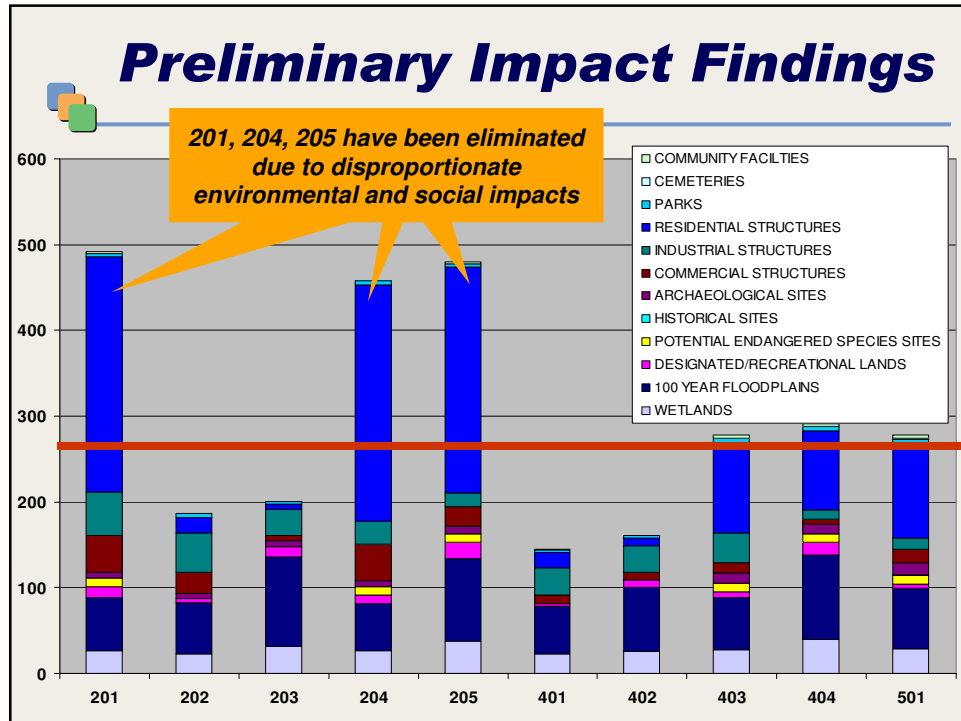


Environmental Resource Impacts Summary

	Group 2					Group 4				Group 5
	201	202	203	204	205	401	402	403	404	501
ACRES OF WETLANDS IMPACTED	27	23	32	27	38	23	26	28	40	29
ACRES OF 100 YR FLOODPLAINS IMPACTED	62	60	104	55	96	56	74	60	98	70
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED	12	5	13	10	19	3	9	7	15	6
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED	10	0	0	10	10	0	0	10	10	10
NUMBER OF HISTORICAL SITES IMPACTED	0	0	0	0	0	0	0	0	0	1
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	7	6	7	7	9	0	0	12	11	14

Social Impacts Summary

	Group 2					Group 4				Group 5
	201	202	203	204	205	401	402	403	404	501
NUMBER OF COMMERCIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	43	25	6	42	23	10	9	12	6	15
NUMBER OF INDUSTRIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	50	46	31	27	16	32	31	34	11	13
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	275	17	5	275	263	18	9	105	92	111
TOTAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	368	88	42	344	302	60	49	151	109	139
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	4	5	3	5	4	3	3	6	5	5
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT	0	0	0	0	0	0	0	0	0	1
NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	2	0	0	0	2	1	0	4	3	4



Finalist System Alternatives Evaluation



- **Travel performance**
 - Roadway: purpose and need considerations, off-system traffic impacts
 - Transit: transit connections (O'Hare), ridership (population proximate to transit)
- **Design performance**
 - feasibility/acceptability, compatibility with freight rail and airport operations
- **Financial performance**
 - Initial costs

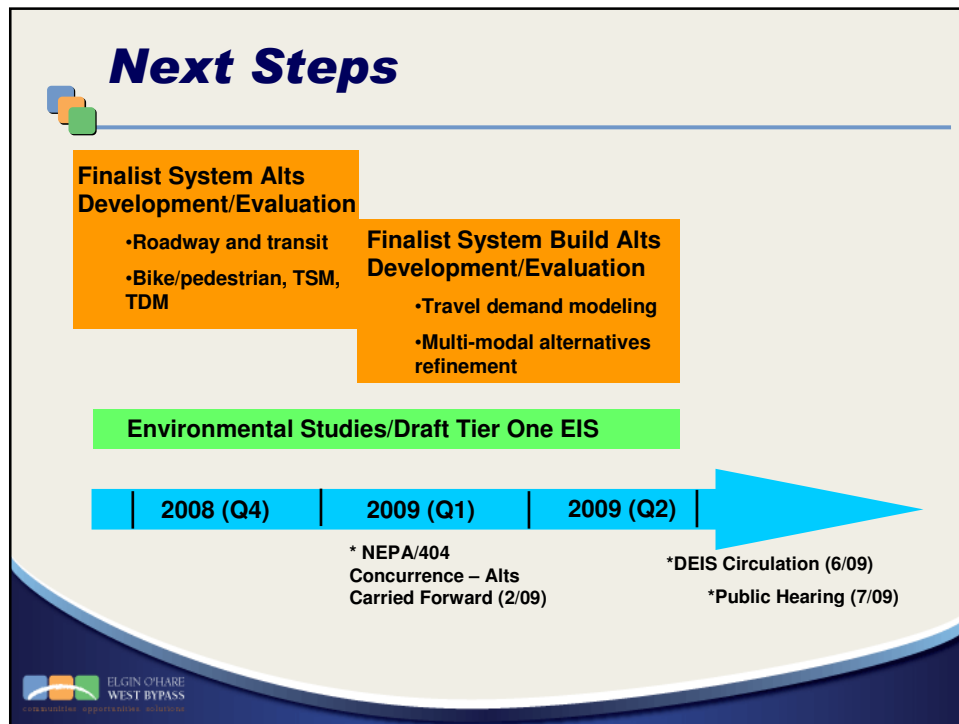


Finalist System Alternatives Evaluation (contd.)



- **Environmental impacts**
 - Focus on regulated resources (wetlands, flood plains, T &E, Archaeological/Historical)
- **Societal impacts**
 - Displacements
 - Structures
 - Number of businesses
 - Number of employees
 - Tax revenue losses







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

May 20, 2003

Illinois State Toll Highway Authority
2700 Ogden Avenue
Downers Grove, Illinois 60515

Attention: John Wagner, Acting Chief Engineer

Subject: Wetland Assessment of the Northwest Tollway Corridor from the Kennedy Expressway (M.P. 0.0) to East of Barrington Road (M.P. 15.2), Cook County, Illinois
(CBBEL Project No. 99-294C)

Dear Mr. Wagner:

Christopher B. Burke Engineering, Ltd. (CBBEL) completed a wetland assessment of the Northwest Tollway corridor from the Kennedy Expressway (M.P. 0.0) to east of Barrington Road (M.P. 15.2) in Cook County, Illinois. Twenty "waters of the U.S." areas and nineteen wetland areas were identified and flagged at the time of our site visit. An aerial photograph delineation depicting the approximate wetland and "waters of the U.S." boundaries is included as Exhibit 6. We recommend that the flagged limits be professionally field surveyed so that the wetland and "waters of the U.S." boundaries are accurately located with respect to the project boundaries. We recommend that CBBEL review the surveyed wetland and "waters of the U.S." boundaries when they are completed.

We understand that the proposed project consists of drainage improvements, including grading and the replacement of some existing structures, throughout the study area corridor. Based on your description of the project, it appears that identified wetland and "waters of the U.S." areas will be impacted by the proposed project.

Based on the Supreme Court decision in *Solid Waste Agency of Northern Cook County (SWANCC) v. U.S. Army Corps of Engineers (COE)*, the COE no longer has jurisdiction over isolated wetlands and drainageways that do not have documented surface water connections to navigable "waters of the U.S." areas. For this reason, we met with Mr. Ron Abrant of the COE on April 3, 2003, to obtain a Jurisdictional Determination for the identified areas. As shown on Exhibit 6, the COE found the following areas to be jurisdictional: Waters of the U.S. #1, Wetland #3, Waters of the U.S. #4, Waters of the U.S. #5, Wetland #6, Waters of the U.S. #7, Waters of the U.S. #12, Waters of the U.S. #13, Waters of the U.S. #18, Waters of the U.S. #23, Waters of the U.S. #24, Waters of the U.S. #25, Wetland #32, Waters of the U.S. #33, Waters of the U.S. #34, Wetland

GLEHED	0	GLECHOMA HEDERACEA	3	FACU	Ad P-Forb	CREEPING CHARLIE
JUNTOR	4	Juncus torreyi	-3	FACW	Nt P-Forb	TORREY'S RUSH
LEBORY	4	Leersia oryzoides	-5	OBL	Nt P-Grass	RICE CUT GRASS
LYTSAL	0	LYTHRUM SALICARIA	-5	OBL	Ad P-Forb	PURPLE LOOSESTRIFE
PARQUI	2	Parthenocissus quinquefolia	1	FAC-	Nt W-Vine	VIRGINIA CREEPER
PHAARU	0	PHALARIS ARUNDINACEA	-4	FACW+	Ad P-Grass	REED CANARY GRASS
POAPRA	0	POA PRATENSIS	1	FAC-	Ad P-Grass	KENTUCKY BLUE GRASS
RUMCRI	0	RUMEX CRISPUS	-1	FAC+	Ad P-Forb	CURLY DOCK
SOLDUL	0	SOLANUM DULCAMARA	0	FAC	Ad W-Vine	BITTERSWEET NIGHTSHADE
TYPANG	1	Typha angustifolia	-5	OBL	Nt P-Forb	NARROW-LEAVED CATTAIL
TYPLAT	1	Typha latifolia	-5	OBL	Nt P-Forb	BROAD-LEAVED CATTAIL
VITRIP	2	Vitis riparia	-2	FACW-	Nt W-Vine	RIVERBANK GRAPE

Wetland #22 (EO-WB Wetland 10A)

CBBEL staff collected data regarding Wetland #22 at data point 28A, as shown on Exhibit 6A. This wetland area is located southeast of the intersection of the Northwest Tollway and Arlington Heights Road at the end of the entrance ramp. The wetland consists of a large emergent complex dominated by obligate and facultative wetland species. The wetland originates off-site to the south and extends only partially within the right-of-way. In general, the vegetative quality of this area is low and dominated by a mixture of invasive and weedy species. Dominants identified included narrow-leaf cattail (*Typha angustifolia*), common reed (*Phragmites australis*) and reed canary grass (*Phalaris arundinacea*). The presence of these dominants meets the hydrophytic vegetation criteria.

At the time of the field visit, positive wetland hydrology indicators identified included saturated soil at the surface, water stained vegetation and drift lines. The soil was mapped, and field verified, as hydric Ashkum silty clay loam. The identified profile was dark in color, contained a low chroma matrix in the sub-horizon and sediment deposits.

As determined by the COE, Wetland #22 is not contiguous with a navigable "waters of the U.S.", is isolated and is not regulated under Section 404 of the Clean Water Act. However, if this wetland is proposed to be impacted by this partially state funded project, it is regulated under IWPA requirements and compensatory wetland mitigation will be required.

The following lists identified plants within the wetland:

FLORISTIC QUALITY DATA		Native		Adventive	
15	NATIVE SPECIES	Tree	15 62.5%	Tree	9 37.5%
24	Total Species	Shrub	2 8.3%	Shrub	0 0.0%
1.3	NATIVE MEAN C	W-Vine	0 0.0%	W-Vine	0 0.0%
0.8	W/Adventives	H-Vine	1 4.2%	H-Vine	1 4.2%
5.2	NATIVE FQI	P-Forb	0 0.0%	P-Forb	0 0.0%
4.1	W/Adventives	B-Forb	5 20.8%	B-Forb	1 4.2%
-2.9	NATIVE MEAN W	A-Forb	0 0.0%	A-Forb	1 4.2%
-1.8	W/Adventives	P-Grass	2 8.3%	P-Grass	4 16.7%
AVG: Fac. Wetland		A-Grass	1 4.2%	A-Grass	1 4.2%
		P-Sedge	2 8.3%	P-Sedge	0 0.0%
		A-Sedge	0 0.0%	A-Sedge	0 0.0%
		Cryptogam	0 0.0%		

ACRONYM	C SCIENTIFIC NAME	W WETNESS	PHYSIOGNOMY	COMMON NAME
ACENEG	0 Acer negundo	-2 FACW-	Nt Tree	BOX ELDER
AGRALA	0 AGROSTIS ALBA	-3 FACW	Ad P-Grass	REDTOP
AMARET	0 AMARANTHUS RETROFLEXUS	2 FACU+	Ad A-Forb	ROUGH AMARANTH
ASTPIL	0 Aster pilosus	2 FACU+	Nt P-Forb	HAIRY ASTER

ASTSIS	3	Aster simplex	-5	OBL	Nt	P-Forb	PANICLED ASTER
CONSEP	1	Convolvulus sepium	0	FAC	Nt	P-Forb	HEDGE BINDWEED
CYPESC	0	Cyperus esculentus	-1	[FAC+]	Nt	P-Sedge	FIELD NUT SEDGE
DIPLAC	0	DIPSACUS LACINIATUS	5	UPL	Ad	B-Forb	CUT-LEAVED TEASEL
ECHCRU	0	Echinochloa crusgalli	-3	FACW	Nt	A-Grass	BARNYARD GRASS
ELEERY	2	Eleocharis erythropoda	-5	OBL	Nt	P-Sedge	RED-ROOTED SPIKE RUSH
HORJUB	0	HORDEUM JUBATUM	-1	FAC+	Ad	P-Grass	SQUIRREL-TAIL GRASS
PHAARU	0	PHALARIS ARUNDINACEA	-4	FACW+	Ad	P-Grass	REED CANARY GRASS
PHRAUS	1	Phragmites australis	-4	FACW+	Nt	P-Grass	COMMON REED
PLAMAJ	0	PLANTAGO MAJOR	-1	FAC+	Ad	P-Forb	COMMON PLANTAIN
POAPRA	0	POA PRATENSIS	1	FAC-	Ad	P-Grass	KENTUCKY BLUE GRASS
POLAMS	4	Polygonum amphibium stipulaceum	-5	OBL	Nt	P-Forb	WATER KNOTWEED
POLLAP	0	Polygonum lapathifolium	-4	FACW+	Nt	A-Forb	HEARTSEASE
POLPEN	0	Polygonum pensylvanicum	-4	FACW+	Nt	A-Forb	PINKWEED
POPDEL	2	Populus deltoides	-1	FAC+	Nt	Tree	EASTERN COTTONWOOD
SETGLA	0	SETARIA GLAUCA	0	FAC	Ad	A-Grass	YELLOW FOXTAIL
SOLDUL	0	SOLANUM DULCAMARA	0	FAC	Ad	W-Vine	BITTERSWEET NIGHTSHADE
SPAPEC	4	Spartina pectinata	-4	FACW+	Nt	P-Grass	PRAIRIE CORD GRASS
TYPANG	1	Typha angustifolia	-5	OBL	Nt	P-Forb	NARROW-LEAVED CATTAIL
VITRIP	2	Vitis riparia	-2	FACW-	Nt	W-Vine	RIVERBANK GRAPE

Wetland #27

Information regarding Wetland #27 was collected at data point 34A, as shown on Exhibit 6B. This wetland area is located on the north side of the Northwest Tollway and west of Busse Road. The wetland is found at the base of the right-of-way embankment and south of a razed industrial site. The area consists of a shallow depressional pocket dominated by woody and herbaceous species. Dominants identified at the time of the field visit included narrow-leaf cattail (*Typha angustifolia*), cottonwood (*Populus deltoides*), American elm (*Ulmus americana*), box elder (*Acer negundo*) and reed canary grass (*Phalaris arundinacea*). The presence of these dominants meets the hydrophytic vegetation criteria. In general, the vegetative composition of the area is low.

At the time of the field visit, the wetland area contained saturated soil near the surface, water marks, drift lines and sediment deposits. The presence of these characteristics meets the wetland hydrology criteria. This portion of the study area is mapped as underlain with hydric Ashkum silty clay loam by the Soil Survey of DuPage and Parts of Cook Counties, Illinois. The hydric soil criteria was met with the presence of low chroma colors in the sub-horizon and gleying.

As determined by the COE, Wetland #27 is not contiguous with a navigable "waters of the U.S.", is isolated and is not regulated under Section 404 of the Clean Water Act. However, if this wetland is proposed to be impacted by this partially state funded project, it is regulated under IWPA requirements and compensatory wetland mitigation will be required.

The following lists identified plants within the wetland:

FLORISTIC QUALITY DATA								
10	NATIVE SPECIES	Tree	3	62.5%	Adventive	6	37.5%	
16	Total Species	Shrub	1	18.8%	Tree	1	6.3%	
1.6	NATIVE MEAN C	W-Vine	2	6.3%	Shrub	1	6.3%	
1.0	W/Adventives	H-Vine	0	12.5%	W-Vine	0	0.0%	
5.1	NATIVE FQI	P-Forb	3	0.0%	H-Vine	0	0.0%	
4.0	W/Adventives	B-Forb	0	18.8%	P-Forb	1	6.3%	
-3.1	NATIVE MEAN W	A-Forb	1	0.0%	B-Forb	1	6.3%	
-1.7	W/Adventives	P-Grass	0	6.3%	A-Forb	0	0.0%	
AVG: Fac. Wetland		A-Grass	0	0.0%	P-Grass	2	12.5%	
			0	0.0%	A-Grass	0	0.0%	

P-Sedge	2	6.3%	P-Sedge	0	0.0%
A-Sedge	0	0.0%	A-Sedge	0	0.0%
Cryptogam	0	0.0%			

ACRONYM	C SCIENTIFIC NAME	W WETNESS	PHYSIOGNOMY	COMMON NAME
ACNEG	0 <i>Acer negundo</i>	-2 FACW-	Nt Tree	BOX ELDER
AMBARE	0 <i>Ambrosia artemisiifolia elatior</i>	3 FACU	Nt A-Forb	COMMON RAGWEED
AMBTRI	0 <i>Ambrosia trifida</i>	-1 FAC+	Nt A-Forb	GIANT RAGWEED
APOSIB	2 <i>Apocynum sibiricum</i>	-1 FAC+	Nt P-Forb	PRAIRIE INDIAN HEMP
ASTPIL	0 <i>Aster pilosus</i>	2 FACU+	Nt P-Forb	HAIRY ASTER
ASTSIS	3 <i>Aster simplex</i>	-5 OBL	Nt P-Forb	PANICLED ASTER
BIDFRO	1 <i>Bidens frondosa</i>	-3 FACW	Nt A-Forb	COMMON BEGGAR'S TICKS
CONSEP	1 <i>Convolvulus sepium</i>	0 FAC	Nt P-Forb	HEDGE BINDWEED
CORRAC	1 <i>Cornus racemosa</i>	-2 FACW-	Nt Shrub	GRAY DOGWOOD
ELEERY	2 <i>Eleocharis erythropoda</i>	-5 OBL	Nt P-Sedge	RED-ROOTED SPIKE RUSH
EUPSEM	0 <i>Eupatorium serotinum</i>	-1 FAC+	Nt P-Forb	LATE BONESET
FRAVIR	1 <i>Fragaria virginiana</i>	1 FAC-	Nt P-Forb	WILD STRAWBERRY
HACVIR	0 <i>Hackelia virginiana</i>	1 FAC-	Nt B-Forb	STICKSEED
JUNTEN	0 <i>Juncus tenuis</i>	2 [FACU+]	Nt P-Forb	PATH RUSH
JUNTOR	4 <i>Juncus torreyi</i>	-3 FACW	Nt P-Forb	TORREY'S RUSH
LEORY	4 <i>Leersia oryzoides</i>	-5 OBL	Nt P-Grass	RICE CUT GRASS
LYTSAL	0 <i>LYTHRUM SALICARIA</i>	-5 OBL	Ad P-Forb	PURPLE LOOSESTRIFE
PANVIR	5 <i>Panicum virgatum</i>	-1 FAC+	Nt P-Grass	SWITCH GRASS
PHAARU	0 <i>PHALARIS ARUNDINACEA</i>	-4 FACW+	Ad P-Grass	REED CANARY GRASS
PHRAUS	1 <i>Phragmites australis</i>	-4 FACW+	Nt P-Grass	COMMON REED
POLLAP	0 <i>Polygonum lapathifolium</i>	-4 FACW+	Nt A-Forb	HEARTSEASE
POLPEN	0 <i>Polygonum pensylvanicum</i>	-4 FACW+	Nt A-Forb	PINKWEED
PRUVLA	0 <i>Prunella vulgaris lanceolata</i>	3 [FACU]	Nt P-Forb	SELF HEAL
SALINT	1 <i>Salix interior</i>	-5 OBL	Nt Shrub	SANDBAR WILLOW
SCIFLU	4 <i>Scirpus fluviatilis</i>	-5 OBL	Nt P-Sedge	RIVER BULRUSH
SOLALT	1 <i>Solidago altissima</i>	3 FACU	Nt P-Forb	TALL GOLDENROD
SOLGRN	3 <i>Solidago graminifolia nuttallii</i>	0 [FAC]	Nt P-Forb	HRY GRASS-LVD GOLDENROD
SPAPEC	4 <i>Spartina pectinata</i>	-4 FACW+	Nt P-Grass	PRAIRIE CORD GRASS
TYPANG	1 <i>Typha angustifolia</i>	-5 OBL	Nt P-Forb	NARROW-LEAVED CATTAIL
TYPLAT	1 <i>Typha latifolia</i>	-5 OBL	Nt P-Forb	BROAD-LEAVED CATTAIL
VITRIP	2 <i>Vitis riparia</i>	-2 FACW-	Nt W-Vine	RIVERBANK GRAPE
XANSTR	0 <i>XANTHIUM STRUMARIUM</i>	0 FAC	Ad A-Forb	COCKLEBUR

Wetland #35 (EO-WB Wetland 4.1)

Information regarding Wetland #35 was collected at data point 38A, as shown on Exhibit 6B. This wetland area is located at the base of an embankment between the oasis to the south and a commercial development to the north. The area consists of wooded wetland off-site but contains only herbaceous species within the right-of-way. The dominant vegetation identified at the time of the field visit included primarily reed canary grass (*Phalaris arundinacea*) and common reed (*Phragmites australis*) which are both low quality, weedy and invasive species.

Positive wetland hydrology was indicated by the presence of saturated soil near the surface, driftlines, water marks and sediment deposits. The wetland area is beyond the limits of the Soil Survey of DuPage and Parts of Cook Counties, Illinois, therefore, the soil type is not mapped. The identified soil profile was dark in color, contained a low chroma matrix in the subhorizon and gleying. These characteristics are indicative of hydric soil formation.

As determined by the COE, Wetland #35 is contiguous with a navigable "waters of the U.S.", is not isolated and is regulated under Section 404 of the Clean Water Act. In addition, if this wetland is proposed to be impacted by this partially state funded project, it is regulated under IWPA requirements and compensatory wetland mitigation will be required.

EO-WB Wetland 4.1 cont.

The following lists identified plants within the wetland:

FLORISTIC QUALITY DATA		Native		Adventive		
7 NATIVE SPECIES	Tree	0	0.0%	Tree	0	0.0%
11 Total Species	Shrub	0	0.0%	Shrub	0	0.0%
<u>1.0 NATIVE MEAN C</u>	W-Vine	0	0.0%	W-Vine	0	0.0%
0.6 W/Adventives	H-Vine	0	0.0%	H-Vine	0	0.0%
<u>2.6 NATIVE FOI</u>	P-Forb	2	18.2%	P-Forb	1	9.1%
2.1 W/Adventives	B-Forb	1	9.1%	B-Forb	0	0.0%
-3.7 NATIVE MEAN W	A-Forb	2	18.2%	A-Forb	0	0.0%
-3.0 W/Adventives	P-Grass	1	9.1%	P-Grass	3	27.3%
AVG: Fac. Wetland (+)	A-Grass	0	0.0%	A-Grass	0	0.0%
	P-Sedge	1	9.1%	P-Sedge	0	0.0%
	A-Sedge	0	0.0%	A-Sedge	0	0.0%
	Cryptogam	0	0.0%			

ACRONYM	C SCIENTIFIC NAME	W WETNESS	PHYSIOGNOMY	COMMON NAME
AGRALA	0 AGROSTIS ALBA	-3 FACW	Ad P-Grass	REDTOP
ASTSIS	3 Aster simplex	-5 OBL	Nt P-Forb	PANICLED ASTER
ELEERY	2 Eleocharis erythropoda	-5 OBL	Nt P-Sedge	RED-ROOTED SPIKE RUSH
ERIANIS	0 Erigeron annuus	1 FAC-	Nt B-Forb	ANNUAL FLEABANE
PHAARU	0 PHALARIS ARUNDINACEA	-4 FACW+	Ad P-Grass	REED CANARY GRASS
PHRAUS	1 Phragmites australis	-4 FACW+	Nt P-Grass	COMMON REED
PLAMAJ	0 PLANTAGO MAJOR	-1 FAC+	Ad P-Forb	COMMON PLANTAIN
POAPRA	0 POA PRATENSIS	1 FAC-	Ad P-Grass	KENTUCKY BLUE GRASS
POLLAP	0 Polygonum lapathifolium	-4 FACW+	Nt A-Forb	HEARTSEASE
POLPEN	0 Polygonum pensylvanicum	-4 FACW+	Nt A-Forb	PINKWEED
TYPANG	1 Typha angustifolia	-5 OBL	Nt P-Forb	NARROW-LEAVED CATTAIL

Wetland #36

CBBEL staff collected data regarding Wetland #36 at data point 45A, as shown on Exhibit 6B. This wetland area consists of a small depression located on the north side of the Northwest Tollway and east of Mount Prospect Road. The wetland is dominated by herbaceous species including primarily common reed (*Phragmites australis*) and narrow-leaf cattail (*Typha angustifolia*) meeting the hydrophytic vegetation criteria. In general, the vegetative quality of the wetland is low.

Positive wetland hydrology was indicated by the presence of soil saturation at the surface, watermarks, drift lines and sediment deposits. The wetland area is beyond the limits of the Soil Survey of DuPage and Parts of Cook Counties, Illinois, therefore, the soil type is not mapped. The soil profile indicated the presence of hydric soil conditions with low chroma colors in the sub-horizon and gleying.

As determined by the COE, Wetland #36 is not contiguous with a navigable "waters of the U.S.", is isolated and is not regulated under Section 404 of the Clean Water Act. However, if this wetland is proposed to be impacted by this partially state funded project, it is regulated under IWPA requirements and compensatory wetland mitigation will be required.

The following lists identified plants within the wetland:

FLORISTIC QUALITY DATA		Native	11	73.3%	Adventive	4	26.7%
11 NATIVE SPECIES	Tree	0	0.0%		Tree	0	0.0%
15 Total Species	Shrub	0	0.0%		Shrub	0	0.0%
1.5 NATIVE MEAN C	W-Vine	1	6.7%		W-Vine	0	0.0%
1.1 W/Adventives	H-Vine	0	0.0%		H-Vine	0	0.0%

MINUTES OF MEETING

December 24, 2008

TO: Attendees, File

FROM: Peter Knysz – Christopher B. Burke Engineering, Ltd. (CBBEL)

SUBJECT: Resource Agencies Field Visit
Elgin O'Hare – West Bypass (EO-WB)
(CBBEL Project No. 07-0404)

ATTENDEES: Kathy Chernich – U.S. Army Corps of Engineers (COE)
Shawn Cirton – U.S. Fish and Wildlife Service (USFWS)
Melanie Haveman – U.S. Environmental Protection Agency (USEPA)
Ron Krall – SEC Group, Inc.
Peter Knysz – CBBEL

(Office meeting only): Mike Matkovic – CBBEL
Larry Martin – CH2M Hill

This meeting was conducted in two parts: an office meeting, followed by a field visit – both on November 12, 2008. The office meeting was held at the CBBEL Rosemont office at 9:00 a.m. The purpose of the office meeting was to briefly discuss environmental resources within the EO-WB study area, to review the data collection and refinement methodology (primarily wetlands), and to discuss the field visit agenda. The field visit immediately followed the office meeting.

The field visit consisted of a driving tour of the study area, including the expanded study area (to U.S. Route 20/Lake Street, Hanover Park), with stops at representative locations or points of interest. The purpose of the field visit was to provide the agencies with an opportunity to observe the environmental resources within the study area and to allow the agencies to identify and/or comment on any potential regulatory issues/concerns. Stops were made at the following eight locations (general locations) during the field visit:

- Des Plaines Oasis
- O'Hare Chicagoland Underflow Plan (CUP) Reservoir
- York Road and Supreme Drive
- IL Route 83 and Frontage Road (west side of IL Route 83)
- IL Route 83 and Oak Meadows Drive
- Thorndale Avenue and Sivert Drive
- Thorndale Avenue at Salt Creek
- Elgin O'Hare Expressway and Medinah Road (southwest corner)

Discussion centered on wetlands, other natural resources, and potential environmental impacts as a result of the proposed improvements. The following summarizes agency comments:



CHRISTOPHER B. BURKE ENGINEERING, LTD.

9575 W Higgins Road, Suite 600 Rosemont, Illinois 60018-4920 Tel (847) 823-0500 Fax (847) 823-0520

MINUTES OF MEETING

- The agencies concurred that only direct wetland impacts need to be calculated for the different alternatives as part of the Tier One Environmental Impact Statement (EIS). Indirect wetland impacts do not need to be quantified at this time, but should be calculated individually during Tier Two.
- The COE does not support the use of terms, such as “low” or “moderate” to describe wetland quality; however, the COE did not object to the use of these terms either. It was explained that these terms were being used loosely to describe the cursory evaluation of wetland quality for Tier One. Moderate quality wetlands could potentially be classified as high quality aquatic resources following additional data collection, or they might not be. More detailed wetland studies would be completed as part of Tier Two.
- CBBEL stressed that only a cursory wetland investigation was completed as part of Tier One to generally confirm the boundaries of mapped wetlands and to identify approximate locations of additional wetland areas that were not mapped. A formal wetland delineation was not completed as part of Tier One. Additional wetland areas may be identified during detailed field studies. The agencies concurred with the Tier One wetland methodology. The COE recommended that the wetland delineations and jurisdictional determination for Tier Two be coordinated with their office.
- USFWS stated that mitigation wetlands are located in the vicinity of Salt Creek adjacent to IL Route 83 near the south project limits (i.e., IL Route 64/North Avenue). USFWS will provide additional information regarding the location of these mitigation wetlands.
- USFWS and COE recommended that detailed wildlife studies be completed as part of Tier Two. CBBEL explained that available wildlife databases were being used for data as part of Tier One (e.g., Forest Preserve District wildlife lists and data from the Illinois Natural History Survey).

The agencies agreed with the approach taken for Tier One, wherein the level of detail and the field truthing for wetlands and other resources was sufficient to support reasonably representative levels of impact for this type of study. The agencies agreed to notify IDOT with any additional concerns/potential regulatory issues, as a result of the field meeting – specifically for the expanded study area.

The meeting adjourned at approximately 2:30 p.m.

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Village Trustees
NANCY J. CZARNIK
PATTON L. FEICHTER
JEFFREY C. FRANKE
SAMUEL L. LISSNER
JAMES P. PETRI
CHRIS PROCHNO

STATE OF ILLINOIS)
) SS
COUNTIES OF COOK AND DU PAGE)

This is to certify that I, Ann I. Walsh, am the Village Clerk of the Village of Elk Grove Village, Cook and DuPage Counties, Illinois, and as such official am the custodian of the records and seal of said Village; and that the attached is a true and correct copy of Resolution No. 51-09 passed by the Mayor and Board of Trustees of said Village at a meeting duly held on the 22nd day of September 2009 which Resolution No. 51-09 was approved by the Mayor, all as appears from the official records which are in my custody.

Witness my hand and the official seal of said Village of Elk Grove Village this 25th day of September 2009.

SEAL


Ann L. Walsh, Village Clerk
Village of Elk Grove Village
Counties of Cook and DuPage, Illinois



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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

September 25, 2009

Mr. Peter E. Harnet, P.E.
Bureau Chief of Programming, CPG
Illinois Department of Transportation
Highways/Programming/District One
201 W. Center Court
Schaumburg, IL 60196

Dear Mr. Harnet,

Enclosed is a certified copy of Resolution No. 51-09 entitled **"A RESOLUTION DESIGNATING "ALTERNATIVE 203" AS THE LOCALLY PREFERRED SELECTION FOR THE CONSTRUCTION OF THE ELGIN O'HARE-WEST BYPASS WITH CORRESPONDING NORTH AND SOUTH CONNECTIONS."** This Resolution was passed and approved at the regular meeting of the Mayor and Board of Trustees of the Village of Elk Grove Village, Illinois, held on Tuesday, September 22, 2009.

If you have any questions, please call my office at (847) 357-4042.

Sincerely,

Ann I. Walsh
Village Clerk

AIW:dm
Enc.



RESOLUTION NO. 51-09

A RESOLUTION DESIGNATING "ALTERNATIVE 203" AS THE LOCALLY PREFERRED SELECTION FOR THE CONSTRUCTION OF THE ELGIN O'HARE - WEST BYPASS WITH CORRESPONDING NORTH AND SOUTH CONNECTIONS

WHEREAS, the Illinois Department of Transportation (IDOT) studied multiple options to facilitate the movement of traffic through the heavily congested area west of O'Hare Airport; and,

WHEREAS, Elk Grove Village is home to 3,800 businesses employing over 100,000 people within the area under study by IDOT; and,

WHEREAS, Elk Grove Village holds a significant investment in terms of businesses, jobs, property tax base, sales tax base, roadways, water mains, sewer infrastructure, and public safety activities within the study area; and,

WHEREAS, Elk Grove Village has actively participated and is fully involved in meetings with IDOT and transportation consultants concerning alternatives to facilitate the flow of traffic;

WHEREAS, the regional community provided over 40,000 comments to the Illinois Department of Transportation supporting Alternative 203, with Option D for the northern connection, as the locally preferred alternative at the Illinois Department of Transportation's public meeting that took place in March of 2009; and

WHEREAS, Elk Grove Village has determined that one alternative is strongly preferred locally and that preference is to be conveyed to the State of Illinois Department of Transportation and United States Department of Transportation;

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Board of Trustees of the Village of Elk Grove Village, Counties of Cook and DuPage, Illinois:

Section 1: Locally Preferred Alternative: That Elk Grove Village hereby designates the "ALTERNATIVE 203" PROPOSAL as its locally preferred alternative which extends the Elgin-O'Hare Expressway from I-290 east to O'Hare Airport, and places the planned north connection of the West Bypass on the 300-foot corridor east of Elmhurst Road on existing O'Hare Airport property. This plan is preferred as it provides the following benefits:

- Preserves the existing Elmhurst Road corridor;
- Provides the most economic benefits to the community and the region;
- Preserves Elk Grove businesses and associated jobs;
- Maintains the existing tax base that benefits Schools, Parks, and Library;
- Provides for the long desired full interchange at Elmhurst Road and I-90;

- Provides access along Thorndale Avenue that focuses traffic to major arterials and protects our secondary roads;
- Was long-planned as the appropriate location for an expressway; and,
- Significantly improves the flow of vehicular traffic in the region.

Section 2: Reject Elmhurst Road Widening – Alternative 402: That Elk Grove Village hereby rejects the plan that places the planned north connection of the West Bypass on a widened Elmhurst Road corridor in Elk Grove Village for the following reasons:

- It will potentially eliminate numerous existing businesses, negatively impact dozens of other businesses, and eliminate or reduce hundreds of permanent jobs for the region;
- It has negative impacts on existing local roads, water mains, sanitary sewers, and storm sewers; and
- It has negative, costly, and far-reaching impacts to the economic development of our region by dumping a significant amount of expressway traffic directly onto local arterial roads.

Section 3: That Alternative 203 Outperforms Alternative 402, by the following:

- Providing a greater percentage increase in regional travel efficiency, travel time savings, transit trips/usage, and network speeds on principal arterials;
- Providing a greater percentage decrease in congested vehicle miles of travel (VMT) on secondary roadways;
- Providing a greater total value – 203 will provide \$4.8 billion in construction value once completed, compared to its total construction cost of \$3 billion;
- Creating more jobs – 203 will create 9,200 construction related jobs annually and 21,600 indirect jobs annually;

Section 4: Additional Item to be considered by the Illinois Department of Transportation:

- The Elgin O'Hare and complete north and south connections of the Western Bypass Expressway proposal is a comprehensive solution to the region's transportation needs as demonstrated by the unprecedented multiagency support for the plan. Financing strategies for the implementation of the program must be developed for the plan in its entirety including accommodations for future transit improvements. A staged approach to the program would not yield the identified regional transportation benefits and would negatively impact the system operation;
- Financing programs must maximize State and County resources eliminate the local match as to not place undue burdens upon municipal agencies for this regional transportation enhancement;

- The construction of the Elgin O'Hare expressway and north and south connections of the West Bypass must be completed in their entirety no later than December 31, 2015.

Section 5: That this Resolution is to be delivered to IDOT at its October 8, 2009 public meeting to determine the Locally Preferred Alternative.

Section 6: That this Resolution shall be in full force and effect from and after its passage and approval according to law.

VOTE: AYES: 6 NAYS: 0 ABSENT: 0

PASSED this 22nd day of September 2009.

APPROVED this 22nd day of September 2009.

APPROVED:

Mayor Craig B. Johnson
Village of Elk Grove Village

ATTEST:


Ann L. Walsh, Village Clerk



Photo 1: Wetland WL 10A



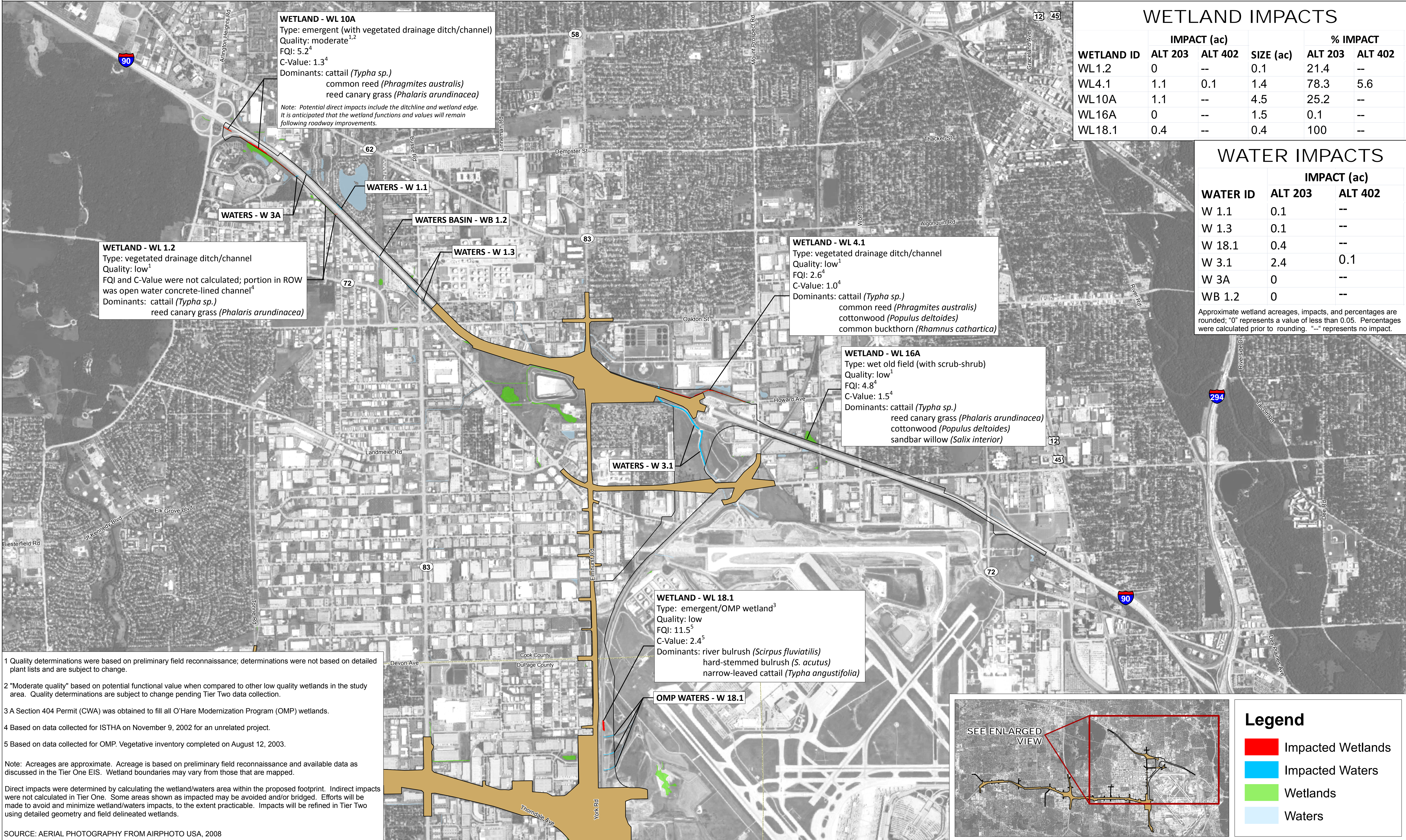
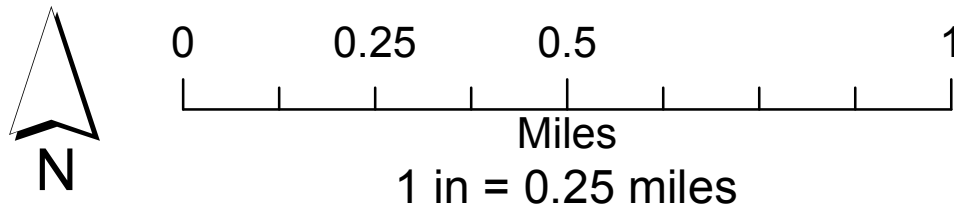
Photo 2: Wetland WL 4.1

Title: Alternative 203 Wetland Photos - December 4, 2009		
Client: IDOT	Project No: 07-0404	
 ELGIN O'HARE WEST BYPASS communities. opportunities. solutions.	Date: 12/4/2009	
	Exhibit No.: 1	

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ALTERNATIVE 203 - EXCLUSIVE WETLAND/WATERS IMPACTS

ONLY ALTERNATIVE 203
ALTERNATIVE 402 / MUTUAL FOOTPRINT



WETLAND IMPACTS					
WETLAND ID	IMPACT (ac)		SIZE (ac)	% IMPACT	
	ALT 203	ALT 402		ALT 203	ALT 402
WL 1.2	0	--	0.1	21.4	--
WL 4.1	1.1	0.1	1.4	78.3	5.6
WL 10A	1.1	--	4.5	25.2	--
WL 16A	0	--	1.5	0.1	--
WL 18.1	0.4	--	0.4	100	--

WATER IMPACTS		
WATER ID	IMPACT (ac)	
	ALT 203	ALT 402
W 1.1	0.1	--
W 1.3	0.1	--
W 18.1	0.4	--
W 3.1	2.4	0.1
W 3A	0	--
WB 1.2	0	--

Approximate wetland acreages, impacts, and percentages are rounded; "0" represents a value of less than 0.05. Percentages were calculated prior to rounding. "--" represents no impact.

1 Quality determinations were based on preliminary field reconnaissance; determinations were not based on detailed plant lists and are subject to change.

2 "Moderate quality" based on potential functional value when compared to other low quality wetlands in the study area. Quality determinations are subject to change pending Tier Two data collection.

3 A Section 404 Permit (CWA) was obtained to fill all O'Hare Modernization Program (OMP) wetlands.

4 Based on data collected for ISTHA on November 9, 2002 for an unrelated project.

5 Based on data collected for OMP. Vegetative inventory completed on August 12, 2003.

Note: Acreages are approximate. Acreage is based on preliminary field reconnaissance and available data as discussed in the Tier One EIS. Wetland boundaries may vary from those that are mapped.

Direct impacts were determined by calculating the wetland/waters area within the proposed footprint. Indirect impacts were not calculated in Tier One. Some areas shown as impacted may be avoided and/or bridged. Efforts will be made to avoid and minimize wetland/waters impacts, to the extent practicable. Impacts will be refined in Tier Two using detailed geometry and field delineated wetlands.

SOURCE: AERIAL PHOTOGRAPHY FROM AIRPHOTO USA, 2008

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Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
<http://dnr.state.il.us>

Pat Quinn, Governor

Marc Miller, Acting Director

RECEIVED
 OCT - 2 2009
 DISTRICT #7

September 23, 2009

Mr. Peter Harmet, P.E.
 Bureau Chief of Programming
 Illinois Department of Transportation
 201 West Center Court
 Schaumburg, Illinois 60196-1096

RE: Elgin O'Hare
 West Bypass
 Cook and DuPage Counties
 Tier One DEIS

Dear Mr. Harmet:

This letter is in response to the above referenced project that was reviewed for impacts to natural resources for both Alternative 203 and Alternative 402. Based on the information presented at this Tier One phase, the impacts to resources present indicate no comparable difference in the build alternatives being carried forward.

When the Tier Two phase of the preferred concept is implemented, detailed environmental surveys will be conducted for potential impacts and additional reviews will provide comment. As the project progresses through the planning and design phase, the "avoidance and minimization" concept of impacts to natural resources on the landscape should be carried forward. This project remains open for consultation.

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

Sincerely,

Steve Hamer
 Transportation Review Program
 Division of Environment and Ecosystems

file



Illinois Department of Transportation

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

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

December 4, 2009

Mr. Steve Hamer
Illinois Department of Nature Resources
Transportation Review Program
Division of Environment and Ecosystems
One Natural Resources Way
Springfield, IL 62702

Dear Mr. Hamer:

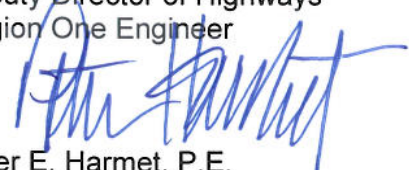
Thank you for your September 23, 2009 comment letter regarding the Draft EIS for the Elgin O'Hare – West Bypass Study. We have appreciated the opportunity to work with IDNR and look forward to continuing to do so throughout the remainder of the Tier One Study and as the project moves into Tier Two.

In your letter, you identified the need to apply the "avoidance and minimization" concept to impacts on the natural resources in the project area during the Tier Two process. The Department recognizes the importance of doing so and will coordinate with IDNR to identify appropriate avoidance and minimization measures for impacts to environmental resources during Tier Two.

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



ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 North Grand Avenue East, P.O. Box 19276, Springfield, Illinois 62794-9276 • (217) 782-2829
James R. Thompson Center, 100 West Randolph, Suite 11-300, Chicago, IL 60601 • (312) 814-6026

PAT QUINN, GOVERNOR

DOUGLAS P. SCOTT, DIRECTOR

217-782-0547

September 23, 2009

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

Dear Ms. O'Keefe:

RE: Tier One Elgin O'Hare West Bypass

Thank you for the opportunity to review the proposed Draft Environmental Impact Statement for the West Bypass project Tier One Elgin O'Hare.

The Agency has no objections to the project; however a permit may be required from the Division of Water Pollution Control. If more than once acre is disturbed during construction, a construction site activity stormwater NPDES permit will also be required from the Division of Water Pollution Control. Also, please contact the U.S. Army Corps of Engineers if there are any stream crossings that require dredge and fill activities in the waterway. For concerns, you may contact Al Keller, 217-782-0610.

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

Sincerely,

Lisa Bonnett
Acting Deputy Director



Illinois Department of Transportation

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

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

December 4, 2009

Ms. Lisa Bonnett
Illinois Environmental Protection Agency
Acting Deputy Director
1021 North Grand Avenue East
P.O. Box 19276
Springfield, IL 62794

Dear Ms. Bonnett:

Thank you for your September 23, 2009 comment letter regarding the Draft EIS for the Elgin O'Hare – West Bypass Study. We have appreciated the opportunity to work with IEPA and look forward to continuing to do so throughout the remainder of the Tier One Study and as the project moves into Tier Two.

In your letter, you note that permits may be required from the Division of Water Pollution Control and further requested that we contact the U.S. Army Corps of Engineers if dredge and fill activities will be required for any stream crossings. As Tier Two commences, the Department will consider your comments and take appropriate action.

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



City of Des Plaines
Public Works and Engineering Department
 1420 Miner Street
 Des Plaines, IL 60016
 Tel: 847-391-5390
 Fax: 847-391-5619

October 26, 2009

Ref. # 09315

Attn: Ron Krall
 Illinois Department of Transportation
 201 W. Center Court
 Schaumburg, IL 60196

Re: Elgin O'Hare West Bypass – Draft EIS Comments

Dear Mr. Krall:

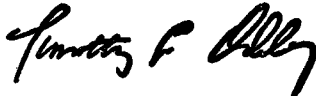
Please find below our comments on the Draft Environmental Impact Statement for the Elgin O'Hare – West Bypass Project.

1. The City of Des Plaines is requesting a listing of the businesses and residences that were assumed in the Draft EIS to be impacted by Alternatives 203 and 402.
2. Is the Des Plaines Oasis on the I-90 Tollway proposed to be removed as part of Alternative 203? It is not clear from the EIS document.
3. On Exhibit 1-7, the grade crossing of Touhy Avenue and the Canadian National Railroad (Wisconsin Central) line should be indicated as a "Major Grade Crossing." Note that this crossing is called out in Exhibit 3-3 as a stakeholder requested grade separation. As of 2008, the Canadian National Line carried approximately 20 freight trains and 22 commuter trains per day. In the near term the Canadian National Railroad will be shifting many of the freight trains over to the newly-acquired EJ&E line. However, it is anticipated that Metra train volumes will increase in the future and that with increased rail freight demand throughout the Chicago region that this recently double-tracked line will remain active.
4. Exhibit 3-17 indicates that congestion is predicted to worsen on several of the arterials within Des Plaines (Wolf Road, Mt. Prospect Road, Elmhurst Road, Oakton Street), under the Build versus the No-Build alternatives. Why is this? New demand generated on these arterials due to the new full interchange at Elmhurst Road and I-90? Why is there less impact from Alternative 402 given that it also includes the full interchange at Elmhurst Road and I-90?

5. On Exhibit 3-14, the street names in Des Plaines are mislabeled and it appears that the regional trail through Des Plaines is indicated in the wrong location. The street labeled Mt. Prospect Road is actually Wolf Road. The street labeled Dempster Street is actually Algonquin Road. We are attaching the full proposed City of Des Plaines Bicycle Network map for your use. This map was created through an internal planning process and through the Northwest Municipal Conference Regional Bicycle Planning effort.
6. Based upon the Draft EIS, and from the perspective of the City of Des Plaines, it appears that the added benefits of Alternative 203 over Alternative 402 do not outweigh the added direct costs (see tables on separate page). As such, the City of Des Plaines supports Alternative 402 in that it satisfies the purpose and need of the project with less direct cost to the City of Des Plaines.

If you should have any questions regarding the above information, please feel free to call me or Derek Peebles at (847) 391-5390.

Yours Truly,



Timothy P. Oakley, P.E.
Director of Public Works and Engineering

Attachments

Des Plaines Cost-Benefit Summary Tables
City of Des Plaines Proposed Bicycle Network

Cc: Jason Bajor, City Manager
Mike Conlan, Director of Community and Economic Development

COSTS TO CITY OF DES PLAINES

	Alternative 203	Alternative 402
Residences/Residents	1/3	1/3
Businesses/Employees	3/158 (Des Plaines Oasis?)	0/0
Tax Revenue Loss	\$978,813	\$276,502
Arterial Congestion	Mixed – reduction in congestion on some roads, increase on others	Mixed – reduction in congestion on some roads, increase on others. Results better than for Alternative 203.
STAR Line	Loss of eastern alignment, potential station at southeast redevelopment area due to STAR Line potentially connecting directly to new western O'Hare terminal.	----

BENEFITS TO CITY OF DES PLAINES

	Alternative 203	Alternative 402
Full Service Interchange at Elmhurst Road and I-90	Yes	Yes
Railroad Grade Separation at Touhy Avenue and UPM RR Line	Yes	Yes
Dempster Street Express Bus Service (Evanston-O'Hare)	Yes	Yes
Golf Road Express Bus Service (Evanston-Woodfield)	Yes	Yes
<i>Indirect Benefit – New western terminal at O'Hare with transportation connections</i>	Yes	Yes
<i>Indirect Benefit – Connection between proposed Elgin O'Hare expressway extension and I-90</i>	Yes	Yes, but less efficient than full expressway system interchange in Alt 203
<i>Indirect Benefit – Better transit in areas west of O'Hare airport</i>	Yes	Yes
<i>Indirect Benefit – Improved bicycle network throughout project area with connection to Des Plaines</i>	Yes	Yes
<i>Indirect Benefit – Regional economic benefits due to more efficient transportation system</i>	Yes	Yes, but projected less benefit than for Alt 203.

Legend

Des Plaines Bike Trails

Type

Local Routes

Trails

Regional Routes (Proposed)

Des Plaines Bike Network

Regional Points of Interest

Big Bend Lake

Cumberland Metra Station

Des Plaines Metra Station

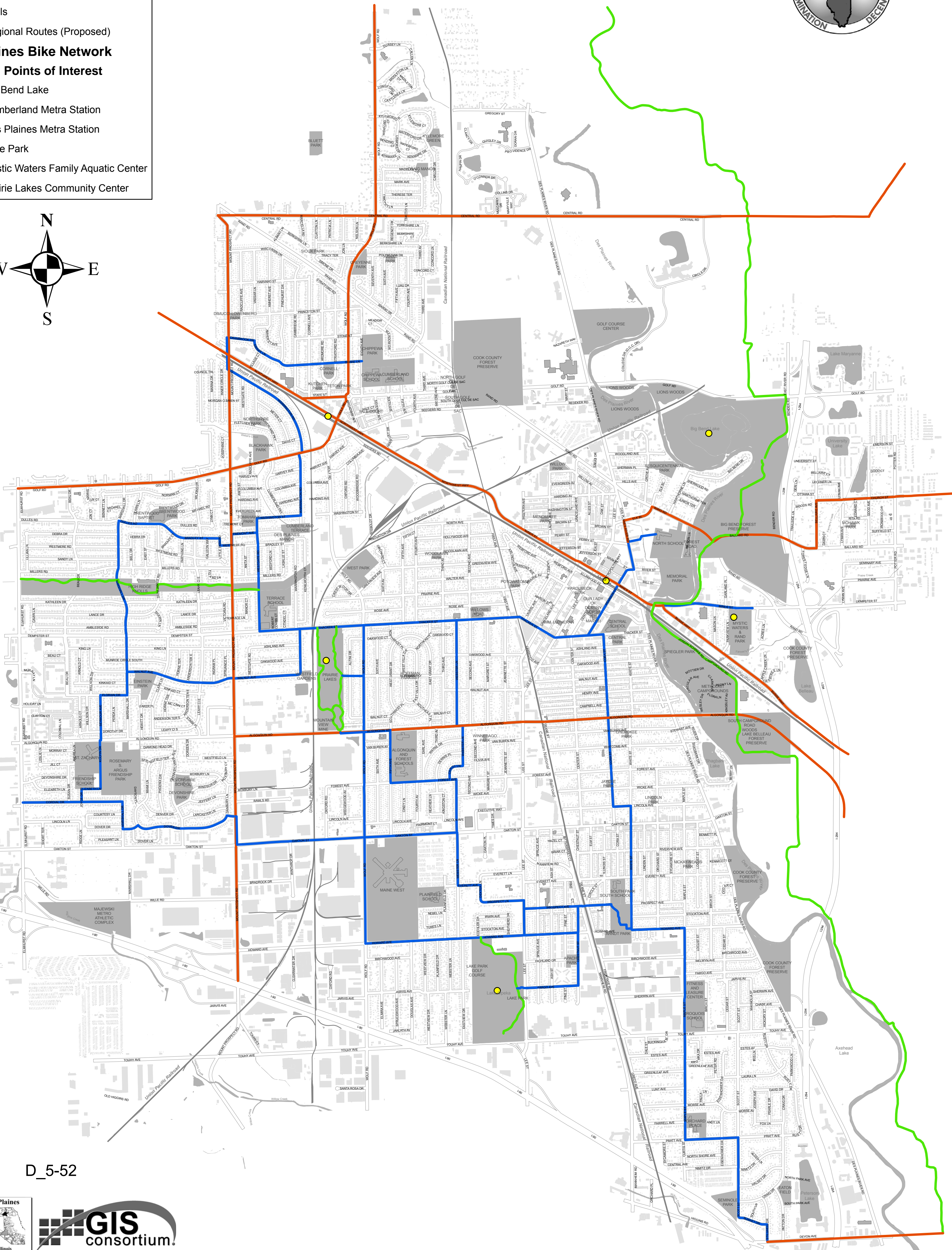
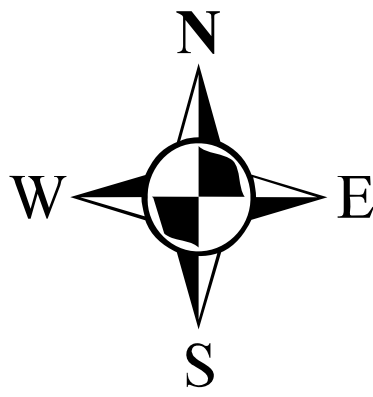
Lake Park

Mystic Waters Family Aquatic Center

Prairie Lakes Community Center

C-6

Des Plaines Bike Network



D_5-52



Illinois Department of Transportation

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

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

December 7, 2009

Mr. Timothy P. Oakley, P.E.
Director of Public Works and Engineering
City of Des Plaines
1420 Minor Street
Des Plaines, IL 60016

Dear Mr. Oakley:

Thank you for your October 26, 2009 comments regarding our Elgin O'Hare-West Bypass Study. We offer the following formal responses, subsequent to the November 16, 2009 meeting held in your offices:

- At our November 16th meeting we provided the addresses of all the businesses and residences within the City of Des Plaines potentially displaced by Alternatives 203 and 402. We also provided the business names and number of employees.
- The Des Plaines Oasis would be removed to accommodate the proposed system interchange associated with Alternative 203. Alternatively, shifting the location of the interchange to either the east or west of the oasis would result in substantially greater impacts.
- A grade separation at Touhy Avenue and the Canadian National Railroad is currently included and being considered with both finalist alternatives 203 and 402. We have modified Exhibit 1-7 to better identify the crossing as a "Major Grade Crossing".
- The relative differences in performance for each finalist alternative, as shown on Exhibit 3-17 are based upon two primary factors. First, traffic is redistributed as a result of the improved roadway network associated with each Build Alternative, with full access to I-90 at Elmhurst Road being a particular influence upon local travel performance. Secondly, there is an overall increase in trips for each of the build alternatives due to the increased population and employment that is attracted to the study area. Alternative 402 results in a more moderate decrease in travel performance as a result of a lower projected population and employment forecast. Alternative 203 also has interchange access proposed at Touhy, Devon, and Pratt Avenues, which also has an added influence on travel performance for local streets. As the planning process moves into Tier Two, we will develop more refined traffic information

Mr. Timothy P. Oakley, P.E.
December 7, 2009
Page Two

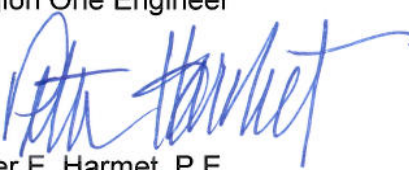
- We have updated Exhibit 3-14 accordingly to more accurately show the regional trail displayed on the map as well as properly identify roads labeled on the exhibit.

We have noted your support for Alternative 402, and anticipate recommending a preferred alternative at our December 9, 2009 CPG/Task Force Meeting on the basis of our technical analysis, as well as stakeholder input.

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

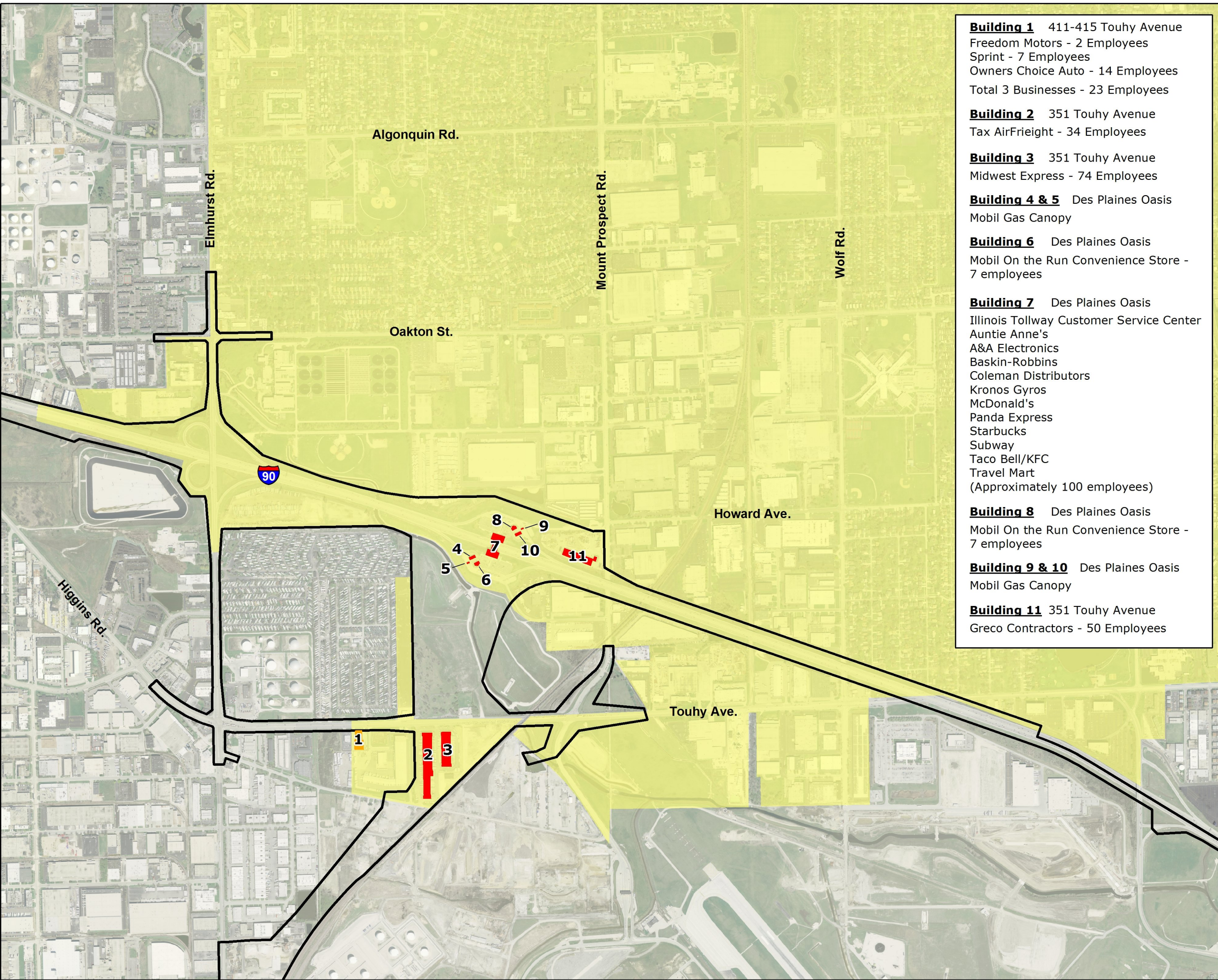
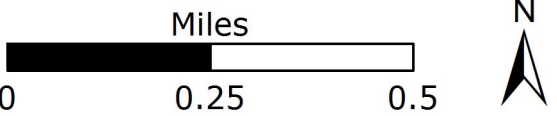
By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

cc: Derek Peebles, P.E.
John Duddles, P.E.

Impacted Buildings in Des Plaines Alternative 203

Legend

-  Full Take Impact
-  Partial Take Impact
-  Alternative 203
-  Des Plaines City Limits



- Building 1** 411-415 Touhy Avenue
Freedom Motors - 2 Employees
Sprint - 7 Employees
Owners Choice Auto - 14 Employees
Total 3 Businesses - 23 Employees
- Building 2** 351 Touhy Avenue
Tax AirFreight - 34 Employees
- Building 3** 351 Touhy Avenue
Midwest Express - 74 Employees
- Building 4 & 5** Des Plaines Oasis
Mobil Gas Canopy
- Building 6** Des Plaines Oasis
Mobil On the Run Convenience Store - 7 employees
- Building 7** Des Plaines Oasis
Illinois Tollway Customer Service Center
Auntie Anne's
A&A Electronics
Baskin-Robbins
Coleman Distributors
Kronos Gyros
McDonald's
Panda Express
Starbucks
Subway
Taco Bell/KFC
Travel Mart
(Approximately 100 employees)
- Building 8** Des Plaines Oasis
Mobil On the Run Convenience Store - 7 employees
- Building 9 & 10** Des Plaines Oasis
Mobil Gas Canopy
- Building 11** 351 Touhy Avenue
Greco Contractors - 50 Employees

Impacted Buildings in Des Plaines Alternative 402

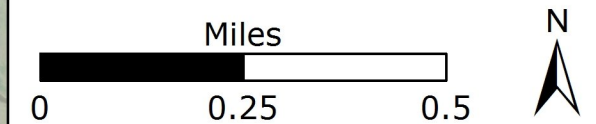
Legend

-  Full Take Impact
-  Partial Take Impact
-  Alternative 402
-  Des Plaines City Limits

Building 1 411-415 Touhy Avenue
Freedom Motors - 2 Employees
Sprint - 7 Employees
Owners Choice Auto - 14 Employees
Total 3 Businesses - 23 Employees

Building 2 351 Touhy Avenue
Tax AirFreight - 34 Employees

Building 3 351 Touhy Avenue
Midwest Express - 74 Employees



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

September 25, 2009

Mr. Peter. E. Harmet, P.E.
Bureau Chief of Programming, CPG
Illinois Department of Transportation
Highways/Programming/District One
201 W. Center Court
Schaumburg, IL 60196

Dear Mr. Harmet,

Enclosed is a certified copy of Resolution No. 51-09 entitled **"A RESOLUTION DESIGNATING "ALTERNATIVE 203" AS THE LOCALLY PREFERRED SELECTION FOR THE CONSTRUCTION OF THE ELGIN O'HARE-WEST BYPASS WITH CORRESPONDING NORTH AND SOUTH CONNECTIONS."** This Resolution was passed and approved at the regular meeting of the Mayor and Board of Trustees of the Village of Elk Grove Village, Illinois, held on Tuesday, September 22, 2009.

If you have any questions, please call my office at (847) 357-4042.

Sincerely,

Ann I. Walsh
Village Clerk

AIW:dm
Enc.



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


STATE OF ILLINOIS)
) SS
COUNTIES OF COOK AND DU PAGE)

CERTIFICATE OF CLERK

This is to certify that I, Ann I. Walsh, am the Village Clerk of the Village of Elk Grove Village, Cook and DuPage Counties, Illinois, and as such official am the custodian of the records and seal of said Village; and that the attached is a true and correct copy of Resolution No. 51-09 passed by the Mayor and Board of Trustees of said Village at a meeting duly held on the 22nd day of September 2009 which Resolution No. 51-09 was approved by the Mayor, all as appears from the official records which are in my custody.

Witness my hand and the official seal of said Village of Elk Grove Village this 25th day of September 2009.

SEAL


Ann I. Walsh, Village Clerk
Village of Elk Grove Village
Counties of Cook and DuPage, Illinois



RESOLUTION NO. 51-09

A RESOLUTION DESIGNATING “ALTERNATIVE 203” AS THE LOCALLY PREFERRED SELECTION FOR THE CONSTRUCTION OF THE ELGIN O’HARE - WEST BYPASS WITH CORRESPONDING NORTH AND SOUTH CONNECTIONS

WHEREAS, the Illinois Department of Transportation (IDOT) studied multiple options to facilitate the movement of traffic through the heavily congested area west of O’Hare Airport; and,

WHEREAS, Elk Grove Village is home to 3,800 businesses employing over 100,000 people within the area under study by IDOT; and,

WHEREAS, Elk Grove Village holds a significant investment in terms of businesses, jobs, property tax base, sales tax base, roadways, water mains, sewer infrastructure, and public safety activities within the study area; and,

WHEREAS, Elk Grove Village has actively participated and is fully involved in meetings with IDOT and transportation consultants concerning alternatives to facilitate the flow of traffic;

WHEREAS, the regional community provided over 40,000 comments to the Illinois Department of Transportation supporting Alternative 203, with Option D for the northern connection, as the locally preferred alternative at the Illinois Department of Transportation’s public meeting that took place in March of 2009; and

WHEREAS, Elk Grove Village has determined that one alternative is strongly preferred locally and that preference is to be conveyed to the State of Illinois Department of Transportation and United States Department of Transportation;

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Board of Trustees of the Village of Elk Grove Village, Counties of Cook and DuPage, Illinois:

Section 1: Locally Preferred Alternative: That Elk Grove Village hereby designates the “ALTERNATIVE 203” PROPOSAL as its locally preferred alternative which extends the Elgin-O’Hare Expressway from I-290 east to O’Hare Airport, and places the planned north connection of the West Bypass on the 300-foot corridor east of Elmhurst Road on existing O’Hare Airport property. This plan is preferred as it provides the following benefits:

- Preserves the existing Elmhurst Road corridor;
- Provides the most economic benefits to the community and the region;
- Preserves Elk Grove businesses and associated jobs;
- Maintains the existing tax base that benefits Schools, Parks, and Library;
- Provides for the long desired full interchange at Elmhurst Road and I-90;

- Provides access along Thorndale Avenue that focuses traffic to major arterials and protects our secondary roads;
- Was long-planned as the appropriate location for an expressway; and,
- Significantly improves the flow of vehicular traffic in the region.

Section 2: Reject Elmhurst Road Widening – Alternative 402: That Elk Grove Village hereby rejects the plan that places the planned north connection of the West Bypass on a widened Elmhurst Road corridor in Elk Grove Village for the following reasons:

- It will potentially eliminate numerous existing businesses, negatively impact dozens of other businesses, and eliminate or reduce hundreds of permanent jobs for the region;
- It has negative impacts on existing local roads, water mains, sanitary sewers, and storm sewers; and
- It has negative, costly, and far-reaching impacts to the economic development of our region by dumping a significant amount of expressway traffic directly onto local arterial roads.

Section 3: That Alternative 203 Outperforms Alternative 402, by the following:

- Providing a greater percentage increase in regional travel efficiency, travel time savings, transit trips/usage, and network speeds on principal arterials;
- Providing a greater percentage decrease in congested vehicle miles of travel (VMT) on secondary roadways;
- Providing a greater total value – 203 will provide \$4.8 billion in construction value once completed, compared to its total construction cost of \$3 billion;
- Creating more jobs – 203 will create 9,200 construction related jobs annually and 21,600 indirect jobs annually;

Section 4: Additional Item to be considered by the Illinois Department of Transportation:

- The Elgin O'Hare and complete north and south connections of the Western Bypass Expressway proposal is a comprehensive solution to the region's transportation needs as demonstrated by the unprecedented multiagency support for the plan. Financing strategies for the implementation of the program must be developed for the plan in its entirety including accommodations for future transit improvements. A staged approach to the program would not yield the identified regional transportation benefits and would negatively impact the system operation;
- Financing programs must maximize State and County resources eliminate the local match as to not place undue burdens upon municipal agencies for this regional transportation enhancement;

- The construction of the Elgin O'Hare expressway and north and south connections of the West Bypass must be completed in their entirety no later than December 31, 2015.

Section 5: That this Resolution is to be delivered to IDOT at its October 8, 2009 public meeting to determine the Locally Preferred Alternative.

Section 6: That this Resolution shall be in full force and effect from and after its passage and approval according to law.

VOTE: AYES: 6 NAYS: 0 ABSENT: 0

PASSED this 22nd day of September 2009.

APPROVED this 22nd day of September 2009.

APPROVED:

Mayor Craig B. Johnson
Village of Elk Grove Village

ATTEST:

Ann I. Walsh, Village Clerk



Illinois Department of Transportation

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

December 21, 2009

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

Dear Mayor Johnson:

Thank you for the Village's Resolution No. 51-09 regarding the Elgin O'Hare – West Bypass project. As noted at the December 9th stakeholder event, Alternative 203, South Connection D, was selected as the preferred plan. We greatly appreciated the Village's active participation in the planning process, and look forward working with the Village as we move on to Tier Two.

Regarding section four of the resolution, please note that we will be preparing a detailed Financial Plan as part of our Tier Two studies, which are scheduled to begin in 2010. We will examine both public and private sources of funding and various implementation strategies. Our intention is to ensure that the project is eligible for the widest variety of funding options.

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

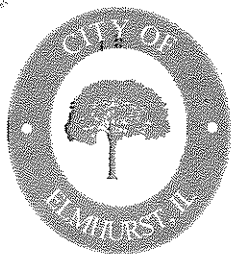
Very truly yours,

A handwritten signature in blue ink, appearing to be 'Diane M. O'Keefe'.

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

cc: Raymond Rummel, Village Manager

Prepared By: Ron Krall, ext. 4103
Bureau of Programming



CITY OF ELMHURST

209 NORTH YORK STREET
ELMHURST, ILLINOIS 60126-2759
(630) 530-3000
www.elmhurst.org

PETER "PETE" DICIANNI
MAYOR
PATTY SPENCER
CITY CLERK
DAVID DYER
CITY TREASURER
THOMAS P. BORCHERT
CITY MANAGER

October 22, 2009

Illinois Department of Transportation
Attn: Mr. Peter Harmet
201 W. Center Ct.
Schaumburg, IL 60196-1096

BUREAU OF PROGRAMMING
RECEIVED
OCT 28 2009
DISTRICT #1

Dear Sir:

At their regularly scheduled meeting on Monday, October 5, 2009, the City of Elmhurst City Council approved resolution R-44-2009 titled *A Resolution of the City of Elmhurst Supporting the IDOT Proposed Elgin-O'Hare West Bypass, Alternative 203 (Option D) for the Ring Road Project*. Enclosed please find a certified copy of said resolution to be counted as the City of Elmhurst's comment on the Draft Environmental Impact Statement (DEIS).

If you have any questions regarding Elmhurst Resolution R-44-2009, please contact City of Elmhurst, City Manager Thomas P. Borchert at (630)530-3010.

Sincerely,

Erin K. Van De Walle

Erin K. Van De Walle
Deputy City Clerk

CC: Ron Krall, IDOT

Tam Kutzmark, DuPage Mayors & Managers Conference

I HEREBY FURTHER CERTIFY that the attached document is a true and correct copy of Resolution No. R-44-2009 entitled A Resolution A Resolution of the City of Elmhurst Supporting the IDOT Proposed Elgin-O'Hare West Bypass, Alternative 203 (Option D) for the Ring Road Project now on file in my office at 209 North York Road, Elmhurst, Illinois.

Nays: 0

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the City of Elmhurst aforesaid, at said City, in the County and State aforesaid, this 21st day of October, 2009.

Patty Spencer ^{KNOWS}
Patty Spencer, City Clerk ^{DEPT}

D 5-64

R-44-2009**A RESOLUTION OF THE CITY OF ELMHURST
SUPPORTING THE IDOT PROPOSED ELGIN-O'HARE WEST BYPASS,
ALTERNATIVE 203 (OPTION D) FOR THE RING ROAD PROJECT**

WHEREAS, the City of Elmhurst (hereinafter the "City") is a body of politic and corporate, organized and existing pursuant to the Illinois Municipal code; and

WHEREAS, the Elgin O'Hare and West Bypass has been the subject of planning efforts and discussions dating back several decades; and

WHEREAS, past and current Regional Transportation Plans as proposed by the Illinois Department of Transportation (hereinafter "IDOT") have recognized the need to relieve congestion and improve access in and around O'Hare Airport and surrounding communities; and

WHEREAS, with the goal of improving transportation in the region, IDOT has been engaged in a study to identify options for building an extension of the Elgin O'Hare Expressway and a western bypass of O'Hare International Airport known as the Elgin O'Hare-West Bypass; and

WHEREAS, the project includes preliminary engineering and environmental studies of a wide range of alternatives, including both the potential extension of the Elgin-O'Hare Expressway to the east as well as a potential western bypass of O'Hare connecting I-90 and I-294; and

WHEREAS, IDOT has embarked on a major effort to gather ideas and suggestions from residents and business and civic leaders in the 24-community study area that includes the City; and

WHEREAS, the first segment, or tier, of the study is scheduled for the completion in early 2010 and includes IDOT's submission of a final environmental impact statement and record of decision that states the preferred transportation system plan for the area; and

WHEREAS, the second segment, or tier, involves detailed engineering and environmental studies for parts of the selected plan that are ready to move forward and is expected to be complete by 2013; and

WHEREAS, IDOT has expressed its need for robust public input to develop a plan that improves transportation while also recognizing the many economic and environmental impacts a project of this magnitude presents and has also expressed a goal of being inclusive, open-minded and transparent through the process and views public input as a key component of this study and is committed to providing opportunities for all interested parties to get involved in the project; and

WHEREAS, the City, through its Public Works and Buildings Committee, has evaluated the remaining options for the project and has determined that it is in the best interests of the City and its residents to formally approve and announce support for IDOT's proposed Alternative 203 Option D; and

WHEREAS, the City desires to formally express its support for the option proposed by IDOT commonly known as Alternative 203 Option D.

SECTION 1. The recitals set above are incorporated herein and made a part hereof.

SECTION 2. The Mayor and the City Council approve and support IDOT's proposed Alternative 203 Option D.

SECTION 3. The City Clerk is hereby directed to forward a certified copy of this Resolution to the proper authorities at the Illinois Department of Transportation.

SECTION 4. This Resolution shall take effect immediately upon its passage and approval as provided by law.

APPROVED this 5th day of October, 2009.

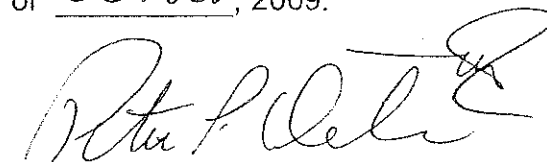
AYES: 11

NAYS: 0

ABSENT: 3

ABSTENTION: _____

APPROVED by me this 5th day of October, 2009.


Peter P. DiCianni III, Mayor

ATTESTED and filed in my office,
this 5th day of October, 2009.


Patty Spencer, City Clerk



Illinois Department of Transportation

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

December 21, 2009

The Honorable Peter P. DiCianni, III
Mayor
City of Elmhurst
209 N. York Street
Elmhurst, IL 60126-2759

Dear Mayor DiCianni:

Thank you for the City's Resolution R-44-2009 regarding the Elgin O'Hare – West Bypass project. As presented at our December 9th Stakeholder event, we have selected Alternative 203, South Connection D as the preferred plan. We look forward to working with the City as the planning process moves into Tier Two.

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

Very truly yours,

A handwritten signature in blue ink, appearing to be 'Diane'.

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

cc: Mr. Thomas P. Borchert

Prepared By: Ron Krall, ext .4103
Bureau of Programming



CITY OF ELMHURST
209 NORTH YORK STREET
ELMHURST, ILLINOIS 60126-2759
(630) 530-3000
www.elmhurst.org

PETER "PETE" DICIANNI
MAYOR
PATTY SPENCER
CITY CLERK
DAVID DYER
CITY TREASURER
THOMAS P. BORCHERT
CITY MANAGER

October 27, 2009

Ms. Diane M. O'Keefe, P. E.
Deputy Director of Highways – Region One Engineer
IDOT
201 W. Center Ct.
Schaumburg, IL 60196-1096

RE: I 290 Eastbound Ramp to I 294 South

Dear Ms. O'Keefe:

The City of Elmhurst has expressed concern associated with the referenced ramp on numerous occasions for the past several years. Please review the attached correspondence from Elmhurst resident Mr. Robert Jenkins which identifies the problem in a very thorough and articulate and accurate fashion. Your cooperation in analyzing this situation for the appropriate capacity enhancement and relief would be most appreciated.

If any additional information is needed or necessary from this office please do not hesitate to call. Thank you very much for your concern and interest.

Respectfully submitted,

Thomas P. Borchert
City Manager

TPB/ds

c.c. Hon. Dan Cronin, State Senator
Hon. Carole Ann Pankau, State Senator
Hon. Robert "Bob" Biggins, State Representative
Hon. Dennis M. Reboletti, State Representative
Mayor Peter P. DiCianni and Elmhurst City Council
Mr. Robert Jenkins

10/22/2009

Mr. Pete DiCianni, Mayor of Elmhurst
Mr. Thomas Borchert, Elmhurst City Manager

The backed up ramp from I290 East to I294 South and its major impacts on the City of Elmhurst and Surrounding Communities

The ramp from I290 East to I294 South cannot handle the volume of cars and trucks traversing this major interchange during high volume periods. It is a narrow, rough, and somewhat hilly single lane interchange. Trucks have to slow down significantly before exiting onto this ramp. At the end of the 20 to 40 minute rush hour backup the ramp merges onto I290 South where traffic is moving at highway speeds.

It is doubtful that any ramp in the Chicago area, by itself, causes such major backups.

The narrow ramp has been causing longer and longer backups on I290 east. Years ago the backups were only to St. Charles, but now the backup reaches back 5 or 6 miles to Route 83 during most evening rush hours. Sometimes the backup extends all the way to the Route 53/I355 interchange. Because drivers don't merge over to the right until the last minute, all I290 east lanes are blocked until the interchange. Then the I290 eastbound cars quickly reach highway speeds as they proceed east to Hillside.

Elmhurst bears the brunt of problems because many drivers exit at Route 83 and drive through Elmhurst when the backup reaches Route 83. The worse the backup on inbound I290 the more pronounced the effects of the spillover occurring in approximately the following sequence.

1. When I290 is backed up past Route 83, then Route 83 backs up to the I290 ramp
2. To avoid the many North Avenue light sequences, drivers exit to Lake Street.
3. The Lake Street ramp is then backed up to Route 83.
4. Then the exit ramp from I290 east to Route 83 backs up to I290 which pushes the I290 backup further west towards Route 53.
5. Then drivers head east on Lake Street to West Ave. West Ave. then backs up from North Ave., sometimes to the 4-way stop by Emerson School.
6. Then drivers spillover to other Elmhurst streets such that larger backups occur on every southbound street
 - o York Rd
 - o Hagans/Spring
 - o Berkeley
 - o Walnut

RECEIVED

OCT 23 2009

CITY OF ELMHURST
7/and del'd

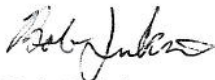
Besides the great inconvenience to Elmhurst residents from this increased traffic, there are the following costs.

- More accidents
- The average commuter trying to get by Elmhurst takes 20 to 40 minutes of driving rather than 5 or 6 minutes.
- An extra $\frac{1}{4}$ to $\frac{1}{2}$ gallon of gas is burned per commuter with the resultant pollution
- Increased need for police and emergency services
- Shorter life to Elmhurst roads
- Discouraging residents from shopping during this high traffic period (perhaps offset by commuters making some additional purchases)
- Reduced property values. This major traffic problem negates some of the advantage Elmhurst enjoys due to proximity to major interstates and arterials.

If all the impacts to Elmhurst were quantified in dollars, the narrow ramp from I290 East to I294 south may cost Elmhurst more than the O'Hare expansion. It seems like the ramp's capacity can be significantly increased, and the ramp is probably going to require maintenance soon anyway. The project ought to be "shovel ready" pretty quickly.

Elmhurst and other municipalities (e.g. Villa Park, Oakbrook, Oakbrook Terrace) and organizations will need to prod the Tollway Authority because apparently there are no current plans to rectify the problem.

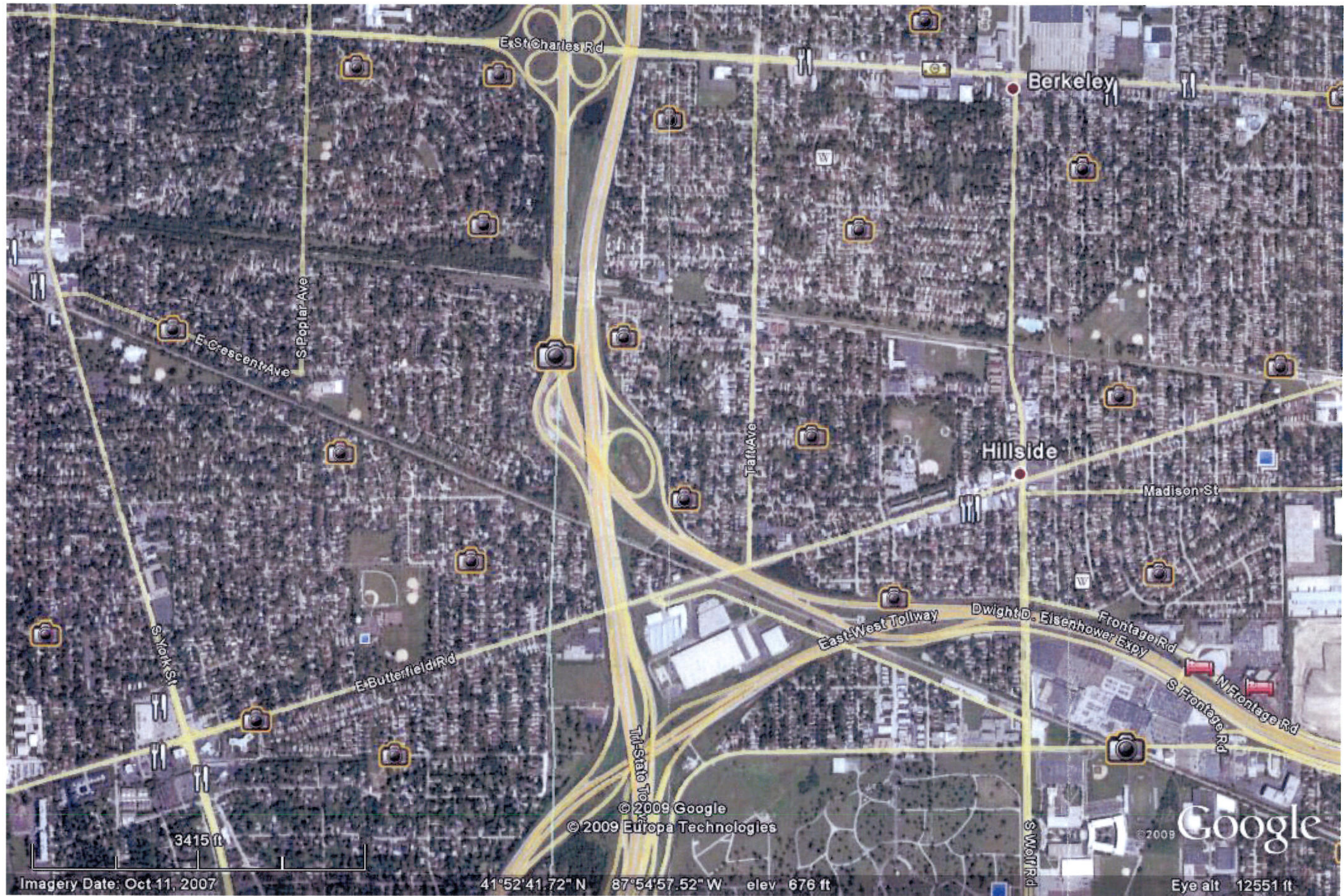
Thanks for your help in addressing this problem,



Bob Jenkins

823 Washington
Elmhurst, IL 60126

630-530-8582 Home, 630-564-8582 Cell



SB I-294 to WB I-88 } Existing Weave Highlighted
EB I-290 to SB I-294



↑ N
EXISTING

SB J-294 to WB J-88 - Option 1
Separated/Consecutive Exit Ramps

C-9



OPTION 1

SB I-294 to WB I-88 - Option 2 Combined Exit Ramps



1 N
OPT-2022



Illinois Department of Transportation

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

December 22, 2009

Re: Interstate 290 Eastbound Ramp to Southbound Interstate 294

Mr. Thomas P. Borchert
City Manager
City of Elmhurst
209 North York Street
Elmhurst, IL 60126-2759

Dear Mr. Borchert:

This is in response to your letter of concern regarding the eastbound Interstate 290 (I-290) exit ramp to southbound Interstate 294 (I-294).

As you are aware, this interchange consists of a series of ramps carrying high volumes of traffic. While the exit ramp configuration may be contributing to some of the congestion, the sheer volume of traffic is the primary issue that would need to be addressed with a long term capacity improvement. We reviewed some of your suggestions and noted the following concerns. Widening to two lanes may actually cause more operational and resultant safety problems between the two ramps along mainline I-294 since there would be more traffic from eastbound I-290 converging with southbound I-294 traffic destined for westbound Interstate 88 (I-88). As a result, we could expect longer backups along I-294 north of the area with no relief to backups on I-290 which would not ease the flow on the ramp nor change driver behavior with respect to queue jumping as described in Mr. Robert Jenkins' letter.

In order to determine the most suitable and cost effective long range improvements, the entire interchange complex would be required to be analyzed. Given that this interchange complex involves I-294 and I-88, the Illinois State Toll Highway Authority (Tollway) would be a key stakeholder and/or the lead agency in such a study. Currently, IDOT has no funding in our Fiscal Year 2010-2015 Proposed Highway Improvement Plan to apply towards such a project. In fact, due to fiscal restraints, we must focus our limited resources on pavement and bridge rehabilitation. As a result, there is little flexibility to add new capacity improvements to the Highway Improvement Program at this time. However, in line with the rehabilitation mandate we are currently operating under, the entirety of I-290 from Interstate 90/94 to Thorndale will be completely resurfaced starting in Spring, 2010.

Mr. Thomas P. Borchert
December 22, 2009
Page Two

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

Very truly yours,

A handwritten signature in blue ink, appearing to be 'D O'Keefe'.

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

cc: Mr. Robert Jenkins

Prepared By: Ron Krall, ext. 4103
Bureau of Programming

THE VILLAGE OF FRANKLIN PARK
COOK COUNTY, ILLINOIS

RESOLUTION

NUMBER 0910-R-27

**A RESOLUTION OF THE VILLAGE OF FRANKLIN PARK, COOK COUNTY,
ILLINOIS SUPPORTING OPTION D PROVIDED PRECONDITIONS ARE
INCORPORATED IN THE CONSTRUCTION PLANS FOR THE ELGIN
O'HARE WEST BYPASS PROJECT SOUTH CONNECTION**

BARRETT F. PEDERSEN, Village President
TOMMY THOMSON, Village Clerk

JUAN ACEVEDO
PAUL BELLENDIR
TOM BRIMIE
JOHN JOHNSON
CHERYL MCLEAN
ROSE RODRIGUEZ
Trustees

Published in pamphlet form by authority of the President and Village Clerk of the Village of Franklin Park on 09/08/09
Village of Franklin Park – 9500 Belmont Avenue - Franklin Park, Illinois 60131

RESOLUTION NUMBER 0910-R-27

**A RESOLUTION OF THE VILLAGE OF FRANKLIN PARK, COOK COUNTY,
ILLINOIS SUPPORTING OPTION D PROVIDED PRECONDITIONS ARE
INCORPORATED IN THE CONSTRUCTION PLANS FOR THE ELGIN
O'HARE WEST BYPASS PROJECT SOUTH CONNECTION**

WHEREAS, the Village of Franklin Park, Cook County, Illinois (the "*Village*") is a duly organized and existing municipal corporation created under the provisions of the laws of the State of Illinois and under the provisions of the Illinois Municipal Code, as from time to time supplemented and amended; and

WHEREAS, the Illinois Department of Transportation (the "*IDOT*") is engaged in a study to identify various options for the construction of an extension of the Elgin O'Hare Expressway and a western bypass of O'Hare International Airport (the "*Elgin O'Hare West Bypass Project South Connection*"), which includes a range of alternative proposals; and

WHEREAS, the IDOT is in the process of evaluating these various options and is gathering ideas and suggestions from surrounding communities, which includes the examination of new roadways, improvements to existing roadways, mass transit and pedestrian elements; and

WHEREAS, the first segment of the study is scheduled for completion in early 2010, which will serve to identify a preferred transportation plan for the area; and

WHEREAS, two current routes for the Elgin O'Hare West Bypass Project South Connection are under consideration as the preferred transportation plan for connection to I294, including what are generally known and referred to as Option A (connection West of County Line Road) and Option D (connection East of the United Pacific rail lines); and

WHEREAS, the Village is in preliminary agreement that Option D is the most viable preferred transportation plan for the Elgin O'Hare West Bypass Project South Connection, which would run East of the Union Pacific rail lines on the West side of the Village's corporate boundaries near Mt. Prospect Road, provided that certain conditions are addressed to create additional storm water detention and to enhance the remaining tax base of the Village by incorporating local roadway and storm water drainage improvements; and

WHEREAS, the Village is prepared to fully support Option D, if the IDOT agrees to address the following issues throughout the preparation of Option D plans for the Elgin O'Hare West Bypass Project South Connection, which will address storm water management and the status of Franklin Avenue (the "*Preconditions*"), which are summarized, as follows:

Storm Water Management:

1. Construction of a new storm water detention facility at a minimum of approximately 70 acre feet, which will provide 100 year flood detention for the surrounding industrial area, as further specified in the Village engineer's storm water study;
2. Construction of additional detention for construction of any new roadways in the area that will also be capable of handling future detention needs in nearby areas; and
3. Construction of a direct connection mechanism to the Copenhagen Detention Facility that will lie east of the facility and under the Union Pacific rail tracks.

Franklin Avenue:

1. Rebuilding of Franklin Avenue from Williams Drive to the Village's corporate boundaries with a minimum three lane cross section;
2. Jurisdictional transfer and future maintenance of Franklin Avenue from Williams Drive to the Village's corporate boundaries, at no cost to the Village;
3. Construction of storm drainage infrastructure to address drainage issues at the intersection of Franklin Avenue and Williams Drive that were created when the IDOT constructed said roadway; and
4. Construction of improved traffic signals at the intersection of Franklin Avenue and Wolf Road.

WHEREAS, the Village believe that Option D, provided the Preconditions herein specified are included, will provide the most convenient and direct connection to and from southbound I294

while creating better opportunities to improve traffic congestion and address significant storm water management deficiencies in the area surrounding the proposed Elgin O'Hare West Bypass Project South Connection.

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Franklin Park, Cook County, Illinois, as follows:

Section 1. That the above recitals and legislative findings are found to be true and correct and are hereby incorporated herein and made a part hereof, as if fully set forth in their entirety.

Section 2. The Village President and Board of Trustees of the Village of Franklin Park (the "*Corporate Authorities*") support and consent to Option D as the preferred transportation plan for the Elgin O'Hare West Bypass Project South Connection, so long as the Preconditions herein contained are incorporated into any final recommendation and construction plans for the project.

Section 3. The Village Clerk is hereby directed to mail a certified copy of this Resolution to the Illinois Department of Transportation.

Section 4. If any section, paragraph, clause or provision of this Resolution shall be held invalid, the invalidity thereof shall not affect any other provision of this Resolution.

Section 5. All ordinances, resolutions, motions or orders in conflict with this Resolution are hereby repealed to the extent of such conflict.

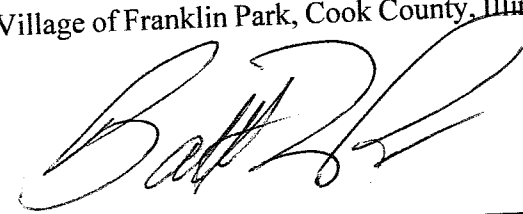
Section 6. This Resolution shall be in full force and effect upon its passage, approval and publication as provided by law.

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PASSED by the President and Board of Trustees of the Village of Franklin Park, Cook County, Illinois this 8th day of September 2009, pursuant to a roll call vote, as follows:

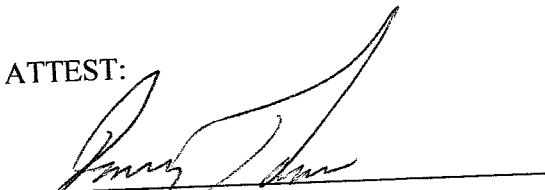
	YES	NO	ABSTAIN	ABSENT	PRESENT
ACEVEDO				X	
BELLENDIR	X				
BRIMIE	X				
JOHNSON	X				
MCLEAN	X				
RODRIGUEZ	X				
PRESIDENT PEDERSEN					
TOTAL	5			1	

APPROVED by the President of the Village of Franklin Park, Cook County, Illinois on this 8th day of September 2009.



BARRETT F. PEDERSEN
VILLAGE PRESIDENT

ATTEST:



TOMMY THOMSON
VILLAGE CLERK



Illinois Department of Transportation

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

December 7, 2009

Mr. Barrett F. Pedersen
Village President
Village of Franklin Park
9500 Belmont Avenue
Franklin Park, IL 60131

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

Dear Mr. Pedersen:

Thank you for the Village's resolution regarding the Draft EIS for the Elgin O'Hare – West Bypass Study. The Department greatly appreciates the involvement and support of the Village of Franklin Park during Tier One. The Department also acknowledges that the next phase or tier, Tier Two, of our work will require resolution of design issues that you noted.

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

Very truly yours,

A handwritten signature in blue ink, appearing to be 'D' followed by a stylized 'O' and 'K'.

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

cc: Jeff Eder, Director of Community Development
Dave Talbott, Village Engineer

Prepared By: Ron Krall, ext. 4103
Bureau of Programming

Franklin Park PH DEIS reply.docx

Village of Hanover Park

Municipal Building
2121 West Lake Street
Hanover Park, Illinois
60133-4398

Rodney S. Craig
Village President

Eira L. Corral
Village Clerk

630-372-4201
Fax 630-372-4215

Ron Moser
Village Manager

October 26, 2009



Ron Krall
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

Dear Ron,

An important project like the Elgin-O'Hare West Bypass, Alternative 203 roadway improvement, offers an exceptional plan which will fill a tremendous need. The expanded study area, which includes the remainder of the roadway West to Gary Avenue, falls less than three miles short of the end of the road at Lake Street in Hanover Park. Given the impending increase in traffic both in and out of O'Hare International Airport, and the planned completion of the Bridge over the Fox River an opportunity to resolve impacts at the opposite end of the corridor is being missed.

Opportunities:

- The Lake Street Bridge is in place and provides facility for routing the designated Bus Rapid Transit (BRT) lanes to County Farm Road.
- IDOT owns/controls all the property West of Lake Street to County Farm Road within a quarter mile of the Metra Station. This will ease the land use acquisition phase of the project.
- Church Street provides easy access to terminate a new bus route/turn around buses at the Metra Station, including the already existing PACE 554 bus route.
- County Farm/Barrington Road provides a critical north/south arterial roadway that assures bus traffic need to access local, neighborhood roadways.
- The Village of Hanover Park has the capacity and willingness to share improvement costs, as appropriate, to access existing parking and Metra facilities.
- Planning is under way right now to launch a future Hanover Park Circulator along the Gary Avenue/County Farm corridor to serve Hanover Park, Roselle, Carol Stream, Wheaton, and Winfield which will feed a BRT service.

We in Hanover Park are concerned that impending improvements to the East and to the West of our fine town will have a devastating impact given the large increase in auto traffic from not only the Elgin O'Hare Expressway, but also the Fox River Bridge. Discussions with IDOT Contract support personnel and IDOT engineers confirm the huge cost to improve the Hanover Park juncture in the system and we are respectful of those costs in the early phase. Therefore, we only seek changes to the proposed public

transit component of the Draft Environmental Impact Statement. Specifically, we request the extension of the BRT component to the Hanover Park Metra Station in addition to the proposed Schaumburg Metra location.

Please do not hesitate to contact me, 630-372-4201, if I can provide you with additional information.

Sincerely,

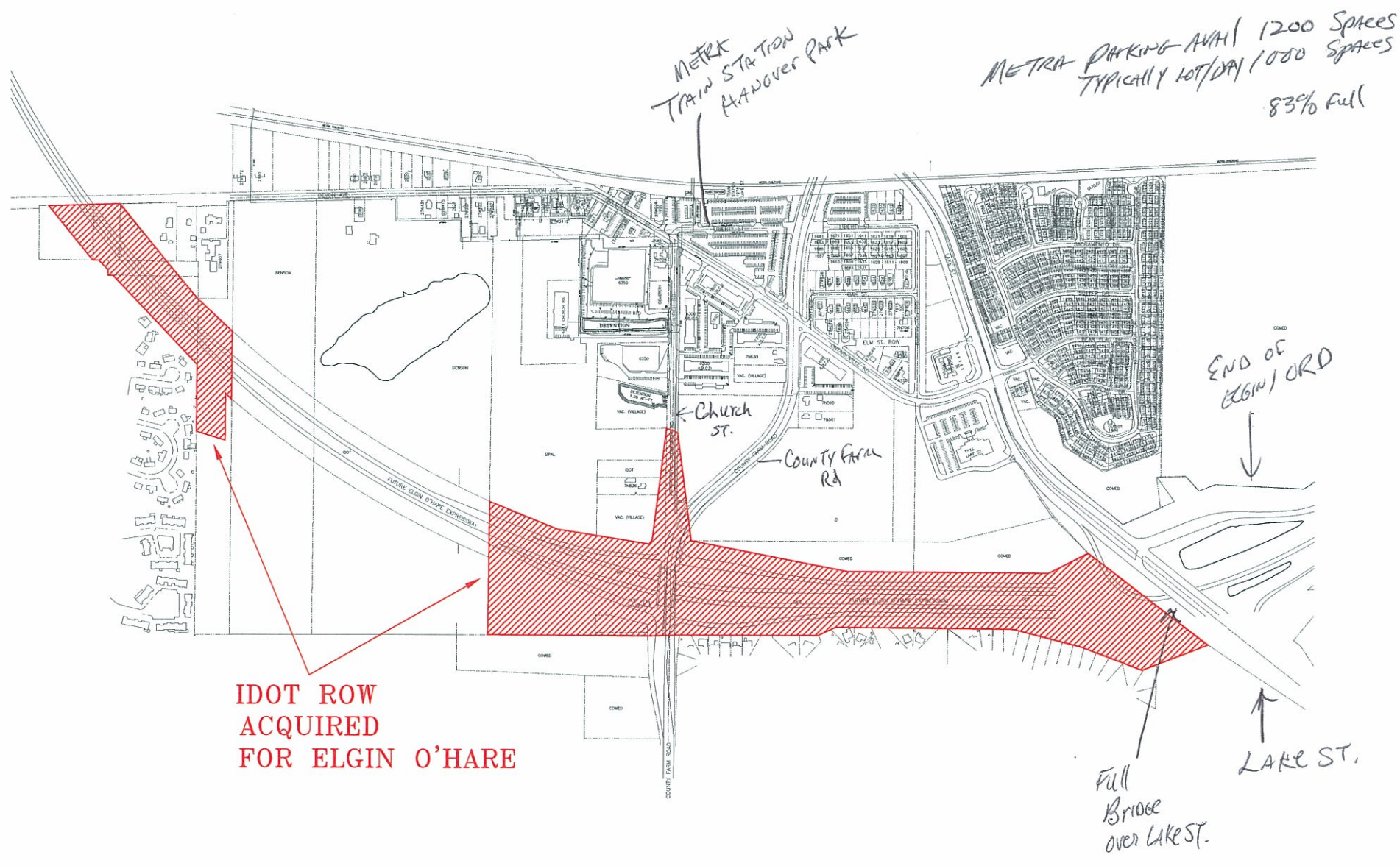
A handwritten signature in dark ink, reading "Rodney S. Craig". The signature is fluid and cursive, with the first name "Rodney" being more prominent and the last name "Craig" following in a similar style.

Rodney S. Craig
Village President
2121 W. Lake St.
Hanover Park, IL. 60133

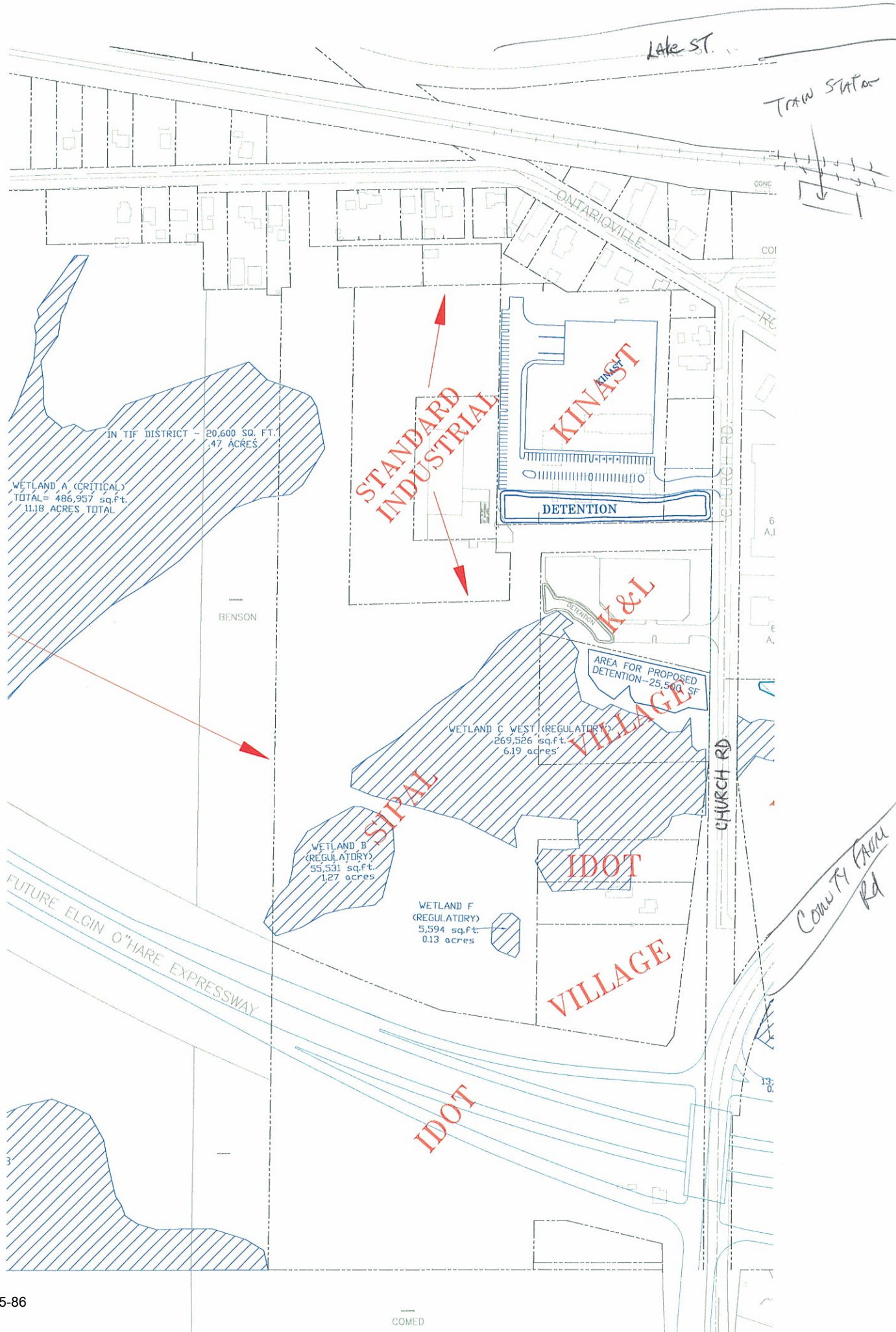
cc: DMMC

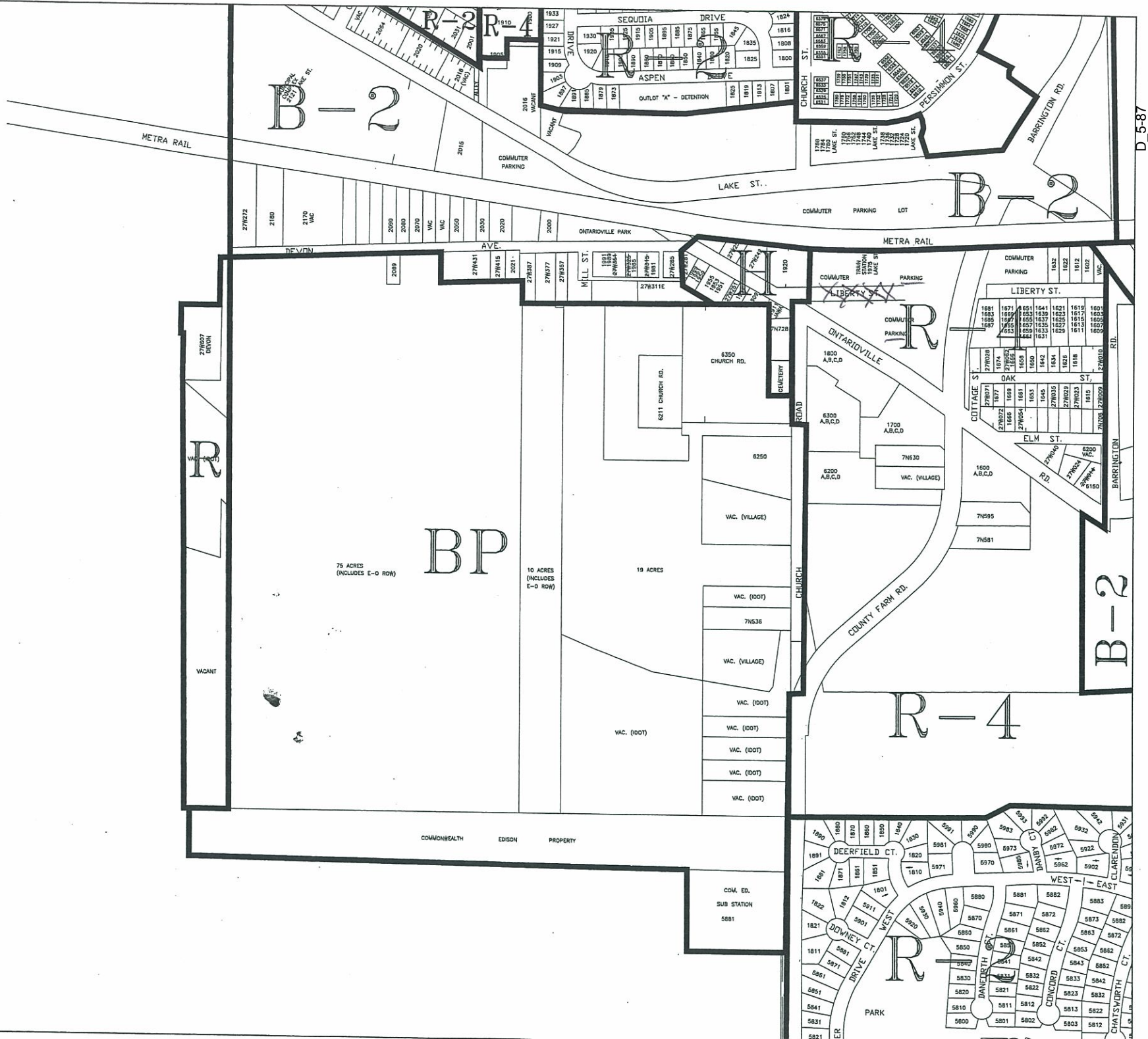
Attachments:

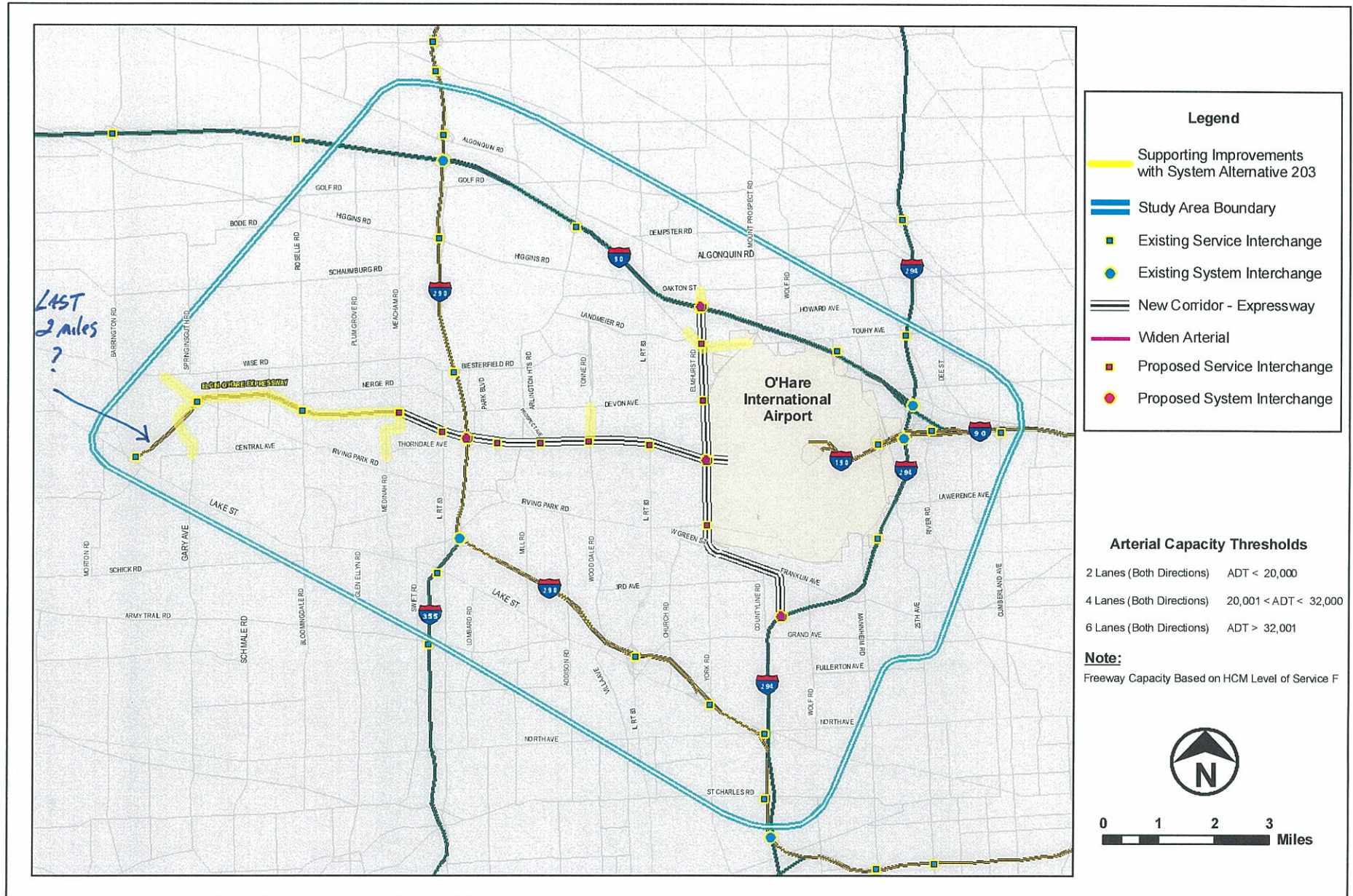
Map of Hanover Park at the end of the Elgin-O'Hare, road
Expanded Map showing Church St, Ontarioville Rd, and County Farm



IDOT ROW
ACQUIRED
FOR ELGIN O'HARE







Supporting Improvements Needed due to
Current System Alternatives 203 In-Place (2030 Traffic)

Elgin O'Hare - West Bypass
Elgin-O'Hare and West Bypass - Group 2
Option 3
Exhibit 2



Illinois Department of Transportation

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

December 9, 2009

Mr. Rodney S. Craig
Village President
Village of Hanover Park
2121 Lake Street
Hanover Park, IL 60133

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

Dear Mr. Craig:

Thank you for your letter dated October 26, 2009 regarding the Elgin O'Hare – West Bypass project.

As discussed at our November 16, 2009 meeting, we believe that as an interim option, transit service can most reasonably be extended from the Elgin O'Hare corridor through a Shuttle Service between the Schaumburg Metra Station and the Hanover Park Metra Station. This service could be operated with Arterial Rapid Transit features such as a pre-emptive signal control at intersections and bus turnouts. This service would have frequent headways that would be timed to the departures of the preferred transit option (BRT or Rail) at Schaumburg to minimize wait times.

The relatively short distance (2.8 miles) between stations and the use of the existing roadway system avoids further impacts and added capital costs that would be associated with a full extension of a dedicated transit facility. As alluded to above, the other factor to consider is that we have not determined a specific transit mode for the Elgin O'Hare corridor. Therefore, a shuttle service also provides flexibility until a transit mode choice can be made. The proposed shuttle has been added to the Tier One transit improvements and this information will be referenced in the Final Environmental Impact Statement.

We will coordinate with Hanover Park to further refine this option and others that would improve the Village's connectivity to the proposed regional transit network in Tier Two of the process.

The Department also notes your support the Elgin O'Hare Expressway extension east of I-290 by funding it via tolls. Please note that during Tier Two, we will be exploring numerous potential funding scenarios.

Mr. Rodney S. Craig
December 9, 2009
Page Two

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

Very truly yours,



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

cc: Mr. Marc G. Hummel, Village Manager
Senator Michael Noland

Prepared By: Ron Krall, ext. 4103
Bureau of Programming

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31 South Prospect Street
Roselle, Illinois 60172-2097

Telephone (630) 980-2000
Administrative Fax: (630) 980-8558
General Village Fax: (630) 980-0824
www.roselle.il.us

October 21, 2009

Attn: Ron Krall, Project Manager
Illinois Department of Transportation
Division of Highways / Region One / District One
201 W. Center Court
Schaumburg, Illinois 60196-1096

BUREAU OF PROGRAMMING
RECEIVED
OCT 22 2009
DISTRICT #1

**RE: Comments from Village of Roselle on the DEIS
Tier One Elgin O'Hare – West Bypass project/study**

Mr. Krall,

The President and Board of Trustees of the Village of Roselle recently adopted the attached resolution, which states the preferences of the Village in relation to the Elgin O'Hare – West Bypass project/study.

As stated in the resolution itself, please add the resolution to the Illinois Department of Transportation's collection of comments regarding the Tier One Draft Environmental Impact Statement for the Elgin O'Hare – West Bypass project/study.

Feel free to contact me with any questions via phone at (630) 671-2806 or via email at <rzimmerer@roselle.il.us>.

Thank You,

Robert L. Zimmerer
Village Planner

enc: Village of Roselle (Illinois) Resolution 2009-1549

Cc: Gayle Smolinski (Mayor/President, Village of Roselle)
Jeff O'Dell (Administrator, Village of Roselle)
Pat Watkins (Director of Community Development, Village of Roselle)

Gayle A. Smolinski
Mayor

Linda J. McDermott
Village Clerk

Grow Together With Us

RESOLUTION 2009-1549**A RESOLUTION STATING THE PREFERENCES OF THE VILLAGE
IN RELATION TO THE ELGIN O'HARE – WEST BYPASS STUDY**

(Tier One Draft Environmental Impact Statement)

WHEREAS, the Illinois Department of Transportation, in consultation with the Federal Highway Administration, has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare – West Bypass study area (hereinafter "Study"), which comprises 127 square miles and 27 communities in Cook and DuPage counties in Illinois (hereinafter "Study Area"); and,

WHEREAS, the Village of Roselle, a municipal corporation located in DuPage and Cook Counties, Illinois (hereinafter "Village"), is one of the 27 communities within the Study Area; and,

WHEREAS, the Study is being advanced as a tiered process; and,

WHEREAS, Tier One will yield a preferred multimodal transportation concept for the Study Area, and Tier Two will conduct detailed engineering and environmental studies for elements of the preferred concept; and,

WHEREAS, the Tier One Draft Environmental Impact Statement for the Study (hereinafter "DEIS") has recently been published/released; and,

WHEREAS, the Study Area is further defined and depicted in the DEIS; and,

WHEREAS, the DEIS details two build alternatives, Alternative 203 and Alternative 402 (jointly referred to hereinafter as the "Build Alternatives"), both of which call for, among other improvements, the widening of the existing, Elgin – O'Hare Expressway (hereinafter "Expressway"), which traverses the Village; and,

WHEREAS, several residential neighborhoods surround the Expressway in those areas where the Expressway traverses the Village and the DEIS indicates that these areas include eleven (11) "Noise-Sensitive Residential Areas" and three (3) "Noise-Sensitive Non-residential Receptors" (jointly referred to hereinafter as the "Roselle NSR Areas"); and,

WHEREAS, the existing noise walls along the Expressway will be insufficient to reduce traffic noise levels to acceptable levels in the Roselle NSR Areas if one of the Build Alternatives are built; and,

WHEREAS, given the limited amount of right-of-way for the Expressway – and the limited amount of unused land that could be acquired to enlarge the right-of-way of the Expressway – in those areas where the Expressway traverses the Village, nonstructural traffic noise abatement methods are limited; and,

WHEREAS, IDOT Staff has offered to measure existing, noise-levels in the Roselle NSR Areas; and,

WHEREAS, the unincorporated area of Cook County to the south of the Expressway and to the west of Roselle Road contains a residential neighborhood that did not exist at the time of construction of the Expressway (hereinafter "Unincorporated Neighborhood"); and,

WHEREAS, prior to its development, the Unincorporated Neighborhood contained several, small wetlands; and,

WHEREAS, the Unincorporated Neighborhood was developed without a storm water management plan; and,

WHEREAS, the Unincorporated Neighborhood is part of the Salt Creek Watershed and is located upstream of portions of the Village; and,

WHEREAS, the Expressway traverses the Salt Creek Watershed upstream of the Unincorporated Neighborhood; and,

WHEREAS, at the time of the construction of the Expressway, after discharging from the single, storm water pipe under the Expressway in the vicinity of the Unincorporated Neighborhood, storm water runoff flowed across the undeveloped land in the Unincorporated Neighborhood to the several, small wetlands that have been filled but not mitigated since that time; and,

WHEREAS, this situation has negatively impacted some of the neighborhoods downstream of the Unincorporated Neighborhood, which are in the Village; and,

WHEREAS, the improvements associated with both Build Alternatives could include a second, additional storm water pipe in the vicinity of the Unincorporated Neighborhood to disperse storm water runoff from the Expressway – but more importantly from areas upstream of the Expressway – through the Unincorporated Neighborhood; and,

WHEREAS, the improvements associated with both Build Alternatives that are in and near the corporate limits of the Village are identical, and therefore, regardless of which Build Alternative is built, the Village's preferences for traffic noise abatement and storm water runoff are equal.

NOW, THEREFORE, BE IT RESOLVED, by the President and Board of Trustees of the Village of Roselle, DuPage and Cook Counties, Illinois, as follows:

- A. That the foregoing recitals are incorporated herein as representing the understanding of the Village of the facts associated with the Build Alternatives and as defining the terms used herein.
- B. That at both structural and nonstructural traffic noise abatement methods be designed and implemented in all the Roselle NSR Areas, as structural methods are insufficient in and of themselves to provide adequate traffic noise abatement. Specifically, the Village advocates that new noise walls be constructed and that trees and other forms of landscaping be installed – and where possible, preserved – near the new noise walls but within the existing or enlarged limits of the right-of-way of the Expressway.

- C. That the Village's Staff shall work with IDOT's Staff to measure existing levels of traffic noise in the Roselle NSR Areas in order to establish a baseline. Furthermore, Village Staff is further authorized and directed to work with IDOT Staff in any other manner to accomplish the goals of this Resolution.
- D. That storm water runoff from the Expressway not increase in any manner during or after the construction of the improvements associated with either Build Alternative and that any alteration of current storm water conditions be fully mitigated so as to not adversely affect current downstream conditions.
- E. That a second, additional storm water pipe be properly engineered and constructed in the vicinity of the Unincorporated Neighborhood to disperse storm water runoff.
- F. That upon adoption and publication of this Resolution as required by law, the Village President or the Village Administrator – or his/her designee – is hereby authorized and directed to forward a copy of this Resolution to IDOT and to all federal and state legislators representing all, or a portion of, the Village.
- G. That the copy of this Resolution to be forwarded to IDOT be forwarded prior to the end of the public comment period associated with the DEIS so it becomes an element of the public's comments.


ADOPTED THIS 12th day of October, 2009

AYES: Atkinson, Rhode, Wittman, Sass, Maglio

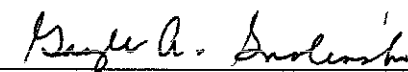
NAYS: None

ABSENT: Hochstadt

ATTEST:


Patricia E. Burns
Clerk, Village of Roselle, Illinois

VILLAGE OF ROSELLE:


Gayle A. Smolinski
President, Village of Roselle, Illinois



Illinois Department of Transportation

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

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

December 7, 2009

Mr. Robert L. Zimmerer
Village Planner
Village of Roselle
31 South Prospect Street
Roselle, IL 60172-2097

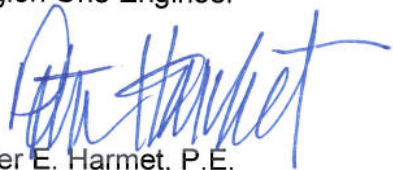
Dear Mr. Zimmerer:

Thank you for your October 21, 2009 comments and the Village's resolution regarding the Draft EIS for the Elgin O'Hare – West Bypass Study. The Department has appreciated the involvement and support of the Village of Roselle throughout this process, and acknowledges that the next phase of our work requires the resolution of the design issues that you noted.

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: Jeff O'Dell



DUPAGE MAYORS AND MANAGERS CONFERENCE

an association of municipalities representing 1,000,000 people

1220 Oak Brook Road
Oak Brook, Illinois 60523
(630) 571-0480
Fax: (630) 571-0484

Founded June 19, 1962

MEMBER MUNICIPALITIES

Addison
Aurora
Bartlett
Bensenville
Bloomington
Bolingbrook
Burr Ridge
Carol Stream
Clarendon Hills
Downers Grove
Elmhurst
Glendale Heights
Glen Ellyn
Hanover Park
Hinsdale
Itasca
Lisle
Lombard
Naperville
Oak Brook
Oakbrook Terrace
Roselle
St. Charles
Villa Park
Warrenville
Wayne
West Chicago
Westmont
Wheaton
Willowbrook
Winfield
Wood Dale
Woodridge

Ron Krall
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

Dear Mr. Krall:

October 26, 2009

Thank you for the opportunity to comment on the Illinois Department of Transportation (IDOT) Elgin-O'Hare West Bypass Project Draft Environmental Impact Statement (DEIS).

This project has the potential to advance viable options that could help to increase mobility in the heavily congested Elgin-O'Hare area of the region. DMMC believes that the projects prioritized through this study will focus current resources – as well as future discussions – on important solutions which can be implemented. For this reason, our input at this crucial point in the process is important.

DMMC supports IDOT's planning process and appreciates the extent to which IDOT has reached out to participating municipalities. IDOT's efforts in 2008 to extend the study area boundaries to include western municipalities was an excellent step that upheld principles of sound planning as well as IDOT's own Context Sensitive Design. DMMC looks forward to seeing how these principles are realized in the final EIS.

DMMC underscores the importance of each municipality's individual input regarding the alternatives outlined in this DEIS, since municipalities are the jurisdictions most directly affected by IDOT's ultimate selection of a preferred alternative.

DMMC's comments relate to two general categories of the DEIS: financing and planning.

Financing Considerations

- DMMC adopted the attached resolution at its October 21, 2009, Conference Business Meeting. The resolution urges the State of Illinois, the Governor of Illinois, the Illinois General Assembly, and IDOT to allocate sufficient funds for the complete construction of both the Western Bypass and the Elgin-O'Hare Expressway.
- Further, DMMC recommends that, if funding is not provided by the State, and IDOT is unable to complete both roadways, another agency or funding source be identified.
- Finally, DMMC outlines a role for the Illinois State Toll Highway Authority in the event that this situation should occur.

Planning Considerations

- DMMC supports the inclusion of the objective to improve both road and transit access to O'Hare International Airport from the West. DMMC encourages IDOT to design and detail how access *to and through* the Airport (i.e. *across* Airport property) would occur, relative to the preferred alternative that is selected through the process.

- DMMC urges IDOT to ensure that designs for bus, bus rapid transit (BRT), and rail services – as well as concepts for transit hubs – are fully incorporated and detailed in the overall project designs and coordinated with surrounding land uses and developments. Moreover, designs for the Elgin O’Hare Corridor should preclude neither bus rapid transit nor light rail. Finally, Corridor Transit Improvements should include system-wide improvements similar to the new and upgraded transit corridors and the inter-modal facilities defined through the IDOT Tier One process.
- DMMC encourages IDOT to coordinate planning and design with other local and regional transportation planning process (e.g. *DuPage Area Transit Plan* update, CMAP *GoTo 2040*, IDOT Eisenhower Expressway, RTA corridor planning efforts, municipal capital improvement plans, DuPage County Comprehensive Road Improvement Plan and DuPage County Regional Bikeway Plan etc.)
- DMMC strongly encourages IDOT to consider and incorporate planning and design for the proposed Metra STAR Line in the final preferred alternative.
- DMMC strongly urges IDOT to mitigate impacts and maximize opportunities to transportation facilities that are at the edge of – *but still included in* – the IDOT study area. IDOT should avoid planning and design that abruptly ends at jurisdictional boundaries and, instead, consider the comprehensive transportation system and identify phases for future project planning and design. This approach should include short-, mid-, and long-term phases that identify where future opportunities could best be located and outline how phased development could support maximizing these opportunities. An excellent example of this is identifying how transit facilities in the western edge of the study area, e.g. Hanover Park Metra Station, could be incorporated into overall planning for the preferred alternative.

Please contact Tam Kutzmark if you have questions about this or need additional information or assistance.

Best Regards



Mark A. Baloga
Executive Director

Cc: DMMC Transportation Policy Committee

Attachment

DUPAGE MAYORS AND MANAGERS CONFERENCE

2009-10-__

A RESOLUTION SUPPORTING CONSTRUCTION OF WESTERN BYPASS
AND ELGIN-O'HARE EXPRESSWAY

WHEREAS, DuPage municipalities around O'Hare Airport have joined together to promote and support the construction of the Western Bypass and Elgin-O'Hare Expressway; and

WHEREAS, These road and airport improvements are expected to increase the annual gross regional product of the DuPage economy in 2006 dollars by \$3.6 billion in 2015 and more than \$10 billion in 2030; and

WHEREAS, These communities support IDOT Western Bypass Design 203 (north section of the Western Bypass to be constructed along a railroad right-of-way north of Elgin-O'Hare Expressway) and IDOT Western Bypass South Alignment 'D' (brings the south leg of the proposed Western Bypass to the east of the existing rail corridor in Franklin Park); and

WHEREAS, In order to keep up with the O'Hare Modernization Program, designs and engineering of these roads must begin soon in order to meet the proposed completion date of December 31, 2015.

NOW, THEREFORE, BE IT RESOLVED by the DuPage Mayors and Managers Conference that we strongly urge the State of Illinois, the Governor of Illinois, the Illinois General Assembly, and the Illinois Department of Transportation to allocate sufficient funds for the complete construction of both the Western Bypass and the Elgin-O'Hare Expressway; and

BE IT FURTHER RESOLVED that these improvements shall be completed no later than December 31, 2015; and


BE IT FURTHER RESOLVED that if funding is not provided by the State, and IDOT is unable to complete both the Western Bypass and the Elgin-O'Hare Expressway, then another agency or funding source should be identified; and

BE IT FURTHER RESOLVED that the Illinois State Toll Highway Authority has the ability to issue bonds and provide financing for this project; and

BE IT FURTHER RESOLVED that if the State and IDOT determine they are unable to complete the project in a timely manner, then the DuPage

Mayors and Managers Conference supports action by the Illinois State Toll Highway Authority to issue bonds and provide the financing to construct and complete both the Western Bypass and the Elgin-O'Hare Expressway, with tolls not extended to the roadway west of I-290, by December 31, 2015.

Adopted by the members of the DuPage Mayors and Managers Conference at a regular meeting thereof held on the 21st day of October, 2009 and approved by me as President on the same day.


David Cook, Secretary/Treasurer
Robert G. Iden, President



Illinois Department of Transportation

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

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

December 7, 2009

Mr. Mark A. Bologna
Executive Director
DuPage Mayors and Managers Conference
1220 Oak Brook Road
Oak Brook, IL 60523

Dear Mr. Bologna:

Thank you for your comments on the Draft EIS for the Elgin O'Hare – West Bypass Study. We offer the following responses:

Financing Considerations

As part of our scope of work for Tier Two, we will prepare a detailed Financial Plan, and examine both public and private sources of funding. Our intention is ensure that the project is eligible for the widest variety of funding options.

Planning Considerations

Stakeholder and agency coordination has been a central component of our planning process thus far, including the agencies (RTA, et. al.) and stakeholders listed in your letter. We will continue those efforts during Tier Two design.

As the planning process moves into Tier Two, we will continue coordinating with the RTA, CTA, Metra and PACE with respect to transit, and further refine the proposals that were developed in Tier One. If a decision is not reached prior to the completion of our studies, we are committed to providing sufficient space to accommodate either Commuter Rail or Bus Rapid Transit, so as to not preclude any mode in future years. We have worked with Hanover Park and developed an interim transit solution to address their concern. We have proposed a shuttle service transit link between the proposed Elgin O'Hare transit corridor and their community Metra Station as a starting point with further transit studies to be performed in Tier Two.


Mr. Mark A. Bologa
December 7, 2009
Page Two

The design of the transit station at the O'Hare West Terminal and the extension of the CTA Blue Line through the airport property are the responsibility of the City of Chicago, Department of Aviation. We will work with the City to incorporate their proposed designs.

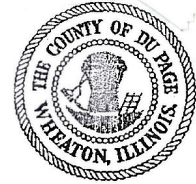
If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.

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: Mr. Rodney Craig, President, Hanover Park
Tam Kutzmark
JR McBride, County Board Member



COUNTY BOARD

DuPage County

(630) 407-6023

November 3, 2009

The Honorable Rodney Craig, President
 Village of Hanover Park
 2121 Lake Street
 Hanover Park, IL 60103-4398

Re: Transportation Issues in DuPage County

Dear President Craig:

Thank you for your e-mail of October 23, 2009 concerning various transportation and transit matters in DuPage County.

I believe that you are correct in your assessment that DuPage County is being hit disproportionately hard in the number of Pace routes that are recommended for elimination and/or reduction in service.

This is particularly distressing when DuPage County has the highest farebox recovery ratio of all the collar counties. We also pay more sales tax for transit service than any other collar county in the region. To this end, it appears that we are considered a "donor county," whereby we contribute more than we receive back in transit service to our residents. I believe you heard my testimony at the Public Hearing where I also discussed issues of regional and structural inequity which I also find problematic, and seem to discriminate against our residents.

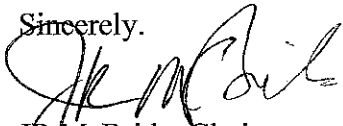
I will be meeting with Pace and RTA staff this week to discuss the issues noted above, as well as what additional service, such as BRT, our residents can anticipate to see on our streets and roadways in the coming months. I intend to share this information at a future Public Transportation Committee meeting.

Thank you also for your comments and suggestions relating to Western Access transit improvements in the northwest portion of the County. I agree that it would appear to make good sense to continue the BRT north through the Village rather than its proposed terminus at Gary Avenue. There is very good north-south continuity in the County Farm corridor, the Gary Avenue corridor, and others. As the Village was specifically included in the expanded study area, it makes sense to examine the feasibility of your suggestions. By copy of this letter, I want to pass along your comments to Peter Harmet @ the Illinois

Department of Transportation, who, as you know, is the Project Manager/Corridor the Tier One/CPG Improvements.

Thanks again for your comments. I look forward to working with you on issues of mutual interest.

Sincerely.

A handwritten signature in black ink, appearing to read 'JR McBride', written over the printed name.

JR McBride, Chairman
Public Transit Committee

District 4 County Board Member

Cc: Dirk Enger

Peter Harmet

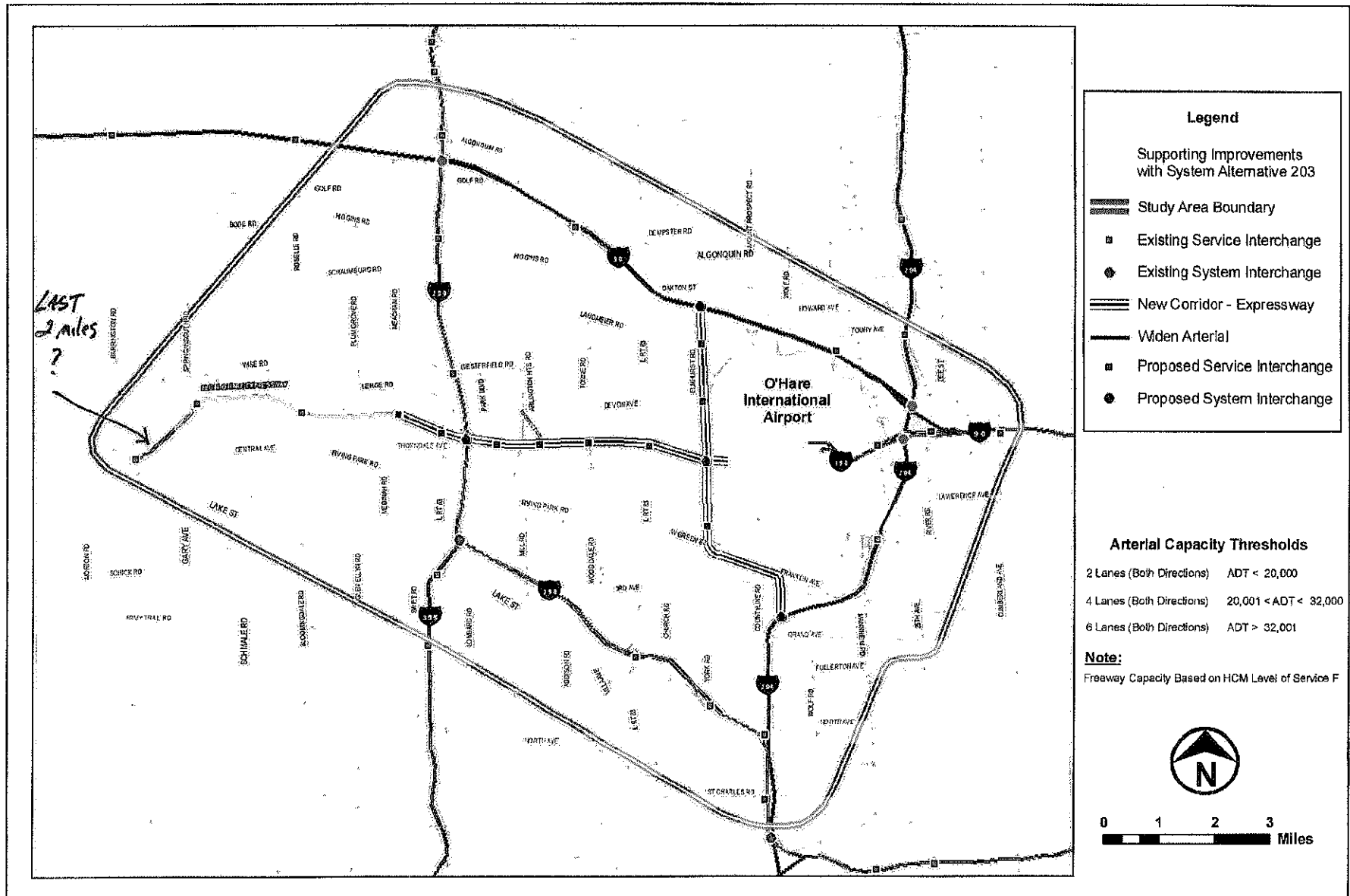
Jim Zay

Linda Kurzawa

Tam Kutzmark

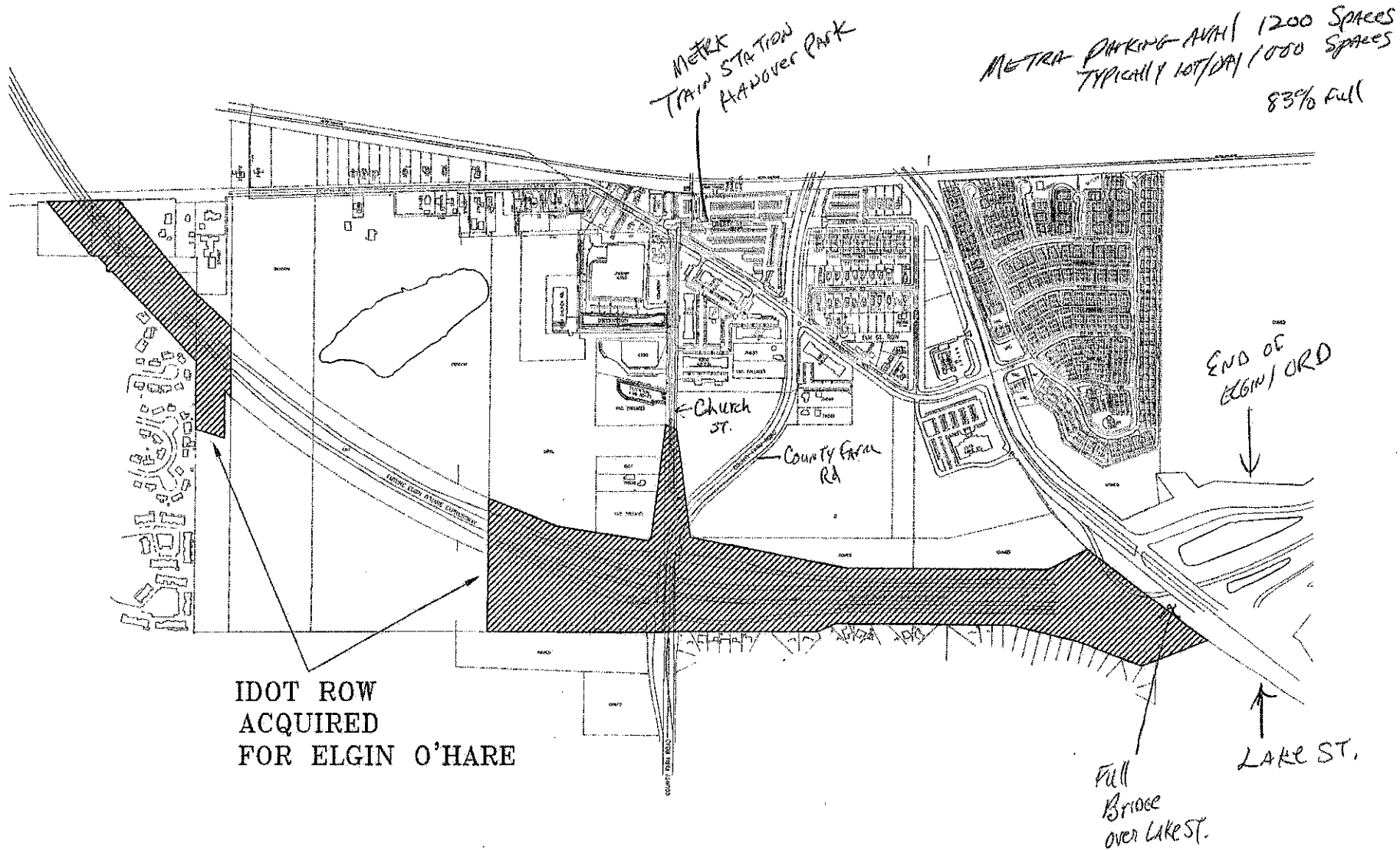
Ron Moser

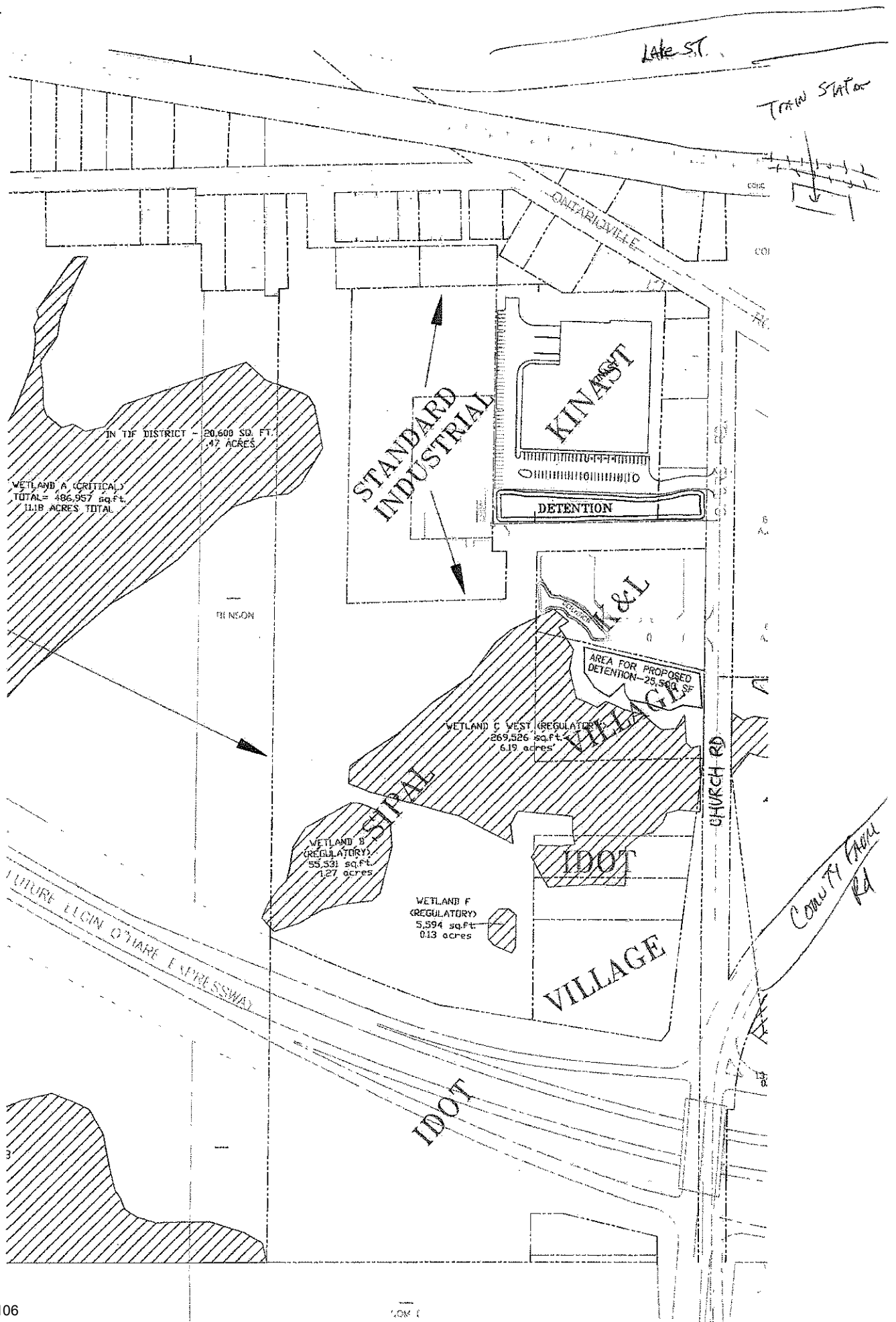
Mark Avery



Supporting Improvements Needed due to
Current System Alternatives 203 In-Place (2030 Traffic)

Elgin O'Hare - West Bypass
Elgin-O'Hare and West Bypass - Group 2
Option 3
Exhibit 2





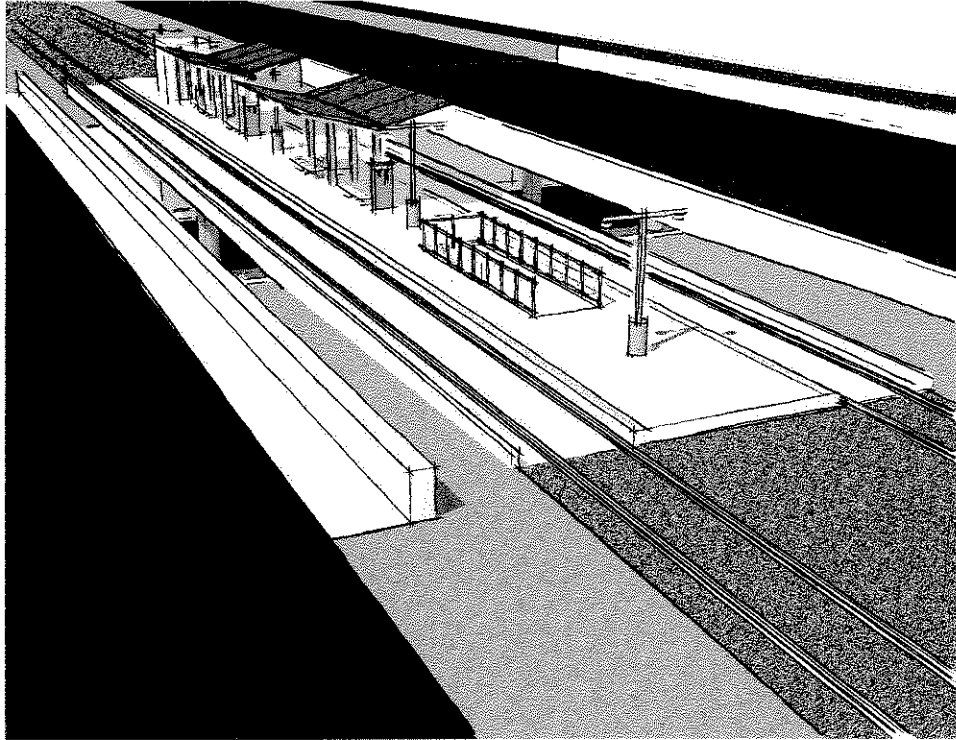


ELGIN O'HARE
WEST BYPASS

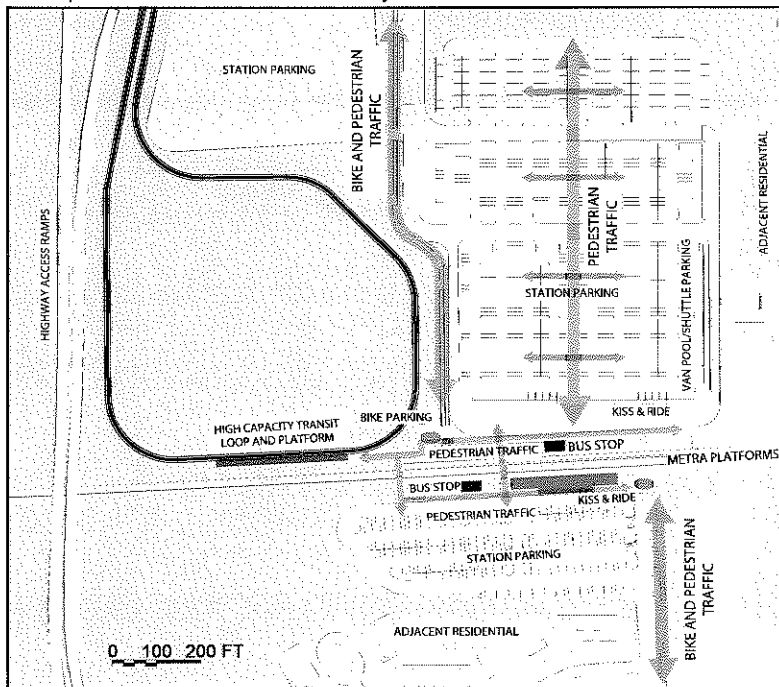
communities. opportunities. solutions.

Example Transit Stations

Example High Capacity Transit Station



Example Intermodal Station with Bicycle/Pedestrian Accommodations



BIKE AND PEDESTRIAN APPROACH TO STATION AREA



PEDESTRIAN PATH THROUGH PARKING AREA



BIKE PARKING AREA



October 26, 2009

Ron Krall
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60067

Dear Mr. Krall:

Metra is pleased to have the opportunity to review the Tier One Elgin-O'Hare West Bypass (EOWB) project Draft Environmental Impact Statement (DEIS). We want to applaud IDOT's efforts to include all affected stakeholders in this process, and we feel that our input throughout this process has been accurately reflected in the DEIS.

The DEIS reflects the two most significant impacts of the EOWB project on Metra's proposed future service: routing of the eastern end of the proposed STAR Line into the O'Hare Western Terminal, and the potential extension of the STAR Line west from the airport in the median of the Elgin-O'Hare Expressway.

Metra is currently completing an alternatives analysis study in the STAR Line corridor. If the commuter rail alternative is selected as the locally preferred alternative, Metra proposes to examine routing options to the Western Terminal as a part of Preliminary Engineering or at such time as funding is committed to construct the Western Terminal and the proposed CTA Blue Line Extension to the Western Terminal. This routing is not currently included as part of the STAR Line Alternatives Analysis due to the lack of committed funds.

While either of the two remaining EOWB alternatives provides the opportunity for Metra's proposed STAR Line to connect to the Western Terminal, Metra feels that Build Alternative 203 provides the most security in planning for this future Metra expansion. Constructing the full Western Bypass while providing a reservation for the proposed STAR Line connection addresses the EOWB project need of improving modal opportunities and connections. Metra has shared design specifications with the EOWB project team detailing the right of way needs for the proposed STAR Line. These specifications appear to be accurately reflected in the plans for Alternative 203. Metra is not yet at a sufficiently detailed stage of engineering to comment in detail on the cost estimates for this proposed connection, but they appear to be sufficiently accurate for this pre-engineering level of analysis.

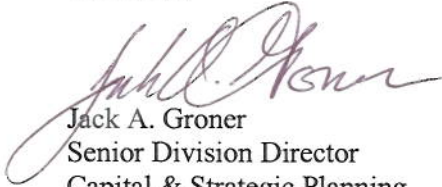
In addition to the overall STAR Line alignment, Metra has significant interest in providing as direct a connection as possible from the terminus of the proposed STAR Line to both the Western Terminal and the proposed CTA Blue Line extension. We urge IDOT and all those involved in planning for this terminal to include the easiest and shortest connection possible in order to facilitate intermodal transfers between Metra, CTA, Pace, and the airport.

The other component of the EOWB proposal that has significant impacts to a potential Metra project is the transit reservation in the Elgin-O'Hare Expressway corridor. Metra believes this may serve as a potential future extension of the STAR Line and therefore supports the planned right of way reservation

for future transit options. Since a transit mode has not been determined, Metra believes that providing a reservation that could accommodate rail or bus options is preferable in this corridor. The EOWB team has worked extensively with the area transit providers to reflect this in the DEIS, and it appears that the option for either mode has been sufficiently preserved in this document. We ask that this option remain an open question until further study can be done to determine the most appropriate mode in this corridor.

Metra appreciates the opportunity to be involved in this process, and we look forward to continuing to work with the IDOT EOWB team as this project moves forward, further addressing the transportation needs of the traveling public throughout the Chicago region.

Sincerely,



Jack A. Groner
Senior Division Director
Capital & Strategic Planning



Illinois Department of Transportation

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

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

December 7, 2009

Mr. Jack A. Groner
Service Division Director
METRA
Capital & Strategic Planning
547 West Jackson Blvd.
Chicago, IL 60661

Dear Mr. Groner:

Thank you for your October 26, 2009 comments on the Draft EIS for the Elgin O'Hare – West Bypass Study. As we move into our Tier Two studies, we will continue to work with Metra and other transit agencies regarding the space reserved in the median of each facility to accommodate the preferred transit component. If a decision is not reached prior to the completion of our Tier Two studies, we are committed to providing sufficient space for either Commuter Rail or Bus Rapid Transit, so as to not preclude any mode in future years.

The design of the transit station at the O'Hare West Terminal is the responsibility of the City of Chicago, Department of Aviation, and we will work with them and all the transit providers to facilitate a design that accommodates all transportation modes.

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: Leanne Redden, RTA
David Kralik, METRA

Protecting Our Water Environment

BOARD OF COMMISSIONERS

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Metropolitan Water Reclamation District of Greater Chicago

100 EAST ERIE STREET

CHICAGO, ILLINOIS 60611-3154

312-751-5600

Joseph P. Sobanski, P.E.*Director of Engineering*

312-751-7905 FAX 312-751-5681

September 22, 2009

Ms. Diane M. O'Keefe, P.E.
 Deputy Director of Highways, Region One Engineer
 Illinois Department of Transportation, Division of Highways/District 1
 201 West Center Court
 Schaumburg, IL 60196-1096

ATTN: Mr. Peter Harmet, P.E, Bureau Chief of Programming

Dear Ms. O'Keefe:

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

Reference is made to your letter dated September 9, 2009, concerning the subject matter.

The Metropolitan Water Reclamation District of Greater Chicago (District) has reviewed the Tier One Draft Environmental Impact Statement for the Elgin O'Hare West Bypass Project and has the following comments:

- As stated on Page 3-23, Alternative 203 is projected to have flyover ramps spanning the District's O'Hare Reservoir. The District is interested in obtaining any plans as they are developed to assess impacts to our facilities, as well as proposed IDOT mitigation for those impacts.
- Alternative 402 entails widening of York/Elmhurst Road. The District is interested in reviewing exact alignment as it becomes available to assess potential encroachments or access limitations to our TARP Reservoir and other facilities on the southwest corner of Elmhurst Road and I-90, and any proposed IDOT mitigation for those impacts.

Ms. Diane M. O'Keefe, P.E.

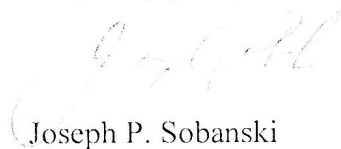
-2-

September 22, 2009

- In the discussion of potential impact to special lands, Pages 4-49 thru 4-51 mentions that 0.78 acres of the south side of Majewski Athletic Complex of the Mount Prospect Park District (MPPD) could be needed for Alternative 203 for a collector-distributor road at the interchange between the O'Hare West Bypass and Elmhurst Road. This property is owned by the District and leased to MPPD, and we request the proposed detailed alignment as it becomes available to review in conjunction with MPPD to determine potential impacts.

If you have any questions, please call Joe Schuessler, Principal Civil Engineer, at 312-751-3236.

Very truly yours,



Joseph P. Sobanski
Director of Engineering

WSS:AP:JMS



Illinois Department of Transportation

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

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

December 7, 2009

Mr. Joseph P. Sobanski
Director of Engineering
100 East Erie Street
Chicago, IL 60611
Dear Mr. Williams:

Dear Mr. Sobanski:

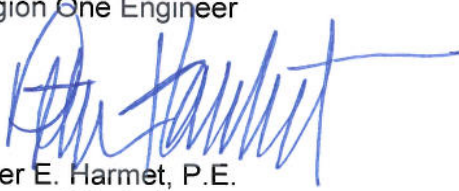
Thank you for your September 22, 2009 comment letter regarding the Draft EIS for the Elgin O'Hare – West Bypass Study. The Department has appreciated the involvement and support of the Metropolitan Water Reclamation District of Greater Chicago (MWRD) throughout this process.

In your letter, you request detailed drawings at various locations where the proposed improvements may involve MWRD resources. The Department will coordinate with MWRD throughout the Tier Two process of design at these locations. As designs are developed, MWRD will be provided with them for your review and input. We continue to look forward to working with the MWRD throughout this Tier Two process.

If you have questions, or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4393.

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

PUBLIC COMMENTS
ELGIN O'HARE WEST BYPASS

Report of proceedings held at Belvedere
Banquets, 1170 West Devon Avenue, Elk Grove Village,
Illinois, on the 8th day of October, A.D., 2009,
commencing at the hour of 4:00 p.m.

C-17

1 ROBERT CROCKER: 402 and D. 402 puts something in
2 that you will never get in if you don't put it in now.
3 And if you ever do decide to build it in the future, it
4 will probably cost 10 times the amount of money it would
5 cost now to build which means you'll never build it. If
6 you do -- If you do go to 203, you will wind up with
7 traffic dumped on that road and nobody very happy, so
8 why did you build it? So spend the almost extra a
9 billion dollars and build. The extra jobs and things
10 like that will probably help pay for it. Besides, the
11 federal government is looking for ways to get rid of
12 some of our hoarded transportation funds that they
13 haven't spent the year so the economy will stimulate.
14 If you can ever get this thing under -- passed under
15 consideration, you can probably get the money to build
16 the thing from them, not in 10 years, but soon, you
17 know. So go for the money and build 402.

18 And as to D, along the railroad tracks is far
19 less intrusive on the people that work or live down
20 there. I see no reason to dislocate and cause great
21 commotion to the businesses down there by building going
22 along County Line Road when they can go over the
23 railroad tracks which there's not a lot of people who
24 live on the railroad tracks. So D is superior to the

1 other one. That's it. Thank you.

C-18 2 RAY RUMMEL: My name is Ray Rummel, I'm the Village
3 Manager with the Village of Elk Grove. For the public
4 record, I want it to be known that I support Option 203
5 D both north and south. That's it.

C-19 6 MATT ROAN: My name is Matt Roan, I work for the
7 Village of Elk Grove. For the public comment, I support
8 Option 203 North Connection D, South Connection D.
9 That's it.

C-20 10 DINO MATSAS: We have a property, a bar, a
11 restaurant on the corner of Elmhurst and Touhy, and what
12 would benefit our property more would be Alternative 402
13 and we're against 203. Thank you.

C-21 14 RODNEY S. CRAIG: Rodney Craig, Village of Hanover
15 Park President. The inclusion of Hanover Park for bus
16 rapid transit consideration in the planning and design,
17 the route should use the turnaround at the Hanover Park
18 train station. Use of the existing right of way at the
19 end of the highway (at Lake Street) should be utilized
20 to avoid the Metra bridge underpass. The toll component
21 is supported east of Highway 290.

22
23
24

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

3
4 Carrie L. Brown, being first duly sworn, on
5 oath says that she is a Certified Shorthand Reporter and
6 Registered Professional Reporter doing business in the
7 City of Chicago, County of Cook and the State of
8 Illinois;

9 That she reported in shorthand the proceedings
10 had at the foregoing Public Comments Session;

11 And that the foregoing is a true and correct
12 transcript of her shorthand notes so taken as aforesaid
13 and contains all the proceedings had at the said Public
14 Comments Session.

15
16 _____
17 CARRIE L. BROWN, CSR, RPR

18 CSR No. 084-004516

19 SUBSCRIBED AND SWORN TO
20 before me this _____ day of
21 _____, A.D., 2009.

22
23 _____
24 NOTARY PUBLIC

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



Eliminate the ring road completely.

Save the ~~the~~ money.

Connect Thorndale on the West with ~~294~~ [★] 294 on east by running underground STRAIGHT thru ORD. It's more direct, better for O'Hare's neighbors & air quality.

Also, I heard a man suggest taking the Elgin O'Hare all the way west to Rte 59. Sounds good. 290 + 90 are always congested.

★ I forgot 290 already connects and runs through the airport already.

I (do ☐ do not ☒) desire a response.

Would you like your name added to our project mailing list?

Yes ☐ No ☒

Name: Brian Arquette

Address: 1916 S. Mason

Bensenville IL 60106

Phone: _____



Illinois Department of Transportation

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

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

December 22, 2009

Mr. Brian Arquette
196 South Mason Street
Bensenville, IL 60106

Dear Mr. Arquette:

Thank you for your comments regarding the Elgin O'Hare - West Bypass project. On the basis of technical analysis and stakeholder input, Alternative 203, South Connection D, was selected as the preferred plan. With respect to tunneling an east-west roadway through the middle of O'Hare, such a proposal would not be feasible. The planning process is now moving forward into Tier Two, which involves more detailed engineering and environmental studies for the preferred plan, and continued stakeholder involvement.

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

From: support@elginohare-westbypass.org
Sent: Monday, October 12, 2009 8:00 AM
To: Braband, Libby/CHI
Subject: Elgin O'Hare Comments
Comments

Email: hfreitag@royaldie.com

Name: Henrik Freitag

Subject: Bensenville / Franklin Park Bypass

Message: Why not go on the North side of the Railroad tracks and have Iving Park (Hwy #19) come in under.

Anyway the Roadway have to be elevated.

Add me to the Project Mailing List: Add

Street Address: 949 E. Green Street.

Bensenville IL 60106



Illinois Department of Transportation

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

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

December 22, 2009

Mr. Henrik Freitag
949 E. Green St.
Bensenville, IL 60106

Dear Mr. Freitag:

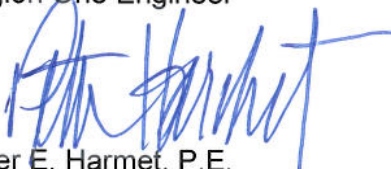
Thank you for your comments on the Elgin O'Hare - West Bypass project.

On the basis of the technical analysis and stakeholder input, Alternative 203, South Connection D was selected as the preferred plan. Over the past two years, many options were considered for the south connection, including the option that you suggested. However, based on review of restricted air space, freight operations, constructability and costs, the only feasible location for the West Bypass was along the south side of the Bensenville Rail Yard. As the planning process moves into Tier Two (detailed engineering and environmental studies), we will examine the elevation of the proposed roadway in detail.

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

Subject: FW: Elgin O'Hare Comments

From: support@elginohare-westbypass.org [mailto:support@elginohare-westbypass.org]

Sent: Tuesday, September 08, 2009 7:55 PM

To: Braband, Libby/CHI

Subject: Elgin O'Hare Comments

Comments

Email: grandvlgrl@sbcglobal.net

Name: Brian Hatfield

Subject: Elgin O'Hare lane expansion

Message: What is the total number off lanes to be added to the East bound side of the Elgin-O'Hare expressway, between Gary ave and Rohwing road ?

What is the total number off lanes to be added to the West bound side of the Elgin-O'Hare expressway, between Gary ave and Rohwing road ?

Add me to the Project Mailing List: *No Response*

Street Address: *No Response*



Illinois Department of Transportation

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

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

December 22, 2009

Mr. Brian Hatfield
210 East Granville Avenue
Roselle, IL 60172

Dear Mr. Hatfield:

Thank you for your email inquiry regarding the Elgin O'Hare – West Bypass project. Based on traffic studies conducted to date, we have identified that an additional travel lane in each direction needs to be added to the existing Elgin-O'Hare Expressway, from I-290 to Gary Avenue. In addition, auxiliary (merging) lanes are proposed between interchanges to improve traffic operations.

Next year, we will begin detailed engineering and environmental studies for the preferred alternative (Alternative 203, South Connection D) using refined traffic information. These studies will be completed by the end of 2012. We will add your name to the mailing list to keep you informed of project events and updates, and suggest that you also visit the project website on a regular basis. The website is noted below.

www.elginohare-westbypass.org

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

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



As business owner at 849 Thomas Drive, Bensenville, IL. Plan 203 does not interfere with our property, Although Plan 402 does show off ramps going through the East side of our property/BL06.

Recent Addition put on BL06 which does not show on your renderings.

I (do ☐ do not ☒) desire a response.

Would you like your name added to our project mailing list?

Yes ☒ No ☐

Name:

Jim Hornacek

Address:

849 Thomas Drive

Bensenville IL 60106

Phone:

630-595-3770



Illinois Department of Transportation

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

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

December 22, 2009

Mr. Jim Hornacek
849 Thomas Drive
Bensenville, IL 60106

Dear Mr. Hornacek:


Thank you for your attendance at our October 8, 2009 Public Hearing and your comments on the Elgin O'Hare - West Bypass project.

On the basis of the technical analysis and stakeholder input, Alternative 203, South Connection D has been selected as the preferred plan. As you noted with Alternative 203, we have not identified the need for property acquisition from your business. We will soon be moving into Tier Two (detailed engineering and environmental studies) using refined traffic information to develop our final roadway design, confirming lane assumptions, and ramp movements from our studies to date. In addition, we will be obtaining detailed topographic survey information and updated aerial photography. Our Tier Two studies are anticipated to be completed in mid to late 2012. We will ensure that your name is on our mailing list, so that you can keep informed of project events and updates.

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

From: Braband, Libby/CHI
Sent: Tuesday, September 08, 2009 11:27 AM
To: 'Krall, Ronald D'
Cc: Buckhout, Sarah/CHI
Subject: FW: Elgin O'Hare Comments

Follow Up Flag: Follow up
Flag Status: Red
 Ron - web comment
 Sarah - add to ML

From: support@elginohare-westbypass.org [mailto:support@elginohare-westbypass.org]
Sent: Tuesday, September 08, 2009 11:26 AM
To: Braband, Libby/CHI
Subject: Elgin O'Hare Comments

Comments

Email: terry_laplante@sbcglobal.net
Name: Terry LaPlante

Subject: Sound abatement fences along Elgin O'Hare Expressway

Message: I own a home just south of the Elgin O'hare and west of Roselle rd. in unincorporated Schaumburg twsp. My home is probably less than 100 yards from the highway. I've written to IDOT on a number of occasions about the absence of noise abatement fences along a stretch of the Elgin O'Hare, west of Roselle rd. Most of the homes located in this area were not constructed when the highway was built back in the late 1980's. Since then there are many homes on either side of the highway west of Roselle rd. Additionally, subsequent to the construction of this roadway, an enormous Fedex facility was built which has constructed which has added a great volume of truck traffic on this roadway. I've been told in the past that there are no provisions in IDOT's budget to retrofit sound abatement fencing. However, I've also been told by state legislative representatives that if there were modifications made to the highway that environmental impact studies would have to be conducted. I believe that is already begun. I would like to know if there is any possibility of looking at my problem. I'm quite sure that the decible level here is well over the allowable norm. There is a hearing scheduled on October 8 but I will be out of town. Any info you could provide in this regard would be greatly appreciated. Thank you.

Add me to the Project Mailing List: Add

Street Address: 1715 Logan St
 Roselle, IL 60172



Illinois Department of Transportation

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

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

December 22, 2009

Mr. Terry LaPlante
1715 Logan Street
Roselle, IL 60172

Dear Mr. LaPlante:

Thank you for your comments on the Elgin O'Hare – West Bypass project.

As part of our Tier One studies (conceptual level of detail), we have identified noise sensitive areas along the existing Elgin O'Hare Expressway where additional lanes are proposed, including your neighborhood. As we begin Tier Two studies in 2010 (detailed engineering and environmental studies), we will investigate noise impacts in detail, as well as mitigation strategies, which may include noise walls, earthen berms or a combination of the two to reduce impacts per Federal and State requirements.

We will include you on our project mailing list for future notification of stakeholder events. We also recommend that you check our website (www.elginohare-westbypass.org) for project updates.

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

From: support@elginohare-westbypass.org
Sent: Thursday, October 22, 2009 10:26 AM
To: Braband, Libby/CHI
Subject: Elgin O'Hare Comments
Comments

Email: janispasq@yahoo.com

Name: JanisPasquale

Subject: Elgin Ohare

Message: I am not happy about either 402 or 203 because they are based on the premise that the southern runway will be built. When it isn't built, there will be no need for the RPZ zone. Hence, the expressway connecting 294 and 90 can be placed further west of York Road and Route 19. The northeastern edge of Bensenville is being desecrated and polluted for a runway that may never exist. When the city of Chicago runs out of funds or if it has other plans for the land, then put the ring road inside the airport.

Another idea, eliminate the proposed expressway south of Thorndale (Elgin Ohare) to connect with 294. Vehicles that need to connect to 294 can go 90 to 294 north of the airport; 290 to 294 south of the the airport. The Elgin Ohare going all the way from Elgin to OHare will help with the east west flow across counties.

I also do not think the western access should end at the airport. Let it go underground through the airport. Vehicles that need to connect to 294 and 90 eastbound can do it more directly through the airport.

Add me to the Project Mailing List: Add

Street Address: 196 South Mason

Bnesenville

Illinois 60106



Illinois Department of Transportation

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

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

December 22, 2009

Ms. Janis Pasquale
196 South Mason
Bensenville, IL 60106

Dear Ms. Pasquale:

Thank you for your comments on the Elgin O'Hare – West Bypass project.

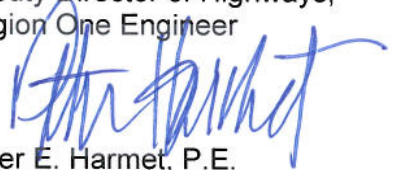
On the basis of the technical analysis and stakeholder input, Alternative 203, South Connection D, was selected as the preferred plan. Next year, the planning process will move into Tier Two, which involves detailed engineering and environmental studies, as well as continued stakeholder involvement. Regarding your specific comments, we offer the following:

- As part of our planning process, the O'Hare Modernization Program is considered a given, based upon their federally approved Environmental Impact Statement.
- The location of the West Bypass (Bypass) is constrained by both existing and proposed land use features.
- The south leg of the Bypass is needed to serve travel patterns and provide a proper connection to the eastern extension of the Elgin O'Hare expressway.
- In terms of the proposed western terminal, an extension of the CTA's Blue Line from the existing terminal to the western terminal is being considered.

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

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



I own the property at 701 Thorndale Avenue and run a commercial masonry business from this location.

As a contractor, this particular piece of property serves my business perfectly because of the outdoor storage area for my equipment and the proximity to I-90, I-290, I-294 and I-355. It took a long time to find this property as not all communities look favorably on construction equipment being stored outdoors. Now I am concerned that my property will be acquired and it will be impossible to find a property with outdoor storage and proximity to area expressways. We perform our services in Chicago and the surrounding counties so efficient transportation is very important. We have also made improvements to the property that required a significant amount of funds. I am hopeful that IDOT considers all of these factors when determining the amount to be paid. My business is my livelihood.

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☐ No ☐

Name: Julie Seranko

Address: 1230 Wallen Place

Downers Grove IL 60516

Phone: 630-595-2536



Illinois Department of Transportation

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

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

December 22, 2009

Ms. Julie Seranko
701 Thorndale Avenue
Bensenville, IL 60106

Dear Ms. Seranko:

Thank you for your comments regarding the Elgin O'Hare – West Bypass project. As noted, our preferred alternative, Alternative 203, will require acquisition of your property for the eastern extension of the Elgin-O'Hare Expressway within the Thorndale corridor.

We are concluding the Tier One portion (conceptual level of detail) of our planning process and will be initiating Tier Two (detailed engineering and environmental studies) in 2010. As Tier Two progresses, right-of-way acquisition needs will be better defined. We ensure your name is on our mailing list so that we can keep you apprised of project updates. Beyond our preliminary studies, which will be complete in 2012, there is no timetable set for construction since project funding has yet to be identified. As such, we are not actively acquiring property for the project unless we need to exercise protective acquisition or a property owner can demonstrate a hardship based on our agency's identified highway plans and their inability to sell.

As part of the land acquisition process, the Department will assess the fair market value of any property acquired and will also determine any damages to the remainder. If it is determined that your business cannot function within the area remaining, we will consider acquiring the entire parcel and provide relocation assistance. We understand any inconveniences that moving may cause, including any loss of business during the move. We will assist you with finding a suitable location and compensate you for your move. Enclosed is a brochure which explains the Department's relocation assistance program.

Ms. Julie Seranko
December 22, 2009
Page Two

If you have any questions or need additional information on the Department's land acquisition procedures, please contact Mike Cullian, Land Acquisition Manager, at (847) 705-4280. Any other project related questions can be directed to Ron Krall, Project Manager, at (847) 705-4103.

Very truly yours,

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

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

Enclosure

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



Re-evaluate the Bike Trail. Trail needed ~~to~~ along Salt Creek from Thorndale to Arlington Heights Rd. Mostly park land along Salt Creek makes perfect trail to connect trails in DuPage Cty w/ Busse Woods Trail System. Also look into connecting to new Schaumburg Trail (currently being constructed at Plum Grove Rd at Schaumburg Public Works Facility.

203 A is the best plan for the roadways. 203 should be moved further west to allow for more expansion at O'hare in future.

Since local access will be limited at Rowling Rd and Elgin/O'hare it will be necessary to widen and improve 290/Bierster Field interchange that is already over capacity with this it will be also necessary to widen Bierster Field Rd to 6 lanes from Rowling Rd to Arlington Hts Rd.

No Mass Transit along Elgin/O'hare Exp. 8 Lanes would be much more useful alternative.

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☒ No ☐

Name:

Jeffrey Snyder

Address:

872 Cass Lane

Elk Grove Village, IL 60007

Phone:

847-891-3248



Illinois Department of Transportation

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

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

December 22, 2009

Mr. Jeffrey Snyder
872 Cass Lane
Elk Grove Village, IL 60007

Dear Mr. Snyder:

Thank you for your attendance at our October 8, 2009, Public Hearing and your comments on the Elgin O'Hare – West Bypass project.

Since beginning the planning process in 2007, extensive technical studies and numerous stakeholder meetings have occurred, culminating in the identification of the two finalist alternatives that were presented at the Public Hearing. Briefly, Alternative 203 includes the Elgin O'Hare and West Bypass as freeway facilities. Alternative 402 is similar but includes the arterial upgrade of York/Elmhurst Road in place of the northern leg of the West Bypass. Each alternative included a transit and pedestrian/bicycle component understanding that any transportation solution must be multi-modal in nature. Based on input received at the Public Hearing, comments received on the Draft Environmental Impact Statement, coordination with the communities directly affected, and discussions with the resource and regulatory agencies, we are moving forward with Alternate 203 with South Connection Option D (203 D) as our preferred alternative.

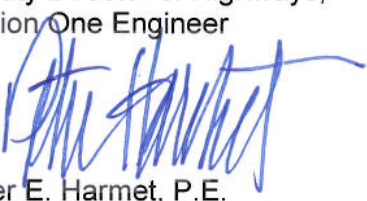
As we move into our Tier Two studies, we will consider your comments on Bike Trail connections and will further evaluate the need to improve nearby interchanges and roadways if they are affected by traffic as result of the project. We are reserving right-of-way for a transit-way along the existing Elgin O'Hare and Thorndale corridors since a need exists and this has been strongly endorsed by DuPage County, the surrounding communities, and the Regional Transit Authority.

Mr. Jeffrey Snyder
December 22, 2009
Page Two

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

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 October 26, 2009.



THE OPTION D PLAN KEEPS MOST OF THE CONSTRUCTION AWAY FROM THE RESIDENTIAL AREAS. THE TOWN OF BENSENVILLE HAS ALREADY LOST ~~LOST~~ LOTS OF HOMES TO OMP. NEITHER OPTION HAS GOOD ACCESS TO 294 N OR AN EXIT AT GRAND AVE. WHY? IF WE ~~ARE~~ LIVE NEAR THESE HIGHWAYS WE NEED BETTER ON/OFF OPTIONS.

WOULD LIKE MORE INFO ON DIFFERENCES OF OPTION A AND D - COST DIFFERENCES

WITH OPTION A, ALL THE HOMES WEST OF COUNTY LINE ROAD WOULD BE ~~BEHIND~~ HARMED W/ ADDITIONAL LIGHT/NOISE POLLUTION. KEEP THAT STUFF CLOSER TO THE INDUSTRIAL AREA OF FRANKLIN PARK, BENSENVILLE AND ABOVE RR TRACKS.

THANKS -



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
BENSENVILLE, IL 60106

Phone: 630 860-9455



Illinois Department of Transportation

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

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

December 22, 2009

Mr. Tony Spencer
545 East Red Oak
Bensenville, IL 60106

Dear Mr. Spencer:

Thank you for your comments on the Elgin O'Hare West Bypass project.

On the basis of technical analysis and stakeholder input, Alternative 203, South Connection D was selected as the preferred alternative. As shown in the table below (right column), the total cost differential between South Connections A and D is relatively small. Community support, in the form of a resolution from the Village of Franklin Park, was a key consideration in selecting Option D.

	Alternative 203		Alternative 402		South Connection Options (West Bypass)	
	with Option A	with Option D	with Option A	with Option D	Option A	Option D
Roadway Construction Costs	\$3.061B	\$2.987B	\$2.405B	\$2.331B	\$689.0M	\$615.0M
Roadway ROW Costs	\$563M	\$648M	\$388M	\$473M	\$125.2M	\$210.4M
Total Roadway Cost	\$3.624B	\$3.635B	\$2.793B	\$2.804B	\$814.2M	\$825.4M


Over the past two years, our studies have been conducted at a conceptual level of detail. Therefore, the layout of the proposed roadway was also conceptual. As the planning process moves forward into Tier Two (detailed engineering and environmental studies) in 2010, one of the first tasks will be to examine interchange alternatives.

Mr. Tony Spencer
Page Two
December 22, 2009

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

Project and Environmental Studies
 Illinois Route 19 (Irving Park Road) at York Road
 DuPage County

12-10-2009

Dear Mr. Harmet,

I will try to reply to your letter and comments dated from November 12, 2009, regarding my submission of the Illinois Route 19 (Irving Park Rd) at York Road Project.

Basically, the Canadian Pacific and Union Pacific Railroads have to be open everyday, all day, so any relocation and calls for bridges must have temporary bypasses.

My preliminary shows a Permanent relocation which would save millions of dollars for IDOT and Bensenville (who originally asked for my help). *(here)*

Ms. Rosemarie Andolino, the Executive Director of the OMP and Railroads Officials, really admire this alignment.

Considering the Elgin O'Hare Bypass in my preliminary plan submitted October 5, 2009, there is a note included that you have missed. All railroads were moved East of York Road to make room for future Western Bypass Expressways East of York Road, and elimination of lowering York Road and Irving Park Road.

Since railroad movement East is flexible as shown, it provided adequate space for the proposed Western Bypass Expressway and its proposed intersection at Illinois Route 19 ~~30~~ (Irving Park Road).

Your response will be greatly appreciated.

P.S. A brief overview of my background

- Korean War Veteran
- University of Illinois in the 1950's
- Consoer, Townsend & Associates (highways)
- Troups & Olson (highways)
- Alfred Benesch and Company (highways)
- Sargeant Engineering Company, LTD (roads)
- Village of Addison, retired in 1988 (roads)
- H.F. Vegter Excavating Company
- Home office as Earthwork consultant, closed 2007

By: Mitchell W. Gersing
Mitchell W. Gersing P.E.
8 N. Grant Dr.
Addison IL 60101
Tel (630) 543-1748

X = Elimination of Irving Park
Lowering and York Rd

Flexible

2001'

Western Bypass
Expressway

12/9/09

Ramps
ON-OFF

IRVING PK
DIST.
FLEXIBLE

Ramps
on-off

19

York Rd

CANADIAN PACIFIC RR
2 TRACKS

CR&UP
RELOCATED

FLEXIBLE

12

ORCHARD



Illinois Department of Transportation

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

Project and Environmental Studies
Illinois Route 19 (Irving Park Road) at York Road
DuPage County

December 22, 2009

Mr. Mitchell C. Wyczesany
8 North Grant Avenue
Addison, IL 60101-3530

Dear Mr. Wyczesany:

Thank you for your letter of December 10, 2009.

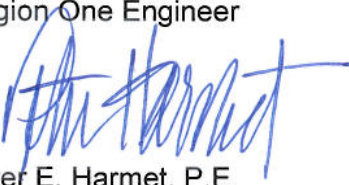
As mentioned in numerous conversations, meetings, and correspondence, the proposals you had submitted were not feasible. Also, as mentioned in our last correspondence, the Phase I planning process has been completed, and as such, we will not be considering any further design alternatives.

Again, thank you for your interest in highway matters.

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

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



1. Would like to see landscaping in the median maintained in the existing Elgin O'Hare portion to some degree - it makes the drive more pleasurable to have an element of nature in the corridor. With the addition of transit in the median, I am concerned the green space will disappear. Lets not create another Eisenhower Expressway!

2. Lets try to landscape the new corridors as well, get enough ROW to do this.

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



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



PLEASE GO WITH

A/H #402

THANK

I (do ☐ do not ☐) desire a response.

Name: _____

Would you like your name added to our project mailing list?

Yes ☐ No ☐

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 October 26, 2009.



I Recommend Alternative 203.

Altho cost estimates are \$900,000,000 High
than #403 the business displacements are
about the same, and the Return is \$1B.
More, and growing!

ALLAN ANDERSON
1076 Cernan Ct
Elk Grove Village, IL 60007

Besides, a full freeway to I-90 should
be built eventually — so Why Not Now?

I (do ☐ do not ☐) desire a response.

Name: _____

Would you like your name added to
our project mailing list?

Yes ☐ No ☐

Address: _____

Phone: _____

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



203D is the lesser of all evils.
 The IDOT project should not be
 started until the Southern runway
 at O'Hare falls thru. When ~~the~~ the
 Southern
 runway project is abandoned, there will
 be room to put the expressway
 that connects 294 + 90 further west
 of York + Irving Park Roads. That
 part of Bensenville is being destroyed
 for a phantom runway. Put the
 ring road inside the airport.

I (do ☐ do not ☒) desire a response.

Would you like your name added to
 our project mailing list?

Yes ☐ No ☒

wife is
 on list

Name:

Richard Arquette

Address:

196 S. Mason

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 October 26, 2009.



EVALUATING THE ALTERNATIVES, I SUPPORT ALT. 203
AND BYPASS OPTION D.

203 PROVIDES SUPERIOR TRAFFIC FLOW

OPTION D ALLOWS DIRECT ACCESS FOR TRUCKS
TO THE BRIDGE OVER THE RAIL YARD.

OPTION A WOULD REQUIRE TRUCKS WITH
TRAILERS TO MAKE 2 TURNS TO ACCESS
THIS BRIDGE, WITH POTENTIAL BACK-UPS
AND TRAFFIC DELAYS.

I (do ☐ do not ☒) desire a response.

Would you like your name added to
our project mailing list?

Yes ☐ No ☐

ALREADY ON LIST.

Name:

GARY D. BENGLUNG

Address:

24 S. ADDISON #809

BENSenville IL 60106

Phone:

630 350 2983

From: Braband, Libby/CHI
Sent: Tuesday, October 27, 2009 4:12 PM
To: Buckhout, Sarah/CHI
Subject: Fw: Elgin O'Hare Comments

From: Braband, Libby/CHI
To: Krall, Ronald D <Ronald.Krall@illinois.gov>
Sent: Fri Oct 09 14:42:23 2009
Subject: FW: Elgin O'Hare Comments

From: support@elginohare-westbypass.org [mailto:support@elginohare-westbypass.org]
Sent: Sunday, September 13, 2009 2:55 PM
To: Braband, Libby/CHI
Subject: Elgin O'Hare Comments

Comments

Email: ken.brandt@yahoo.com

Name: Ken Brandt

Subject: Please do this

Message: The first option is best. Having this new west side access would make a quality difference in my life. more sleep, more family time. more industry for the area, jobs, etc. I am all for this plan!!!

Add me to the Project Mailing List: Add

Street Address: 508 Cameron Way
Buffalo Grove, IL. 60089

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



Build Option 203D - this option provides the best method of getting the trucks into and out of the Elk Grove industrial area and onto the major North-South route - I-294 to ~~the~~ out of the area / east-west travel at I-80 and the new intermodal ports in Elwood / Joliet / Lincoln National / Arsenal. This option will help relieve the truck congestion at 290/294 which causes major congestion and delays for a major part of the day. It will do this by taking the truck traffic from 290 and putting it onto the new West bypass onto 294 North of the 290/294 Interchange.

Oh yeah, by the way, build 53 North through Long Grove while you're at it.

I (do ☐ do not ☒) desire a response.

Would you like your name added to our project mailing list?

Yes ☒ No ☐

Name:

Gary Cerven

Address:

140 W. Devon Ave

Rose Hill.

Phone:

(773) 592-9747

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



PREF 203D

I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☒ No ☐

Name: JIM DENNA

Address: 560 N. YORK

BENSENVILLE IL 60106

Phone: 630-697-9106

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 October 26, 2009.



Prefer 203 D

I (do ☐ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☐ No ☐

Name:

JOHN DENNA

Address:

560 N. YORK RD

BENSENVILLE IL

Phone:

630-697-9199

630-766-5019

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



I have a strong preference for option D over option A.

I have concerns with both option A and D with the impact of the elevation of the freeway for the southernmost runway (10-R). I would like to please be sent the elevation study and impact analysis for the freeway as affects runway 10-R, and the FAA letter stating that this is not a problem point. I am also concerned with the area just south of that point, north of Green St, where the freeway goes below ground. What studies have been done concerning the water table and impact of rain/flooding to that stretch of road?

I would like to please be sent an output of both option A and D for my records.

Option D appears to have less impact overall, and is preferred.

I would also urge IDOT to consider expanding Green St. only north of the current road, and not both north and south, to impact fewer businesses. Analysis should be done to study the impact on Green St, and the road badly needs to be improved and widened.

Thank you for hearing my comments.

I (do ☒ do not ☐) desire a response.

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

Name: MATTHEW DUHAN

Address: 148 S CENTER ST
BENSENVILLE, IL 60106

Phone: 312-218-3607

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



Appendix N-4
North Bypass Plan
ALT 203

Appendix N-7
York - Elmhurst Road Arterial Plan
ALT 402

Earth INC
810 N Arlington HTS RD
Itasca IL
60143

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 October 26, 2009.



AFTER Reading all the plans presented,

I think that Alternative 203 OPTION
"D" is the Best Fit For the AREA.

I (do ☐ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

Name:

PETER Gallagher

Address:

P.O. Box 46

Bensenville IL 60106

Phone:

630-595-5351

VANGUARD160106@AOL.com

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



I LIKE THE 203 OPPORTUNITIES FOR THE
BEST RESULT. WE NEED TO DEVELOP
AS MUCH AS WE CAN

I (do ☒ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

Name: THOMAS GRANAATHI

Address: 7011 ASTOR AV AP+3D

HANOVER PARK IL 60133

Phone: 630-213-8028

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



I am in favor of Alternative 203, as long as the Touhy Ave @ UP-RR Grade Separation (UP-RR) Project is done.

If funding does not allow for the UP-RR project then Alternative 402 should be the option. The savings should be spent on UP-RR

The Elgin-O'Hare Expwy should be finished and go all the way to Elgin. Fund should be considered for this project. The Expwy is the Not Elgin-O'Hare

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☒ No ☐

Name:

SCOTT Horejs

Address:

209 E. Murray Dr
Wood Dale, IL 60191

Phone:

847-294-7149 (work)

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 October 26, 2009.



after reviewing the displays and talking to the reps I would definitely be in favor of using the D proposal. It would preserve Bensenville and Franklin Park has agreed to let the roadway go through their land. (I wonder what that deal was?)

So yes I want D

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☐ No ☐

already on it

Name: Cathy Howard

Address: 325 George St
Bensenville IL 60106

Phone: _____

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



PLEASE FOLLOW OPTION 'D'
AS SUPPORTED BY BOTH
BENSENVILLE & FRANKLIN PARK

THANK YOU

I (do ☒ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

Name:

JILL HUNT

Address:

342 BRIAR LANE

BENSENVILLE, IL 60106

Phone:

630-766-3116

COMMENT FORM



ELGIN O'HARE
WEST BYPASS

Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



MY NAME IS AL HUTCHISON 1009 DOLORES DR

10-8-09

BENSEN VILLE IL 60106

AND I VISITED BELVEDER BANQUETS TO SEE YOUR
PRESENTATION ON THE ELGIN O'HARE WESTERN BY-PASS

I WISH TO REGISTER MY VOTE FOR ALTERNATIVE 203 OPTION D

I (do ☐ do not ☐) desire a response.

Name: _____

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

I AM ALREADY ON
YOUR MAILING LIST

Address: _____

Phone: _____

603 766-2586

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 October 26, 2009.



*I'd like 203-D Southern Alternative
It's the best alternative.*

I (do ☐ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☐ No ☐

Name: ANDREA KOSHABA

Address: 1124 LANCASTER AVE

ECK GROVE VLG IL 60007

Phone: 847-952-1510

COMMENT FORM



ELGIN O'HARE
WEST BYPASS

Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



Please send copy of (full-size plot)

Appendix N-4 Alt 203 North Bypass plan
" N-7 Alt 402 York/Einkhorn widening
to below addresses:

TOM KANZLER

810 N ARLINGTON HTS RD

ITASCIA, IL

60143

BROOK LARSON

2364 Cove Drive

HANOVER PARK ILL 60133

I (do ☐ do not ☐) desire a response.

Name: _____

Would you like your name added to
our project mailing list?

Yes ☐ No ☐

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 October 26, 2009.



My suggestion is to use
alternative 203-D

Helen Lepke

D

I (do ☐ do not ☒) desire a response.

Would you like your name added to
our project mailing list?

Yes ☐ No ☒

Name:

Helen Lepke

Address:

1490 Hodgson Ln
Elk Grove Village, IL 60007

Phone:

847/524-4978

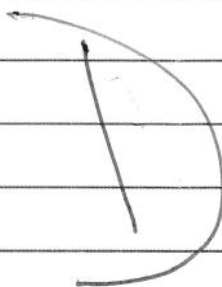
COMMENT FORM

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

Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



My suggestion is to use Alternative
203-D



I (do ☐ do not ☒) desire a response.

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

Name: Robert

Address: 1490 Hoffmann Lane

Elk Grove Village Ill 60007

Phone: 847-524 4970

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 October 26, 2009.



Great presentation !!! Plans!

Happy up - Go with

Q03 - Will make

a tremendous difference

to all surrounding

suburbs !!! West Entrance
Needed.

Can't wait to see

it starting!!! Thanks!

I (do ☐ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☐ No ☐

Name:

The Lindstrom's

Address:

Elk Grove, IL

Phone:

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



Please mail me the detailed
copies of appendix N5
+ N6

Can we get an electronic (email) copy?

Mike Mabert
Plant Manager
Nestle Foods

3401 Mt Prospect Rd
Franklin Park IL 60131

I (do ☐ do not ☐) desire a response.

Name: _____

Would you like your name added to
our project mailing list?

Yes ☐ No ☐

Address: _____

Phone: _____

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



I Think Plan D makes more
sense

I (do ☐ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

Name: Auggie Mancilla

Address: 480 Podlin DR.

FRANKLIN PARK IL 60131

Phone: 630-238-3066

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



I prefer option 203-D.

I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☐ No ☐

Name:

Judith Martinez

Address:

P. O. Box 60

Phone:

(630) 201-3534

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



My husband and I live west of County Line Rd on George St. just a few houses west of John St. Our home is a new house and we like our neighborhood in Bensenville. We are very Disturbed about the Planes that are being considered East of us. Please Do Not build the Elgin O'Hare West by Pass on County Line Road. We Do Not want 203A or 402A.

The Best Plan for us would be 402D
Please Keep out of Bensenville
We Have had enough !!!!!!

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☒ No ☐

Name:

To Ann Newman

Address:

756 George St.

Bensenville IL 60106

Phone:

630-595-9777

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



My wife and I built our home only a few short years ago. Our home is a custom built house on George St just a few houses west of John St. I am very upset about the New Project which is being considered at County Line Road. Please DO NOT Use County Line Road As the New Elgin O'Hare West by Pass. If you must build this Road Please Keep OUT of Bensenville. Our Town has been distrayed enough!! I prefer plan 402-D If you must build.

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☐ No ☐

Name: Ken Newman

Address: 756 George St.
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 October 26, 2009.



Re: South Connection Bypass A and D

If either the South Bypass "A or D" is selected, you need to re-classify both Franklin Ave and County Line Roads to 80,000 capacity roads. As business owners in the Franklin Park area on Franklin Avenue, it is vital to be able to access the ring road with 80,000 gross weight.

Currently, those roads are restricted to the old weight law of 73,280#. Police will ticket truckers when in fact the road is more than capable of 80,000# gross weight. The county of Cook & DuPage must be on board w/ re-classing those roads to make the access both practical and logical.

Thank-you.

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☐ No ☒

Name: Tim Orlowski

Address: 11355 Franklin Ave
Franklin Park, IL 60067

Phone: 847-737-2130

Arlington Metals Corporation

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



I SUPPORT ALTERNATIVE 203 OPTION D
 THIS OPTION TAKES THE LEAST OF THE BUSINESSES
 IN THE AREA, SINCE BENSENVILLE HAS BEEN
 HIT HARD BY THE O'HARE EXPANSION THIS
 SHOULD BE GIVEN HIGHER ATTENTION, I HOPE
 IDOT CONSIDER OPTION D TO BENEFIT THE
 COMMUNITY

I (do ☒ do not ☐) desire a response.

Would you like your name added to
 our project mailing list?

Yes ☒ No ☐

Name: ORONZO PECONIO

Address: 1001 GLENDALE

BENSENVILLE IL 60106

Phone: 630-595-4200

O.PECONIO@COMCAST.NET

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 October 26, 2009.



Develop 203
Option D!!!!

I (do ☐ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☐ No ☐

Name:

Kathie Duvie

Address:

1000 W. Green St.
Bensenville, IL 60106

Phone:

630-766-2500

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 October 26, 2009.



BUILD 203 WITH OPTION A.

AS RESIDENTS OF NORTHERN ILLINOIS, WE HAVE A GOLDEN OPPORTUNITY TO DO THIS RIGHT. WE HAVE A PRESIDENT IN THE WHITEHOUSE FROM ILLINOIS. I HAVE SEEN WHAT A PRESENT FROM YOUR HOME STATE CAN DO, AS EVIDENCED IN THE DALLAS/FORT WORTH AREA OF TEXAS. AS FOR THE NEW CONNECTIONS OVER THE BENSENVILLE RAIL YARD, (THAT CONNECTS TAFT & FRANKLIN AVE) I'M CONCERNED ABOUT THE VOLUME OF TRAFFIC THAT WILL WANT TO USE THIS CONNECTION AS A SHORTCUT FROM IRVING PARK RD, IL RTE 19 SOUTH TO FRANKLIN, WEST TO COUNTYLINE RD, SOUTH TO JEFFERSON 3RD AVE, WEST TO RTE 83. I REALLY THINK IDOT IS UNDERESTIMATING THE NUMBER OF VEHICLES THAT WILL WANT TO USE 3RD AVE AS A SHORT-CUT. REMEMBER, 3RD AVE/JEFFERSON IN BENSENVILLE IS A RESIDENTIAL STREET NOT A STATE HIGHWAY. THERE IS ALREADY TOO MUCH TRAFFIC TRAVELING THIS ROUTE, EAST & WEST BOUND BETWEEN COUNTYLINE RD & RTE 83. IF YOU REALLY WANT THE NEW TAFT BRIDGE ^{OVER} THE BENSENVILLE RAIL YARD, THEN I WILL HAVE TO INSIST ON THE REMOVAL OF ACCESS TO RTE 83 VIA 3RD AVE. COMMUTERS SHOULD USE YORK RD TO GRAND AVE FOR RTE 83 ACCESS. ONCE AGAIN, THIS WILL ELIMINATE THE SERIOUS ACCIDENTS THAT OCCUR AT THE 3RD AVE & RTE 83 INTERSECTION

I (do ☒ do not ☐) desire a response.

Name: MICHAEL PLUMERI

Would you like your name added to our project mailing list?

Yes ☒ No ☐

Address: 435 S. MINER ST.

BENSENVILLE, IL 60106

Phone: 630-202-3765

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



Recommend: South Connection Option D
Plan 203

I (do ☐ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☐ No ☐

Name:

Paul L. Quinn

Address:

717 E. Jefferson

Benseville, IL 60106

Phone:

630-350-3435

From: Braband, Libby/CHI
Sent: Friday, October 09, 2009 3:41 PM
To: Krall, Ronald D
Cc: Buckhout, Sarah/CHI
Subject: FW: Elgin O'Hare Comments

Follow Up Flag: Follow up
Flag Status: Red

From: support@elginohare-westbypass.org [mailto:support@elginohare-westbypass.org]
Sent: Friday, October 09, 2009 12:51 PM
To: Braband, Libby/CHI
Subject: Elgin O'Hare Comments

Comments

Email: dojora@att.net
Name: DOREEN RAFACZ
Subject: ELGIN-OHARE BYPASS...
Message: ON THE I-294 "ATTACHMENT" GRAND AVE TO YORK RD, BENSENVILLE ILLINOIS
SINCE COOK CO. WANTS THIS EXPANSION..THE PLAN D, OFFERS COOK CO. THE CHANCE TO BE A PART OF MAYOR DALEYS PROJECT.
THANK YOU
Add me to the Project Mailing List: Add
Street Address: 439 S. JUDSON ST
BENSENVILLE, IL 60106

 Illinois Department of Transportation

I favor #203D to limit the destruction of
Beardsville

Name: Gavin Kerbo

Address: 253 So. Church St

Benseville, Ill

Phone:

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



I'd like to register a strong preference for alternative 203. It provides ~~the~~ the best choices for EB O'Hare Elgin traffic to continue EB, as well as choices for East Airport vehicles to access the (future) West ~~Terminals~~ O'Hare terminals.

I also prefer Option A. because it displaces fewer large employers and has good access to community centers like the Bensenville Ice arena.

I (do ☐ do not ☐) desire a response.

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

Name:

John Rosario

Address:

230 E Grantley Ave

Elmhurst, IL 60126

Phone:

630-833-6891

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



Prefer Alternative 203 & Avoid Option D
to happen vs Option A
Option D destroys ~~general~~ businesses & homes.
Bensenville has lost so much already.
Franklin Park has approved Option A.
Neither South options are good for the
SE side of Bensenville. The highway
would be too close either way. But
@ least option D doesn't destroy as
much of Bensenville.
Option A is close to Redmond Park which
has become a safe wetland for many
birds.

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 IL 60006

Phone:

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



Elg

APPENDIX N-4

NORTH BYPASS PLAN

ALT 203

Big Map

Rhonda Schubert

330 CARDINAL DRIVE

Bloomington IL

60108

630 819-1000

I (do ☐ do not ☐) desire a response.

Name:

Would you like your name added to our project mailing list?

Yes ☐ No ☐

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 October 26, 2009.



I have lived in Bensenville since 1939-

I would insist on the Plan D.

there is enough impact on Bensenville

already. ~~Plan~~ Please leave something

for Bensenville. John Giel has already

done enough damage to our town.

my father Chester A. Giel worked at Douglas

air craft during World War II. I think my

family has done enough for the area

I (do ☐ do not ☐) desire a response.

Would you like your name added to
our project mailing list?

Yes ☐ No ☐

Name: Chester A. Giel Jr.

Address: 284 E. Jefferson
Bensenville, IL 60106

Phone: 630-766-4901

COMMENT FORM



ELGIN O'HARE
WEST BYPASS

Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



- > Nice progress on the detail of the drawings - more to detailed engineering
- > Prefer 203 South D option
- > Like the transfer corridor for the north leg from O'Hare to I 90 spur line and west from O'Hare to Springfield
- > Like comprehensive transportation solution - multi-modal!
- > The # of lanes shown seems adequate do not go with four lanes
- > Let's get it done ASAP - Build it as a tollway
- > Build SB and unknown Richmond next phase
- > Bury all overhead utility lines in corridor
- > These projects are necessary for our future as a transportation center
- > Heavy, heavy landscaping please

I (do ☐ do not ☐) desire a response.

Name: SAM L SEMROW

Would you like your name added to our project mailing list?

Yes ☐ No ☐

Address: 1074 HOLLY CIRCLE

LAKE ZURICH IL

Phone: 602-47

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



~~Please send a copy of both Option A and Option D.~~
~~Since the~~

Since the updated drawings of option A and D (that were on display at the Oct. 8th public hearing) will not be available online, can someone please send me a copy? These two drawings are different than the previous ones on the project's website. Thank you!

I (do ☒ do not ☐) desire a response.

Would you like your name added to our project mailing list?

Yes ☐ No ☒

Name: David Siverling

Address: 3401 Mount Prospect Rd.

Franklin Park, IL 60131

Phone: (847) 957-5824

COMMENT FORM



ELGIN O'HARE
WEST BYPASS

Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



I AM IN FAVOR OF THE ELGIN O'HARE 206 D
WORK. I AM ALSO IN THE CARPENTER'S (LOCAL 181)
UNION AND HOPE THE ABOVE MENTIONED
JOB WILL GIVE OUR LOCAL MEMBERS WORK.
WE NEED TO HAVE OUR MEMBERS EMPLOYED
TO BE HELPING THE ECONOMY GET BACK ON TRACK.
WHATEVER WORK IS DONE, SOME UNION
MEMBERS WILL BE LUCKY ENOUGH TO BE WORKING.
OUR ECONOMY NEEDS JUMP-STARTING + THESE
PROJECTS HELP.

BUREAU OF PROGRAMMING
RECEIVED

OCT 28 2009

DISTRICT #1

I (do ☐ do not ☒) desire a response.

Name: JOHN WAJDA

Would you like your name added to
our project mailing list?

Yes ☒ No ☐

Address: 10309 OAK RIDGE RD

MARENGO IL 60152

Phone: _____

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



I'm in full support of Alternative 203 along with option D. thus with both they will create the most needed work for the area.

With Alternative 203 And Option offer least displacement of homes and businesses and the least negative impact on the tax base of the area.

I (do ☒ do not ☐) desire a response.

Name: Joseph Weber

Would you like your name added to our project mailing list?

Yes ☒ No ☐

Address: 1214 S. 10TH ST

St Charles, IL 60174

Phone: (630) 334-0577

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



Vote For
203 - D

I (do ☐ do not ☒) desire a response.

Would you like your name added to our project mailing list?

Yes ☒ No ☐

Name: *Lois H. Weber*

Address: *119 E. Memorial*

Bens. ell. 60106

Phone: _____

Appendix E
Alternatives to be Carried Forward Technical
Report

*Alternatives to be Carried Forward
Technical Report*

Elgin O'Hare – West Bypass Project

Prepared for
Illinois Department of Transportation

May 2009

CH2MHILL

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1. Introduction

In June 2007, IDOT commenced a study to examine multimodal transportation improvements for the Elgin O'Hare–West Bypass (EOWB) project. A central element of the study is the identification and evaluation of a broad range of alternative solutions to address transportation issues in the study area. The *Transportation System Performance Report*, completed in April 2008 and updated in May 2009, involved a comprehensive system evaluation of transportation conditions and problems in the study area. The evaluation identified travel patterns, trip characteristics, location and extent of major problems, and the reasons for the problems. The findings established the starting point for developing transportation system alternatives in the study area with a clear understanding of what the problems are and why they are occurring.

The EOWB alternatives development and evaluation process has been in progress for more than a year and has led to the Build Alternatives proposed to be carried forward in the Draft Environmental Impact Statement (DEIS). The evaluation process has been structured to allow consideration of a broad array of alternatives with stakeholder input at every step. Improvements to the various transportation modes (e.g. roadway versus transit) were considered independently, with the object of combining the optimal modal improvements into complete multimodal Build Alternatives for detailed consideration in the DEIS.

This report describes how roadway alternatives were developed and then screened to those that will be included in the DEIS. Other aspects of the overall multi-modal solution for the study area (transit, travel demand management (TDM), transportation system management (TSM), bike and pedestrian improvements) which will be common to the roadway alternatives carried forward, are described in Section 5 of this document.

2. Alternatives Development Process Overview

The methodology for developing and evaluating alternatives for EOWB included technical analysis, environmental considerations and analysis, and stakeholder input. For roadway alternatives, there were four interrelated modules described as follows (see Exhibit 1):

1. Module 1 began with stakeholders identifying a range of improvement strategies to be considered to address diverse transportation issues in the study area, such as physical, operational, and demand management strategies.
2. In Module 2, complete sets of roadway improvements were packaged and termed "Initial System Strategies." This step involved screening the Initial System Strategies based on transportation performance measures against the purpose and need criteria, and identifying system alternatives to be carried to the next step for consideration.
3. Module 3 consisted of continued refinement and screening of the remaining roadway system alternatives in two steps; the first step focused on screening out alternatives with relatively high environmental or socioeconomic impacts, and the second step on refining and then evaluating the remaining Finalist Roadway System Alternatives on the basis of transportation performance, financial (initial cost), and environmental/socioeconomic factors.

4. Module 4 will involve combining the remaining roadway alternatives and complementary multi-modal improvements (transit, TDM, TSM, bike and pedestrian improvements) to form complete system alternatives that will be considered in detail in the Tier One DEIS. The Preferred System Alternative will then be identified in the Tier One FEIS on the basis of analysis findings, agency input, and public input.

The determination of the Finalist Roadway System Alternatives to be carried forward in the DEIS occurs at the conclusion of Module 3. Module 4 is a future step and is mentioned for reference only.

Several underlying assumptions guided the alternatives development process:

- The No-Action Alternative serves as the baseline 2030 transportation condition, and a basis for comparing the travel performance of the proposed alternatives.
- Existing roadway travel performance was established as the year 2007; the project design year is 2030, consistent with the regional planning horizon established by the 2030 Regional Transportation Plan.
- Alternatives were developed at a sufficient level of detail to reasonably define an environmental footprint that would accommodate the likely improvements needed to satisfy the 2030 travel requirements and needed capacity improvements to satisfy 2030 demand.
- The technical analysis of alternatives relied on a travel model and GIS database. A travel demand model² of the study area was used to evaluate the relative performance of the alternative transportation solutions. A GIS database was developed as a decision support tool for alternative development and evaluation. The database has more than 120 layers of environmental, land use, utility, socioeconomic, and transportation data in an electronic format. It was used in identifying where environmental and socioeconomic resources should be avoided or impacts to them minimized, as well as in calculating impacts associated with the various alternatives.
- An extensive stakeholder outreach program is a key aspect of the process and is being conducted consistent with IDOT's Context Sensitive Solutions (CSS) policies.³ The EOWB project is stakeholder driven and input is sought and received on every aspect of the study.

3. Transportation Issues and Problem Identification

Identifying the transportation issues that are important to the study area is the corner stone of a transportation planning process. In the first months of the study, a two-pronged approach was used to identify transportation problems and to establish the purpose of and need for the project. The approach included extensive stakeholder coordination activities

² The model is based on that used by CMAP.

³ IDOT's CSS Policy and Procedural Memorandum 48-06 establishes project development guidance, stakeholder involvement processes, and design flexibility principles to be used in the project development process for major projects.

coupled with a comprehensive technical analysis of transportation system performance, both today and in 2030, under the No-Action Alternative.

Stakeholder coordination activities included face-to-face stakeholder meetings and written input. Four meetings were held in late 2007: a Corridor Planning Group (CPG) Meeting; a Public Informational Meeting; an Agency EIS Scoping Meeting; and a Joint Task Force Meeting. Table 1 summarizes roadway and other transportation issues identified through this process. During this period, IDOT conducted technical analyses to develop and confirm the nature of transportation problems within the study area. This culminated in the *Transportation System Performance Report (TSPR)*, which included a comprehensive analysis and summary of the performance of the transportation system for the study area both today and in 2030.

TABLE 1
Technical and Stakeholder Problem Statements

Project Needs	Technical Analysis Findings	Stakeholder Problem Statement
Improve local and regional travel	Roughly 86% of the area's interstates and major arterials are congested, growing to 91% by 2030. Congestion on major roads will spill over to secondary roads with 81% congested on minor arterials and collector roads by 2030, and travel delay increasing up to roughly 52%.	Congestion on major routes. Reduced truck/freight mobility.
Improve travel efficiency	40% of the study area has the longest travel times to interstate connections. Lack of service interchanges along existing interstates results in poor access and inadequate connections with major regional corridors. System interchanges operate inefficiently because of traffic volumes exceeding capacity, lack all movements, inefficient loop style ramps, and short weaving sections. Freight rail traffic impedes the movement of vehicle traffic in the study area with 120 at-grade crossing, and 15 on major routes.	Poor access and connectivity in the study area. Travel delays caused by at-grade railroad crossings. Travel management strategies that could improve travel efficiency are minimally applied in the study area.
Improve O'Hare West Access	Proposed O'Hare West Terminal reliant on high-capacity transportation connections from the west (i.e. roadway, rail transit, bus, shuttle) to serve an estimated average daily traffic of 29,000 in 2030. West terminal entrance would have longest travel times in study area to interstate connections. Western access would be required to serve the terminal need while maintaining local route continuity, and supporting local community economic goals.	Lack of access to O'Hare Airport.
Improve modal opportunities and connections	Roughly 4% of the all trips in the study area are made by transit, increasing to 5% by 2030. Ridership is affected by gaps in service, inability to adequately serve the reverse commute or suburb-to-suburb commutes, lack of system capacity, inadequate bus/shuttle connections to rail transit and to employment centers, constrained parking capacity at rail stations, and inadequate pathways for pedestrians and bicyclists to transit.	Public transportation not being a realistic choice: enhanced service options and improved infrastructure are required. Fragmented pedestrian and bicycle system that impairs access to transit stations and other nodes.

The stakeholder input and the *TSPR* findings formed the foundation of the overall study process and provided essential input for development of the project's purpose and need.

4. Alternatives Development, Evaluation, and Screening

4.1 Module 1—Identifying Strategies

The alternatives development and evaluation process began with project stakeholders marking aerial maps showing the desired locations and types of improvements. The outcome was an exhibit with lines drawn on major roadways in the study area, including IL 83, York and Elmhurst Roads, Thorndale Road, IL 19, and others (see Exhibit 2). The project team assembled the improvements into a range of system alternatives in three general categories:

1. Improve existing system
2. System expansion
3. Combined system improvements and expansions

The outcome was the development of 15 Initial Roadway System Strategies (see Exhibit 3). Each alternative strategy includes about 75 lane miles of new capacity. Major differences between various system alternatives included the improvement corridor locations (e.g., IL 83 versus York Road) and the facility type (e.g. arterial vs. freeway).

4.2 Module 2—Purpose and Need Screening

Module 2 focused on determining which Initial Roadway System Strategies satisfied the purpose of and need for the project. The evaluation was conducted using the travel demand model and systemwide travel performance measures related to the purpose and need. With stakeholder input, various travel performance evaluation criteria and performance measures were developed to test the ability of each roadway system strategy to address transportation needs (see Table 2).

TABLE 2
Travel Performance Evaluation Criteria

Purpose and Need Objectives	Performance Criteria	Evaluation Measure
Improve local and regional travel	Vehicle hours of delay	Daily PM peak period vehicle hours of delay
	Congested vehicle miles of travel	Miles traveled in congestion on arterials during PM peak period
	Regional areas with travel time savings	Areas with travel time savings for representative regional trip origins (northwest, west, southwest)
Improve O'Hare west access	Selected trip pair travel time savings	Travel time savings for select study area trips to O'Hare West Access
Improve travel efficiency	Improved interstate accessibility	Area and number of trips within 5 minutes of a new or improved service interchange
Improve modal connection opportunities	Modal opportunities	Population/employment served by potential new dedicated transit corridors

The overall travel performance of each strategy was compared using a scoring system that ranked the performance of the 15 strategies from 1 to 15 for each criterion, and totaling the rankings for each criteria for each alternative. The scoring showed stratification in scores, with 10 options being substantially better than the other 5 (see Table 3). The following 5 Initial System Strategies (including all in the Improve Existing System category) did not address purpose and need adequately (as demonstrated by appreciably lower overall travel performance and consistently low comparative rankings), and were therefore dropped from further consideration:

- Group 1: 101 and 102
- Group 3: 301 and 302
- Group 6: 601

These strategies provided relatively lower congestion relief on area regional and local roadways, and only moderate improvements in access to major regional roadway corridors. Further, they would not appreciably improve O'Hare west access and would provide only moderate new transit market potential. Ten strategies were retained for further consideration: 201, 202, 203, 204, 205, 401, 402, 403, 404, and 501 (see Exhibit 4).

TABLE 3
Initial Roadway System Strategies: Purpose
and Need Screening Results

Strategy Number	Rank (1–15)	Total Score
201	1	21
202	2	24
203	3	30
403	4	39
401	5	43
204	6	48
402	7	51
205	8	55
404	9	59
501	10	62
102 ^a	11	99
302 ^a	12	100
301 ^a	13	102
101 ^a	14	105
601 ^a	15	112

^a Alternative does not address purpose and need and therefore was dropped.

4.3 Module 3—Refinement, Evaluation, and Screening of Roadway Alternatives

Alternatives considered in Module 3 consisted of the 10 roadway system alternatives carried forward from Module 2, and a broad range of options for potential connections between a new north-south freeway near I-90 to the north (North Connection Options) and I-294 to the south (South Connection Options). These connection options represent a range of corridor locations for a portion of the West Bypass corridor, and therefore can be applied to all system alternatives which include the West Bypass. Connection options were evaluated independently of the system alternatives in order to allow for a direct, side by side comparison of the relative performance and impacts of various corridor locations. Including the overall system alternatives within this connection option evaluation would not provide any benefit, as it would simply add another layer of data that would be common to all of the connection options being considered. The results of the connection options evaluation are discussed separately in Section 4.3.3.

A 2-step process was followed to refine, evaluate and screen the 10 remaining roadway system alternatives. The first step focused on refining the alternatives to permit an initial screening based on environmental and socioeconomic factors. In the second step, the traffic impacts on adjacent roadways were evaluated to determine if the alternatives forced other

improvements. As a result of the analysis, supporting improvements were identified, including the widening of the existing Elgin O'Hare Expressway westward to the Gary Avenue interchange. The study area was expanded to include these improvements (see Exhibit 5). All of the remaining alternatives were refined, incorporating the supporting improvements that were identified, and evaluated based on their overall performance.

4.3.1 Environmental / Socioeconomic Screening for Initial Roadway System Alternatives

The Initial Roadway System Alternatives were subjected to an initial environmental and socioeconomic impact analysis using the GIS tool. Preliminary roadway footprints were developed for each system alternative to allow a measurement and comparison of potential impacts to federal/state regulated resources, land use, economic, or community resources. The objective was to establish an initial assessment of environmental and

TABLE 4

Initial Roadway System Strategies: Number of Potential Building Displacements

Alternative	Total Number of Potential Impacts
203	42
402	49
401	60
202	88
404	109
403	151
501	139
205	302
204	344
201	368

socioeconomic impacts. Once this step was taken, it served to identify system alternatives that would result in relatively high impacts. Three Initial Roadway System Alternatives (Group 2: 201, 204, and 205) were dropped because of disproportionately high socioeconomic impacts. It is important to note that these impact totals represent the initial layout of the roadway alternatives, which were then refined in subsequent steps (see Table 4, which presents a summary the socioeconomic impacts for each alternative).

Seven system alternatives were carried forward as Finalist Roadway System Alternatives (see Exhibit 6):

- Group 2: 202 and 203
- Group 3: 401, 402, 403, and 404
- Group 5: 501

4.3.2 Evaluation and Screening of Finalist Roadway System Alternatives

The seven Finalist Roadway System Alternatives shown in Exhibit 6 fall into either the System Expansion (202 and 203) or Combined System Improvements and Expansion (401, 402, 403, 404, 501) categories. Engineering detail was added to these remaining roadway alternatives. Where required, supporting improvements to adjacent roadways were added to the alternatives. A representative conceptual layout (e.g., an interchange configuration) was developed for each alternative to allow an assessment of design viability and to more accurately define the roadway's estimated footprint.

Finalist Roadway System Alternatives Evaluation. At this stage, a comprehensive evaluation of the alternatives was performed. The evaluation was performed using an expanded list of evaluation factors and greater depth of analysis, with the object being to identify a set of Build Alternatives for detailed consideration in the DEIS. The evaluation considered a refined set of 25 evaluation criteria aimed at comparing the overall performance, costs and environmental and socioeconomic impacts of the alternatives, including criteria suggested by stakeholders:

- **Travel Performance.** Nine separate performance criteria were used to evaluate alternatives with respect to their ability to: improve local and regional travel performance (regional travel throughput - a ratio of the vehicle miles of travel (VMT) to the vehicle hours of delay (VHD), congested vehicle miles of travel on the secondary roadway system, network travel speeds on principal arterials; annual travel time savings); improve travel efficiency (travel time savings, areas with improved freeway/interstate access, and number of trips with improved freeway/interstate access); and improve O'Hare west access (travel time savings for representative trip pairs from the west and northwest).
- **Initial Costs.** Initial planning level cost estimates were prepared to provide an order-of-magnitude comparison of the overall roadway improvement costs in existing (2009) terms.
- **Environmental Impacts:** Nine criteria were used to evaluate alternatives with respect to their potential impacts to federal and state regulated resources: water resource impacts (wetlands, waters, floodplains); stormwater detention requirements; recreational land impacts (acres of designated lands, number of parks); threatened/endangered species impacts (number of listed species); historical/archaeological impacts (number of historical sites, number of archaeological sites).
- **Socioeconomic Impacts:** Six criteria were used to compare the relative socioeconomic impacts of the Finalist Roadway System Alternatives: potential building and business displacements (commercial, industrial, residential); number of potential noise sensitive areas affected; lost tax revenue; employee displacements; cemeteries impacted; and community facilities impacted.

Preliminary analysis findings for the remaining System Expansion (Alternative 202, 203) and Combination (401, 402, 403, 404, and 501) alternatives (see Table 5) indicated the following:

- **Travel Performance:**
 - There was a measurable difference in travel performance across the range of alternatives that remain under consideration.
 - Overall, the Group 2 alternatives (202 and 203) provided comparably better systemwide travel performance.
- **Initial Costs:**
 - The initial estimated costs (construction, right-of-way, engineering) for the remaining alternatives, ranged from \$2.1 billion to \$3.6 billion (2009 \$).

- The costs were proportional to the amount of new freeway construction for each alternative, with Alternatives 202 and 203 (construction of 12 miles of new freeway corridors) having the highest cost, and Alternative 501 (construction of 5 miles of new freeway corridor) having the lowest cost.
- **Environmental Impacts:**
 - Natural resource issues were comparable across all alternatives, with one exception. Alternatives with IL 83 improvements south of Thorndale (403, 404, and 501) showed the potential for up to 4 threatened and endangered species within those alternatives' footprint. None of the other alternatives had T&E species within their footprint.
 - Alternatives 403, 404 and 501 had the relatively greatest potential impacts to designated or recreational lands (number of parks affected and acreage).
- **Socioeconomic Impacts:**
 - Given the heavily developed nature of the improvement corridors, all alternatives had the potential for substantial socioeconomic impacts, and this issue was identified as a key stakeholder concern.
 - There are substantial differences in potential socioeconomic impacts across the evaluation criteria, with mixed results. Alternatives 501, 404, 403, and 202 had the relatively highest number of buildings displaced.
 - Alternatives 501 and 404 had the lowest tax revenue loss, and Alternative 202 and 403 had the highest tax revenue loss.
 - Alternative 501 had the relatively lowest number of employees displaced, and Alternatives 202, 203, 401, 402, and 403 had a relatively higher number of employees displaced.
 - Alternative 202 was the only alternative that consistently resulted in the largest impacts across the major socioeconomic factors.

Finalist Roadway System Alternatives Screening. A three-part approach to compare the relative merits of the alternatives was used to identify the best overall performing alternatives to be carried forward as DEIS Build Alternatives. The approach consisted of a comparative scoring system; a qualitative comparison of differentiating features of alternatives and their key advantages and disadvantages; and stakeholder input.

Comparative Scoring. A scoring system was developed to compare the remaining alternatives. This tool was used to compare performance objectively and consistently across the broad array of criteria described in Section 4.3.2.

The system was structured as follows:

- Evaluation criteria that had subtotal values (such as initial construction costs, initial right-of-way costs, number of commercial buildings displaced) were combined into one criterion (initial total costs, total buildings fully displaced) for the purpose of scoring (see Table 6).

- To distinguish among the seven alternatives, the measured impacts reported in Table 5 were converted to a scoring system that compared relative performance of the alternatives objectively and consistently across the range of criteria. For each individual criterion, the alternatives were scored using a scale from 1 to 7 (the range is equivalent to the remaining 7 alternatives) with 1 being best and 7 being worst. Thus, regardless of the range of performance or impact for any individual criterion, an alternative is relatively the best while another is relatively the worst. For alternatives that fell between 1 and 7 for each evaluation criterion, a scaled scoring system was used to account for the range of difference within each evaluation criterion.

For example, across the suite of seven alternatives, stormwater detention requirements range from 55.8 to 216.2 acre-feet, for a total difference of 160.4 acre-feet. Using the scoring system, the alternative with 55.8 acre-feet of impact was scored 1 and the alternative with 216.2 acre-feet of impact 7 (see Figure 1). For alternatives between the best and the worst, the scaled system is used, wherein alternatives that have impact totals closer to 55.8 acre-feet will have a score closer to 1, and those closer to 216.2 acre-feet will have a score closer to 7. This scoring system acknowledges and accounts for the range of differences for individual evaluation criteria, whether narrow or wide.

FIGURE 1
Example: Scaled Scoring for Stormwater Detention

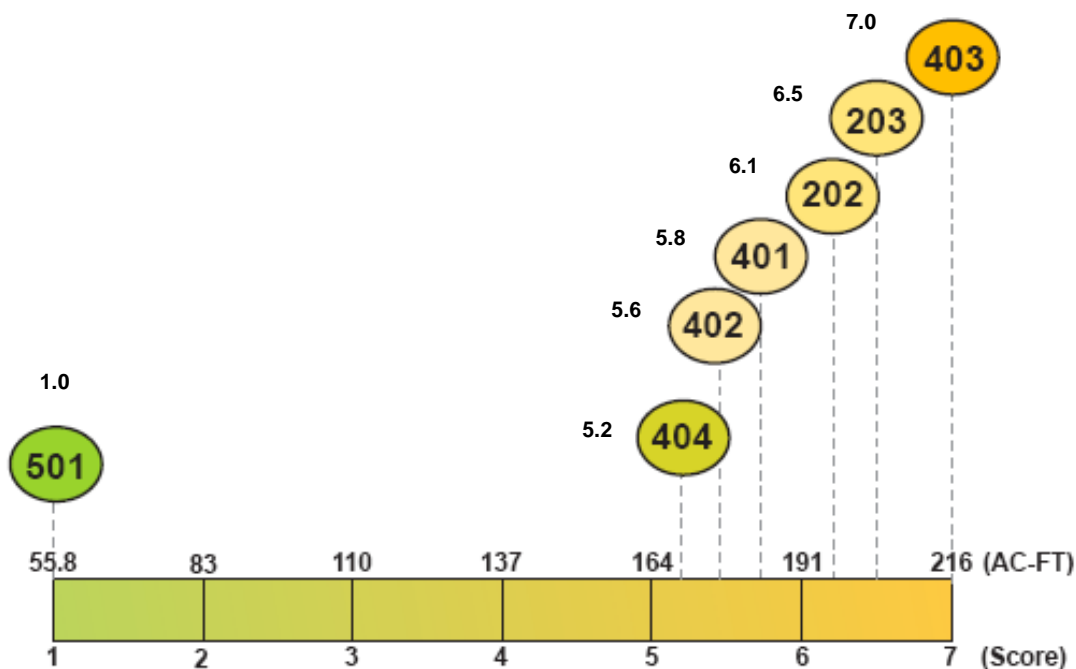


Table 7 illustrates scaled versus nonscaled scoring for stormwater detention requirements for each alternative, which has a wide range of difference in impacts from best to worst.

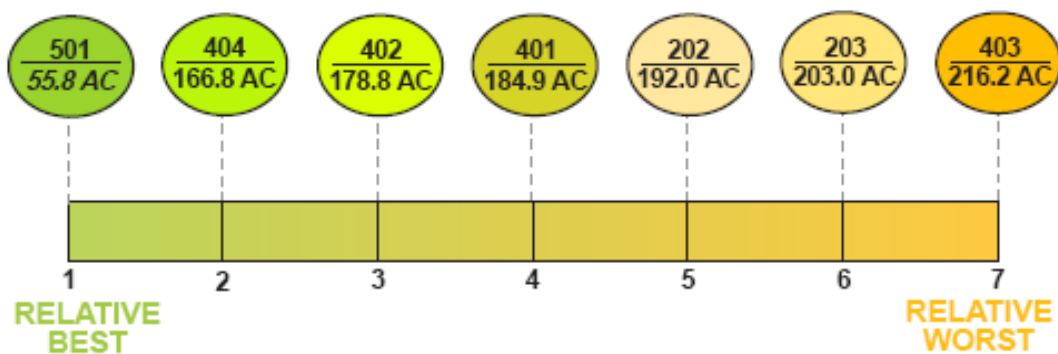
If a nonscaled scoring system was used for the evaluation criterion, it would have the effect of understating the relative impacts. For example, for Alternative 404, the scaled score is 5.2,

while the nonscaled score is 2. Figure 2 depicts the non-scaled scoring for alternatives for stormwater detention impacts, as further example of how the non-scaled scoring system may not fully represent the range of impacts.

TABLE 7
Stormwater Detention Criteria

Alternative	Impacts (ac-ft)	Scaled Formula	Scaled Scoring	Nonscaled Scoring
202	192.0	$(((192.0 - 55.8) / 160.4^a) \times 6^b) + 1 = 6.1$	6.1	5.0
203	203.0	$(((203.0 - 55.8) / 160.4^a) \times 6^b) + 1 = 6.5$	6.5	6.0
401	184.9	$(((184.9 - 55.8) / 160.4^a) \times 6^b) + 1 = 5.8$	5.8	4.0
402	178.8	$(((178.8 - 55.8) / 160.4^a) \times 6^b) + 1 = 5.6$	5.6	3.0
403	216.2	$(((216.2 - 55.8) / 160.4^a) \times 6^b) + 1 = 7.0$	7.0	7.0
404	166.8	$(((166.8 - 55.8) / 160.4^a) \times 6^b) + 1 = 5.2$	5.2	2.0
501	55.8	$(((55.8 - 55.8) / 160.4^a) \times 6^b) + 1 = 1.0$	1.0	1.0

FIGURE 2
Example: Nonscaled Scoring for Stormwater Detention



An overall score was calculated for each alternative by adding scores from each of the 24 evaluation criteria (9 travel performance; 1 initial cost; 8 environmental; 6 socioeconomic). This evaluation technique emphasizes factors that are key considerations in the alternatives screening process (travel performance, impacts to regulated environmental resources, and socioeconomic impacts).

Comparative Scoring. Table 6 shows the relative scoring for the Finalist Roadway System Alternatives. Alternatives that scored better than others by a substantial margin were 202, 203, 401, and 402 (Table 8).

Qualitative Analysis. While the comparative scoring results provide insights into which alternatives have the

TABLE 8
Finalist Roadway System Alternatives –
Total Scaled Score

Alternative	Total Score
402	76
401	77
202	79
203	81
501	107
403	118
404	119

best overall performance based on a structured scoring method, a qualitative evaluation of the performance measures and impacts shown in Table 6 was also conducted to express differences in more relative terms (see Table 9). The Finalist Roadway System Alternatives represent two general categories of improvements:

- System Expansion (Alternatives 202 and 203), which would provide new east-west and north south freeway corridors in the study area.
- Combined System Improvements and Expansions (Alternatives 401, 402, 403, 404, 501), which would provide new partial east-west and north-south freeway corridors in combination with existing roadway widening improvements in the study area.

For this qualitative evaluation, a comparison of alternatives within each category was conducted. This approach was taken due to the overall functional similarities of the System Expansion Alternatives (i.e., new freeways), as well as the functional similarities of the Combined System Improvements and Expansions Alternatives. This allows for a determination of the best types of improvements within each of the two categories.

System Expansion Alternatives. A qualitative assessment was conducted for the categories of alternatives defined above using the criteria and measures shown in Table 5: travel performance, initial cost, environmental impacts, and socioeconomic impacts.

The travel performance characteristics of the system expansion alternatives (202 and 203) are comparable, with a majority of the criteria being within 10 percent of each other. In view of these slight differences, Alternative 202 and 203 are comparable in terms of travel performance (see Table 10).

TABLE 10
Travel Performance: Alternatives 202 and 203

	202	203
Improve Local and Regional Travel		
Percent increase in regional travel efficiency in study area	13%	11%
Percent decrease in congested vehicle miles of travel on secondary roadways (p.m. peak period)	20%	20%
Percent increase in network speeds on principal arterials (p.m. peak period)	8%	4%
Percent savings in annual work days per employee (actual number of days saved)	10% (1 day)	10% (1 day)
Improve O'Hare West Access		
Selected trip pair travel time savings from northwest study area to O'Hare west (p.m. peak period)	39%	40%
Selected trip pair travel time savings from west study area to O'Hare west (p.m. peak period)	38%	39%
Improve Travel Efficiency		
Area with travel time savings of greater than 5 percent in study area (p.m. peak period)	59 mi ²	52 mi ²
Percent increase in area with travel within 5 minutes to interstate (p.m. peak period)	22%	24%
Percent increase in trips within 5 minutes to interstate (p.m. peak period)	44%	53%

The estimated initial cost for Alternatives 202 and 203 are within 10 percent of each other. The slightly higher cost for Alternative 203 is attributed to additional tunnel and structure cost for the north leg of the West Bypass. Therefore, the costs for these alternatives are considered comparable (see Table 11).

TABLE 11
Initial Cost: Alternatives 202 and 203

	202	203
Initial construction costs	\$2.67	\$2.93B
Initial right-of-way costs	\$616.1M	\$660.4M
Initial total costs	\$3.3B	\$3.6B

The environmental impacts associated with Alternatives 202 and 203 vary slightly. Comparing the nine criteria, a majority of the impacts are within 10 percent of each other. The historical sites affected are not included in the comparative scoring analysis because none of the alternatives affect historical sites. While two of the categories showed slightly greater differences, waters of the U.S., floodplains affected, and publicly owned recreational lands, they are not substantial when considering their absolute values. Regulatory and resource agencies have reviewed the impacts associated with the alternatives and concluded the magnitude of impact is manageable for either of these alternatives at this stage. In a side-by-side comparison of the two alternatives, the impacts are similar for a majority of the criteria (see Table 12).

TABLE 12
Environmental Impacts: Alternatives 202 and 203

	202	203
Acres of wetlands affected	27.1	28.0
Acres of waters affected	3.2	6.6
Acre-feet of stormwater detention	192.0	203.0
Acres of 100-year floodplains affected	29.1	24.6
Acres of designated/recreational lands affected	6.7	9.1
Number of parks impacted by improvement	4	5
Number of state-listed species potentially affected	0	0
Number of historical sites affected	0	0
Number of archaeological sites affected	25	28

The last factor is a comparison of socioeconomic factors. As highlighted in Table 13, there are notable differences for Alternatives 202 and 203. First, Alternative 202 has 50 percent greater displacement of residential, commercial, and industrial buildings. It has far greater commercial and industrial building impacts with 71 (45 commercial and 26 industrial) versus 37 (14 commercial and 23 industrial) for Alternative 203. Most building displacements would occur in the IL 83 corridor in Elk Grove Village. Commensurate with the high number of commercial and industrial displacements are high tax revenue loss, and high employment displacement. Employment loss is almost 30 percent greater than for Alternative 203, and tax loss is about 40 percent greater. The loss of businesses, employment and tax base are the major difference in these alternatives (see Table 13).

Therefore, based upon the substantial differences in socioeconomic impacts of the two System Expansion alternatives, it is recommended that Alternative 202 be dropped from further consideration and that Alternative 203 is carried forward from the System Expansion category.

Combined System Improvement Alternatives. The five system alternatives in this category were compared to the principal evaluation factors: travel performance, initial cost, environmental impacts, and socioeconomic factors.

The travel performance characteristics of the alternatives show some minor differences among alternatives; however no alternative provides noticeably better performance across the range of performance criteria. As shown in Table 14, the alternatives generally provide comparable improvements, with most of the performance results either being within 10 percent of each other, or having a relatively low absolute value, or being tightly grouped in such a way that does not distinguish a particular alternative or set of alternatives. Overall, the margin of difference in travel performance of the alternatives in this category is minimal. Thus, overall travel performance is comparable among these alternatives.

TABLE 13
Socioeconomic Impacts: Alternatives 202 and 203

	202	203
Commercial buildings (businesses) potentially fully displaced by improvement	45 (50)	14 (17)
Industrial buildings (businesses) potentially fully displaced by improvement	26 (32)	23 (21)
Residential buildings potentially fully displaced by improvement	<u>32</u>	<u>20</u>
Total buildings potentially fully displaced	103	57
Potential noise sensitive areas	37	36
Lost tax revenue (2007)	\$5.5M	\$3.9M
Employees displaced	1,360	1,065
Cemeteries and historic cemeteries affected by improvement	0	0
Community facilities affected (churches, hospitals, schools, fire/police stations)	2	1

TABLE 14
Travel Performance: Alternatives 401, 402, 403, 404, and 501

	401	402	403	404	501
Improve Local And Regional Travel					
Percent increase in regional travel efficiency in study area	11%	6%	4%	5%	7%
Percent decrease in congested vehicle miles of travel on secondary roadways (p.m. peak period)	19%	19%	20%	17%	16%
Percent increase in network speeds on principal arterials (p.m. peak period)	8%	7%	8%	10%	13%
Percent savings in annual work days per employee (actual number of days saved)	10% (1 day)	0%	0%	0%	10% (1 day)
Improve O'Hare West Access					
Selected trip pair travel time savings from northwest study area to O'Hare west (p.m. peak period)	31%	37%	36%	35%	37%
Selected trip pair travel time savings from west study area to O'Hare west (p.m. peak period)	38%	40%	41%	41%	34%
Improve Travel Efficiency					
Area with traveltime savings of greater than 5 percent in study area (p.m. peak period)	50 mi ²	50 mi ²	54 mi ²	48 mi ²	49 mi ²
Percent increase in area with travel within 5 minutes to interstate (p.m. peak period)	22%	21%	21%	19%	21%
Percent increase in trips within 5 minutes to interstate (p.m. peak period)	42%	40%	42%	39%	39%

The range of initial cost among the five alternatives is from \$2.1 billion to \$3.2 billion. The lowest cost alternative (501) provides the least amount of new freeways. Alternatives 403 and 404 have the highest relative costs in the category, which is attributed to the extent of the IL 83 improvements for 403, and complex design and construction issues for 404. Alternatives 401 and 402 exhibit costs that are almost 20 percent less than Alternatives 403 and 404. Therefore, Alternatives 403 and 404, which have the highest overall costs, are the lowest performers for this category (see Table 15).

TABLE 15
Financial Performance: Alternatives 401, 402, 403, 404, and 501

	401	402	403	404	501
Initial construction costs	\$2.24B	\$2.15B	\$2.61B	\$2.81B	\$1.80B
Initial right-of-way costs	\$409.6M	\$391.9M	\$426.7M	\$399.3M	\$322.7M
Initial total costs	\$2.6B	\$2.5B	\$3.0B	\$3.2B	\$2.1B

The environmental impacts of alternatives in this category are generally comparable for resources such as wetlands, waters of the U.S., and floodplains. Impacts for these three criteria are either within 10 percent of each other, have relatively low absolute values, or are tightly grouped. Focusing on the factors that have more substantial differences, as highlighted in Table 16, Alternatives 401 and 402 affect fewer parks and 50 percent less designated lands as compared to other alternatives. The impact upon cultural resources is considerably less for Alternatives 401 and 402. Also, four state-listed plants in the IL 83 corridor south of Thorndale Avenue could be affected by Alternatives 403, 404, and 501. Therefore, Alternatives 401 and 402 would have the least overall impact on environmental resources (see Table 16).

TABLE 16
Environmental Impacts: Alternatives 401, 402, 403, 404, and 501

	401	402	403	404	501
Acres of wetlands affected	26.9	26.5	27.5	26.1	25.9
Acres of waters affected	2.7	4.0	2.7	6.3	2.8
Acre-feet of stormwater detention	184.9	178.8	216.2	166.8	55.8
Acres of 100 year floodplains affected	29.1	24.6	29.1	17.6	28.7
Acres of designated/recreational lands affected	6.7	6.5	13.4	13.4	12.5
Number of parks affected by improvement	5	3	7	6	8
Number of state-listed species potentially affected	0	0	4	4	4
Number of historical sites affected	0	0	0	0	0
Number of archaeological sites affected	23	21	28	32	29

The socioeconomic impacts for the alternatives vary substantially as highlighted in Table 17. Alternatives 403, 404, and 501 result in nearly three times the number of residential,

TABLE 17
Socioeconomic Impacts Alternatives 401, 402, 403, 404 and 501

	401	402	403	404	501
Commercial buildings (businesses) potentially fully displaced by improvement	16(12)	10(7)	16(15)	6(11)	10(8)
Industrial buildings (businesses) potentially fully displaced by improvement	19(17)	19(17)	19(17)	10(7)	1(0)
Residential buildings potentially fully displaced by improvement	<u>23</u>	<u>18</u>	<u>133</u>	<u>130</u>	<u>133</u>
Total buildings potentially fully displaced	58	47	168	146	144
Potential noise sensitive areas	33	31	52	54	53
Lost tax revenue (2007)	\$3.3M	\$2.8M	\$3.4M	\$2.0M	\$1.5M
Employees displaced	820	760	945	490	85
Cemeteries and historic cemeteries affected by improvement	0	0	0	0	1
Community facilities affected (churches, hospitals, schools, fire/police stations)	1	1	4	4	4

commercial, and industrial displacements as compared to Alternatives 401 and 402, largely due to displacement of residential properties along IL 83 south of Thorndale Avenue. Correspondingly, these alternatives have the most impact on adjacent land uses that are sensitive to noise. Loss of employment is highest for Alternatives 403 (945 jobs) and 401 (820 jobs), with the highest job losses related to the West Bypass south of Thorndale Avenue and to improvements along IL 83. Similarly, tax losses are highest for Alternatives 403 (\$3.4M) and 401 (\$3.3M), due largely to the West Bypass south of Thorndale Avenue and to IL 83 improvements.

Another factor associated with two of the alternatives (404 and 501) is design feasibility. For Alternative 404, conceptual design studies have revealed a design issue for a new freeway system interchange near O'Hare Airport for which feasibility is complicated by restricted airspace. A tunnel placed two levels below grade would be required at the system interchange near the proposed west O'Hare access, which raises constructability issues given such constraints as active railroads and adjacent flood plains (see Exhibits 7-A and 7-B). There are also issues with Alternative 501, since it terminates a freeway cross section at an arterial near IL 83 (see Exhibit 8). Terminating a freeway in this manner is undesirable from an operations and safety perspective since it forces freeway traffic to abruptly transition onto a roadway with limited access control and lower travel speeds. In order to address these performance issues, the arterial improvements east of IL 83 would need to be upgraded to a fully access controlled highway, providing continuity for freeway traffic. If an access controlled highway replaced the arterial improvements east of IL 83, Alternative 501 basically would look like Alternative 403.

There is considerable contrast in several of the evaluation results for the five alternatives in the Combined System Improvement category. Examination of environmental factors

showed that Alternatives 401 and 402 have the least impact on environmental resources; in particular these alternatives have the lowest impact to protected recreational lands, and avoid potential affects to threatened and endangered species. When considering socioeconomic impacts, Alternative 402 has the least building displacements, and impacts to noise sensitive areas. Alternatives 401 and 403 have the highest tax revenue loss (\$3.3M and \$3.4M) and employee displacements (820 and 945 jobs). Overall, the alternatives provide reasonably comparable travel performance. As an additional qualitative comparison factor, design feasibility was considered, and issues regarding Alternatives 404 and 501 were identified.

In conclusion, the qualitative analysis supports dismissal of Combined System Improvement Alternatives 403, 404, and 501 due to higher relative socioeconomic impacts, environmental impacts, and design feasibility issues with Alternatives 404 and 501.

The overall conclusion of the qualitative analysis is that Alternatives 203, 401, and 402 should be carried forward for further analysis.

Stakeholder Input. The last component of the screening process includes consideration of stakeholder input. The quantitative and qualitative analysis results reflect stakeholder input in a more indirect manner. Stakeholders have provided input with respect to every major aspect of the alternatives development and evaluation process, but the quantitative and qualitative analyses results are a reflection of the project sponsors taking one further step with the technical evaluation and interpretation of the results. Therefore, a direct stakeholder perspective on the alternatives to be carried forward is an important consideration yet to be considered, and is needed to complete this comprehensive evaluation of alternatives.

Stakeholder meetings were held to share the performance characteristics and environmental and socioeconomic impacts of the Finalist Roadway System Alternatives. That process culminated with a Public Meeting on March 11, 2009. Attendance and response were outstanding, with more than 1,000 attendees and responses from over 36,000 citizens in the area. Table 18 is a preliminary summary of the comments.

The consistent response by most respondents was resounding support for Alternative 203, with the caveat that any alternative improving IL 83 north of Thorndale Avenue is unacceptable. IDOT valued this stakeholder input. Elk Grove Village, in particular, stated that any alternative with an IL 83 improvement north of Thorndale Avenue (such as Alternatives 202, 401, 403, and 501) would be intrusive and damaging to the economic stability of their community. The more than 36,000 comments supporting Alternative 203 represents a strong consensus opinion from a group of project stakeholders.

Special Analysis of the IL 83 Corridor. Elk Grove Village and area stakeholders conducted an unprecedented effort to demonstrate support for Alternative 203 while providing reasoned arguments for dismissing alternatives including improvements to IL 83. The Village augmented the public comment cards with additional data that supported their views. In a letter to IDOT dated March 19, 2009, the Village presented two conceptually engineered roadway proposals for the IL 83 corridor improvements that are common to Alternatives 202 and 401, 403 and 501, along with employment associated with buildings displaced by

the Village's concepts, impacts on emergency response systems, and an assessment of the community barrier effects of these alternatives. Appendix A contains a copy of the Elk Grove Village letter and their proposal for the improvement requirements along IL 83. The intent of the Village's analysis was to further illustrate the damaging effects of the IL 83 corridor improvements upon their community.

Stakeholder comments and Village's technical analysis, as additional factors, served to highlight a key area of concern that required closer examination by the EOWB team — namely, the appropriate location for north-south roadway improvements north of Thorndale Avenue. This step can be considered an additional and complementary refinement of the quantitative and qualitative analyses, which yielded three alternatives to be carried forward (203, 401, and 402). Alternative 203 includes a new north-south freeway along the west side of O'Hare Airport (in lieu of Alternative 202, which included a new freeway along IL 83); Alternative 202 was dismissed due to relatively higher socioeconomic impacts as part of the qualitative evaluation. Regarding Alternatives 401 and 402, these alternatives only differ according to their northern leg improvements. Therefore, the team chose to conduct an additional examination of the north leg options for these two alternatives (e.g. improvements north of Thorndale Ave either as a freeway or arterial) with the objective of determining the best location for an improvement. The analysis was structured to compare the arterial improvement in the IL 83 corridor or the Elmhurst Road corridor (e.g. Alternative 401 or 402). The evaluation criteria included those used in the prior quantitative and qualitative analyses, as well as additional considerations that were brought forth in the material presented by Elk Grove Village.

A comparison of Alternatives 401 and 402 shows similar performance between these two alternatives for factors such as travel performance, costs, and environmental impacts (see Table 19). The greatest difference in performance lies with the socioeconomic impacts associated with building displacements, job loss and tax losses. Alternative 401 impacts five more buildings than Alternative 402, or 24 percent more. The widening along IL 83 for Alternative 401 impacts six more commercial and industrial buildings than Alternative 402, with a corresponding increase in job loss, and tax revenue loss.

Alternative 401 is proposed as an eight-lane roadway with full interchanges at major intersections, and new access to I-90. Alternative 401 imposes a barrier in the center of the Elk Grove Village business park. Also, the major concentration of petroleum and gas lines in and across the IL 83 corridor is an issue of major importance. The relocation of these pipelines would require detailed planning, engineering, and a long lead time for the relocation of these pipelines to avoid disruption to these critical regional facilities.

Comparatively, Alternative 402 does not share any of the barrier effect or utility issues that are more prevalent with Alternative 401. Alternative 402 is located on the eastern edge of the community and avoids the barrier phenomenon. Additionally, utilities that are in the corridor are manageable when compared to Alternative 401.

As noted above, the comparison of the roadway improvements north of Thorndale Avenue led to the pairing of Alternatives 401 and 402. Each provides comparable travel performance, are similar in cost, and similar in the impact to environmental resources. The alternatives, however, diverge with the consideration of socioeconomic impacts, with

TABLE 19
Comparing the North Leg Improvements (Arterial) for Alternatives 401 and 402

	Alternative 401	Alternative 402
North Leg Improvement Description	Arterial widening along existing IL 83 corridor	Arterial widening along Elmhurst Road
Travel Performance	Comparable overall systemwide travel performance	Comparable overall systemwide travel performance
Initial Costs	Lower initial costs (\$2.5B)	Higher initial costs (\$2.6B, or 4% higher)
Environmental Impacts	Comparable potential impacts to regulated water resources, designated lands and archaeological resources Comparable amount of stormwater detention required	Comparable potential impacts to regulated water resources, designated lands and archaeological resources Comparable amount of stormwater detention required
Socio-Economic Impacts	Comparatively higher socio-economic impacts with North Arterial widening along IL 83 23 total building displacements, or 27% higher \$3.3M lost tax revenue, or 17% higher 820 employee displacements, or 8% higher	Lower socio-economic impacts with North Arterial widening along Elmhurst Road: 18 total building displacements \$2.8M lost tax revenue 760 employee displacements
Other Considerations	Impacts to community cohesion related to widening IL 83 to 4-through lanes in each direction with new interchanges at major cross roads through the center of Elk Grove Village Industrial Park: Potential impacts to major utility lines including gas pipelines, along with potential interruption of services Direct impacts to commercial and industrial properties related to partial loss of frontage along IL 83:	Arterial widening location supports proposed full service interchange at I-90 at Elmhurst Road, as reflected in regional and local plans Elmhurst Road widening would not result in any apparent community cohesion issues: Arterial located along boundary between Elk Grove Village and O'Hare Airport

improvements along the IL 83 corridor creating measurably higher socioeconomic and community impacts. Alternative 401 results in more displacements, job loss, tax loss, and lost business revenue when compared to Alternative 402. Fundamentally, the decision regarding improved transportation in this locale is one that is most compatible with the fabric of the community and the patterns in which the community relates. Alternative 401 does not maintain the relational aspects of the community, and to the contrary are disruptive in ways that could seriously affect the economic competitive position of the community that would require a sizable public and private sector investment to re-establish what would be lost by the implementation of that alternative.

Finalist Roadway System Summary of Findings. Each step of the evaluation of the Finalist Roadway System Alternatives has led to individual conclusions that collectively form the basis for a final determination of the alternatives to be carried forward.

The quantitative scoring and analysis clearly identified 4 alternatives that were measurably superior (Alternatives 202, 203, 401, 402) when considering the 24 evaluation criteria. This conclusion was reached assessing a large array of criteria that addresses every major consideration, including travel performance, initial cost, and environmental and socioeconomic impacts. The integrity of the numeric approach is underscored by the consistency in which it was applied.

A qualitative approach was developed to analyze the differing elements of the alternatives. While, the numeric approach provides insight into the best overall performance characteristics for the alternatives, the qualitative analysis shows how the differing elements of the alternatives affected performance. The findings of this analysis reached similar conclusions to the numeric approach regarding Alternatives 202, 403, 404, and 501. Each of these alternatives consistently showed higher impacts for socioeconomic and environmental criteria considered, and two alternatives (404 and 501) also exhibit design issues that negate their feasibility. Analysis found that Alternative 202 warranted dismissal from further consideration. When comparing the characteristics of the Expansion Alternatives (202 and 203), the key difference lies in a freeway on IL 83 versus the West Bypass corridor. The disproportionately higher socioeconomic impacts associated with the IL 83 Freeway improvement (as compared to the north leg of the West Bypass) singularly support the dismissal of Alternative 202. Therefore, the qualitative analysis concluded with three alternatives (203, 401, and 402) being relatively better than the others.

When the quantitative and qualitative results are combined with the March 11, 2009, stakeholder input, the conclusion becomes apparent. Stakeholder input supports the elimination of alternatives dismissed on the basis of quantitative and qualitative analyses (including Alternative 202) and draws further comparison of Alternatives 401 and 402. The EOWB team considered the stakeholder input and independently evaluated the north leg improvements associated with Alternatives 401 and 402. The team concluded that Alternative 401 was far more disruptive to the community land use economic viability, and reliability of underground utilities, and therefore, that Alternatives 203 and 402 provide the best overall performance.

When considering the results of all three screening methods in total, the evaluation process supports the conclusion that Alternatives 203 and 402 and the No-Action (Baseline) Alternative should be carried forward for detailed consideration in the DEIS.

4.3.3 Evaluation and Screening of the North and South Connection Options

Various location options were considered for the West Bypass freeway connections near I-90 and I-294, and for the IL Route 83 Freeway connection at I-90. The options were developed on the basis of locations suggested by stakeholders compiled during Module 1 of the alternatives development process. The connection options were developed and evaluated independently of the roadway system alternatives, with the object of identifying a range of locations for new freeway connections near I-90 and I-294 (see Exhibits 9-A, 9-B, 9-C).

An iterative process was used to develop, evaluate, and screen connection options for the IL 83 Freeway and West Bypass. The evaluation considered similar criteria to those used in the evaluation of roadway system alternatives: initial cost (construction and right-of-way);

environmental impact (to wetlands, floodplains, designated lands); and socioeconomic impact (displacements, tax revenue loss, job loss). Travel and design performance characteristics of the connection options also were evaluated using a combination of quantitative and qualitative analyses aimed at identifying potential major performance issues with the connection options (see Table 20).

Initial North and South Connection Options Evaluation and Screening. Initially, a broad range of location options was considered:

- North Connection Options A and B were developed for the IL 83 Freeway corridor near the I-90 system interchange. Option A was dismissed as it would not provide a full system interchange at I-90, and it would result in relatively higher socioeconomic impacts and require higher initial costs than Option B.
- North Connection Options A, B, C, D, and E were developed for the West Bypass freeway corridor near I-90. Option D was retained, but Options A, B, C, and E were not.
 - Option A would not provide a full system interchange at I-90 and would have higher socioeconomic impacts, impacts to high quality wetlands, and higher initial costs.
 - Option B would have the greatest socioeconomic impact and also affect high quality wetlands.
 - Option C would have high socioeconomic impacts and floodplain impacts.
 - Option E is virtually identical to Option D but lacking new local access along I-90.
- South Connection Options A, B, C, D, E, F, and G were developed for the West Bypass freeway corridor near I-294. Options E, F, and G were dismissed because of major design feasibility issues (conflicts with adjacent O'Hare Airport runway protection zones), and major impacts to the Bensenville Rail Yard.

The evaluation of the North and South Connection Options yielded one location each for the IL 83 Freeway connection (Option B) and the West Bypass north connection (Option D) near I-90. For the West Bypass connection to I-294, Options A, B, C, and D were retained for further consideration.

Refined South Connection Options Evaluation and Screening. The West Bypass South Connection Options (Exhibit 10) were refined and evaluated with stakeholder input. The representative conceptual layout of the options was refined to allow a more detailed analysis of their design feasibility, relative impacts, and relative costs. Analysis findings for South Connection Options A, B, C, and D (see Table 21) indicated the following:

- **Design Feasibility:**
 - Option C has major constructability issues associated with constructing a freeway over an active railroad. Severely constrained construction periods imposed by the railroad (4 hour construction duration per 24 hour period), and construction staging (longer construction period and remobilization issues) make Option C unworkable.

- **Initial Cost:**
 - Initial estimated costs (construction, right-of-way, engineering) for the options range from \$635 million to \$804 million (2009 \$).
 - Costs for Options B (west of UPRR) and C (over UPRR) were relatively higher than for Options A and D, because these corridors either result in substantial conflicts with major freight rail facilities, requiring more complex and costly construction (C), or, has a higher ROW cost due to the size and type of displacements (B).
- **Environmental Impacts:**
 - Potential natural resource impacts (wetlands, waters, floodplains, threatened and endangered species) and impacts to designated/recreational lands were comparable across all options, with no major impacts to environmental resources along the West Bypass corridor.
- **Socioeconomic Impacts:**
 - Given the developed nature of the improvement corridors, all connection options have substantial socioeconomic impacts. This issue is a key stakeholder concern.
 - There are substantial differences in potential socioeconomic impacts across the evaluation criteria, with mixed results. Option A has the highest relative building displacements and the highest relative impacts to noise sensitive areas, but the lowest overall tax revenue loss and employee displacements. Option B has substantially higher tax revenue loss and employee displacement than the other options, and thus can be viewed as resulting in relatively high socioeconomic impacts as compared to the other connection options.

As with the screening of the Finalist Roadway System Alternatives, evaluation findings and stakeholder input both are important considerations in the screening of the remaining South Connection Options. In addition to the Public Meeting on March 11, 2009, multiple one-on-one meetings were conducted with the Village of Bensenville, the Village of Franklin Park, and representatives of the UPRR and CPRR to get focused input. Stakeholders raised the following key issues:

- The Village of Bensenville expressed opposition to Option A, which would site a new freeway corridor adjacent to residential areas and displace remaining commercial and industrial properties along County Line Road.
- UPRR expressed strong opposition to Option C, questioning the basic design feasibility and constructability of a new freeway spanning an active mainline freight rail corridor (see Appendix B – UPRR and CPRR Coordination).
- The Villages of Franklin Park and Bensenville expressed concern with socioeconomic impacts related to Option B, which would displace several major large industrial employers in the area.

- The general public had somewhat mixed opinions regarding Options A, B, C, and D. Some individuals expressed strong opposition to Option A because of direct impacts in Bensenville, including impacts to adjacent residential areas. Others expressed concern with displacement of major area industrial employers (under Options B, C and D).

When considering analysis findings and stakeholder input, Options B and C are clear candidates for dismissal due to design feasibility issues and relatively higher socioeconomic impacts. Option B has socioeconomic impacts that are substantially higher when compared to Options A, C, and D, with \$4M in lost tax revenue 1,285 employee displacements. Option C presents major constructability concerns, as documented in coordination with the UPRR; the UPRR would not accept a shoe-fly as it would reduce freight rail operating speeds, and would allow construction operations over their tracks to occur only 4 hours of every 24 hours.

The technical analysis findings show generally comparable performance for Options A and D, with the key difference being the location (Bensenville or Franklin Park) and type (industrial, commercial, or residential) of building displacements. Whereas, the findings show comparable performance, and stakeholder input revealed no clear local consensus with respect to Options A and D, they are proposed to be carried forward for detailed consideration as part of Alternatives 203 and 402 with the DEIS Build Alternatives.

5. Alternatives to be Carried Forward

Build Alternatives 203 and 402 (with South Connection Options A and D) along with the No-Action Alternative will be considered in detail in the Tier One DEIS. Build Alternatives consist of roadway improvements described below:

Alternative 203 includes:

- The Elgin O'Hare Extension, a new freeway extending from Meacham Road to O'Hare Airport's west entrance and the West Bypass, which is 3-4 lanes in each direction.
- Widening the existing Elgin O'Hare expressway, from Gary Avenue to Meacham Road, to three lanes in each direction, with auxiliary lanes.
- The West Bypass, a new freeway along the west side of O'Hare Airport extending from I-294 to I-90, which is 3-4 lanes in each direction.
- New interchanges along the proposed freeways, providing connections between freeways and local roadways and updates to existing interchanges.

Alternative 402 includes:

- The Elgin O'Hare Extension, a new freeway extending from Meacham Road to O'Hare Airport's west entrance, which is 3-4 lanes in each direction.
- Widening the existing Elgin O'Hare expressway, from Gary Avenue to Meacham Road, to three lanes in each direction, with auxiliary lanes.

- The West Bypass (South Leg Only), a new freeway along the west side of O'Hare Airport extending from the Elgin O'Hare eastern Extension to I-294, which is 3-4 lanes in each direction.
- Widening Elmhurst Road to three lanes in each direction, from the Elgin O'Hare Extension north to I-90.
- New interchanges along the proposed freeways and updates to existing interchanges.

The Roadway alternatives have a package of supporting multi-modal improvements that are common to both:

- **Transit:** The transit proposal for the project includes 15 corridors with new or enhanced transit service (light rail, heavy or commuter rail, bus rapid transit, arterial rapid transit, express bus, local bus, or local circulator) and operational criteria. Upgrades to transportation centers and new transportation centers are also proposed to improve local and regional modal connections. The transit proposal was shaped through extensive stakeholder input and technical analyses, with the objective of improving modal opportunities and connections, and reducing dependence on automobile travel. Proposed transit improvement corridors and transportation centers are illustrated on Exhibit 11.
- **Bicycle/Pedestrian:** A bicycle and pedestrian improvement framework plan will be prepared and presented in the Tier One DEIS. Improvements would complement the roadway and transit system, with the objective of providing non-motorized connections to employment, activity centers, and recreational facilities. The framework will focus on filling the gaps in bicycle trail and pedestrian paths in order to provide better connections to transit stations, transportation centers, park and ride facilities, community activity centers, regional trail systems, and employment areas.
- **TSM and TDM:** Transportation system management (TSM) and transportation demand management (TDM) applications are other important features of proposed transportation improvements in the study area. TSM applications make transportation facilities function more effectively, work more reliably, and operate more safely. They encompass such improvements as modernized traffic signal control systems that adjust themselves to optimize traffic flow, freeway traffic flow management, incident detection and response, system surveillance, and traveler information services. Many of these TSM strategies are already in use in the study area. TDM strategies are designed to decrease vehicle demand on the roadway system by increasing vehicle occupancy or changing the attractiveness of competing modes. TDM activities currently applied in the study area include rideshare programs, employer activities, and public education programs. A general framework for enhancing TSM and TDM applications to optimize the overall efficiency of the transportation system will be prepared and presented in the Tier One DEIS.

TABLE 5
Finalist System Alternatives Impact Analysis

	GROUP 2		GROUP 4				GROUP 5
	202	203	401	402	403	404	501
TRAVEL PERFORMANCE - IMPROVE LOCAL AND REGIONAL TRAVEL							
PERCENT INCREASE IN REGIONAL TRAVEL EFFICIENCY IN STUDY AREA ¹	13%	11%	11%	6%	4%	5%	7%
PERCENT DECREASE IN CONGESTED VEHICLE MILES OF TRAVEL ON SECONDARY ROADWAYS (PM PEAK PERIOD) ²	20%	20%	19%	19%	20%	17%	16%
PERCENT INCREASE IN NETWORK SPEEDS ON PRINCIPAL ARTERIALS (PM PEAK PERIOD) ³	8%	4%	8%	7%	8%	10%	13%
PERCENT SAVINGS IN ANNUAL WORK DAYS PER EMPLOYEE (ACTUAL NUMBER OF DAYS SAVED) ⁴	10% (1)	10% (1)	10% (1)	0%	0%	0%	10% (1)
TRAVEL PERFORMANCE - IMPROVE O'HARE WEST ACCESS							
SELECTED TRIP PAIR TRAVEL TIME SAVINGS FROM NORTHWEST STUDY AREA TO O'HARE WEST (PM PEAK PERIOD) ⁵	39%	40%	31%	37%	36%	35%	37%
SELECTED TRIP PAIR TRAVEL TIME SAVINGS FROM WEST STUDY AREA TO O'HARE WEST (PM PEAK PERIOD) ⁵	38%	39%	38%	40%	41%	41%	34%
TRAVEL PERFORMANCE - IMPROVE TRAVEL EFFICIENCY							
AREA WITH TRAVELTIME SAVINGS OF GREATER THAN 5 PERCENT IN STUDY AREA (PM PEAK PERIOD) ⁶	59 SQ MI	52 SQ MI	50 SQ MI	50 SQ MI	54 SQ MI	48 SQ MI	49 SQ MI
PERCENT INCREASE IN AREA WITH TRAVEL WITHIN 5 MINUTES TO INTERSTATE (PM PEAK PERIOD)	22%	24%	22%	21%	21%	19%	21%
PERCENT INCREASE IN TRIPS WITHIN 5 MINUTES TO INTERSTATE (PM PEAK PERIOD)	44%	53%	42%	40%	42%	39%	39%
INITIAL COST							
INITIAL CONSTRUCTION COSTS ⁷	\$2.67B	\$2.93B	\$2.24B	\$2.15B	\$2.61B	\$2.81B	\$1.80B
INITIAL ROW COSTS ⁸	\$616.1M	\$660.4M	\$409.6M	\$391.9M	\$426.7M	\$399.3M	\$322.7M
INITIAL TOTAL COSTS	\$3.3B	\$3.6B	\$2.6B	\$2.5B	\$3.0B	\$3.2B	\$2.1B
ENVIRONMENTAL IMPACTS							
ACRES OF WETLANDS IMPACTED ⁹	27.1	28.0	26.9	26.5	27.5	26.1	25.9
ACRES OF WATERS IMPACTED ¹⁰	3.2	6.6	2.7	4.0	2.7	6.3	2.8
AC-FT OF STORMWATER DETENTION ¹¹	192.0	203.0	184.9	178.8	216.2	166.8	55.8
ACRES OF 100 YR FLOODPLAINS IMPACTED ¹²	29.1	24.6	29.1	24.6	29.1	17.6	28.7
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED ¹³	6.7	9.1	6.7	6.5	13.4	13.4	12.5
NUMBER OF PARKS IMPACTED BY IMPROVEMENT ¹⁴	4	5	5	3	7	6	8
NUMBER OF STATE-LISTED SPECIES POTENTIALLY IMPACTED ¹⁵	0	0	0	0	4	4	4
NUMBER OF HISTORICAL SITES IMPACTED	0	0	0	0	0	0	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED ¹⁶	25	28	23	21	28	32	29
SOCIOECONOMIC IMPACTS							
NUMBER OF COMMERCIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY FULLY DISPLACED BY IMPROVEMENT	45(50)	14(17)	16(12)	10(7)	16(15)	6(11)	10(8)
NUMBER OF INDUSTRIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY FULLY DISPLACED BY IMPROVEMENT	26(32)	23(21)	19(17)	19(17)	19(17)	10(7)	1(0)
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY FULLY DISPLACED BY IMPROVEMENT	32	20	23	18	133	130	133
TOTAL STRUCTURES POTENTIALLY FULLY DISPLACED	103	57	58	47	168	146	144
NUMBER OF POTENTIAL NOISE SENSITIVE AREAS ¹⁷	37	36	33	31	52	54	53
LOST TAX REVENUE (2007) ¹⁸	\$5.5M	\$3.9M	\$3.3M	\$2.8M	\$3.4M	\$2.0M	\$1.5M
EMPLOYEES DISPLACED ¹⁹	1360	1065	820	760	945	490	85
NUMBER OF CEMETERIES AND HISTORIC CEMETERIES IMPACTED BY IMPROVEMENT ²⁰	0	0	0	0	0	0	1
TOTAL NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, ²¹ HOSPITALS, SCHOOLS, ²² FIRE/POLICE STATIONS ²³)	2	1	1	1	4	4	4

TABLE 5
Finalist System Alternatives Impact Analysis

Table Notes ^a
¹ A relationship between miles traveled (VMT) and delay (VHD).
² Congestion defined as LOS D, E, or F.
³ A relationship between miles traveled (VMT) and hours traveled (VHT).
⁴ The Annual Productivity (workday/employee) = Daily Vehicle Hours of Delay * (Approximate Work Days per year) / (Total Work Hours in a day) * (Total Employment in the Study Area) Work Days/Year = 250/yr Work Hours/Day = 8 hr/day Total Employment in Study Area = 680,500
⁵ Time savings between two points comparing that System Alternative to Baseline performance.
⁶ TAZ's (Traffic Analysis Zones) in the study area that would experience a > 5% improvement in travel time.
⁷ Construction Costs reflect initial planning level estimate of representative Finalist Roadway System Alternative layouts, including engineering and 30% contingency (2009 \$).
⁸ ROW Cost reflect initial planning level estimate based on estimated footprint for Finalist Roadway System Alternative layouts, including 50% contingency (2009 \$).
⁹ All corridors impact 0.12 acre of Elgin-O'Hare Mitigation Sites. Corridors 202, 203, and 404 impact 0.04, 0.29, and 0.29 acre of mapped NWI wetland, respectively, and Corridors 403, 404, and 501 impacts 0.08 acre of mapped DuPage Regulatory wetland, both of which require field verification. Corridors 202, 203, 401, 402, 403, 404, 501 impact 0.02, 0.43, 0.02, 0.02, 0.02, 0.41, and 1.26 acres of wetlands, respectively, on OMP property, which are permitted to be filled. Wetlands located adjacent to IL 83 south of Thorndale Ave may support State-listed species, may be considered High Quality Aquatic Resources (HQAR), and may require higher wetland compensation ratios.
¹⁰ Corridor 202, 203, 401, 402, 403, 404 impacts 0.12, 0.49, 0.12, 0.12, 0.12, 0.31 acre of waters on OMP property, which are permitted to be filled.
¹¹ Stormwater Detention (AC-FT) = Volume of detention required based on planning level analysis of Finalist Roadway Sytem Alternative layouts.
¹² Notable Floodplain locations: corridor through Touhy Avenue Flood Control Reservoir. Notable Floodplain impact include those that would cause insurmountable design or permitting interference with a proposed alternative corridor. For Methodology, Assumptions and Approach refer to Drainage Methodology and Approach Tech Memo.
¹³ Lands that are publicly owned (ie., parks, forest preserves, golf courses, nature preserves, etc.).
¹⁴ Parks (inside footprint) 202 - Terrace Park, Hamilton Park, Park(Elk Grove Village), Bretman Park(OMP) 203 - Majewski Metro Park, Hamilton Park, Park(Elk Grove Village), Park in Industrial District(Elk Grove Village), Bretman Park(OMP) 401 - Hamilton Park, Park(Elk Grove Village), Bretman Park(OMP), Terrace Park, Kopp Park 402 - Hamilton Park, Park(Elk Grove Village), Bretman Park(OMP) 403- Addison Community Park East, Mohawk Park, Terrace Park, Hamilton Park, Park(Elk Grove Village), Bretman Park(OMP), Kopp Park 404 - Majewski Metro Park, Hamilton Park, Park(Elk Grove Village), Park in Industrial District(Elk Grove Village), Addison Community Park East, Mohawk Park 501 - Hamilton Park, Park(Elk Grove Village), Addison Community Park East, Mohawk Park, Terrace Park, Schuster Park, Bretman Park(OMP), Kopp Park
¹⁵ Four state-listed plant species would be potentially impacted including the Dwarf Raspberry (<i>Rubus pubescens</i>), Sedge (<i>Carex bromoides</i>), Alkali Bulrush (<i>Bolboschoenus maritimus</i>), and Small Sundrops (<i>Oenothera perennis</i>). The Alkali Bulrush is proposed to be delisted in 2009 by the Illinois Endangered Species Protection Board.
¹⁶ Data provided by ITARP. Includes sites previously surveyed, sites with high archaeological potential, and archaeological sites.
¹⁷ Noise Sensitive Areas - cluster of noise receptors that have common attributes, excluding areas within the estimated footprint that will be displaced.
¹⁸ Derived from Cook County and DuPage tax data.
¹⁹ Number of employees assumes the median value of range provided by a data search.
²⁰ Corridor 501 impacts 0.26 acre of Edens Memorial Park Cemetery.
²¹ St. Bede Episcopal Church Grace Gospel Fellowship and St. John Church are impacted by Corridors 403, 404 and 501.
²² Medinah Intermediate School is impacted by all corridors.
²³ Elk Grove Village Fire Station #9 is impacted by Corridor 202.

^aAll System Alternatives with a south connection leg assume a representative South - Option D connection

TABLE 6
Scaled Ranking Impact Analysis Finalist System Alternatives ^a

	GROUP 2		GROUP 4				GROUP 5
	202	203	401	402	403	404	501
TRAVEL PERFORMANCE							
PERCENT INCREASE IN REGIONAL THROUGHPUT DUE TO TRAVEL EFFICIENCY IN STUDY AREA	1.0	2.3	2.3	5.7	7.0	6.3	5.0
PERCENT IMPROVEMENT IN CONGESTED VEHICLE MILES OF TRAVEL ON SECONDARY ROADWAYS (PM PEAK PERIOD)	1.0	1.0	2.5	2.5	1.0	5.5	7.0
PERCENT INCREASE IN NETWORK SPEEDS ON PRINCIPAL ARTERIALS (PM PEAK PERIOD)	4.3	7.0	4.3	5.0	4.3	3.0	1.0
PERCENT SAVINGS IN ANNUAL WORK DAYS PER EMPLOYEE	1.0	1.0	1.0	7.0	7.0	7.0	1.0
SELECTED TRIP PAIR TRAVEL TIME SAVINGS FROM NORTHWEST STUDY AREA TO O'HARE WEST (PM PEAK PERIOD)	1.7	1.0	7.0	3.0	3.7	4.3	3.0
SELECTED TRIP PAIR TRAVEL TIME SAVINGS FROM WEST STUDY AREA TO O'HARE WEST (PM PEAK PERIOD)	3.6	2.7	3.6	1.9	1.0	1.0	7.0
AREA WITH TRAVELTIME SAVINGS OF GREATER THAN 5 PERCENT IN STUDY AREA (PM PEAK PERIOD)	1.0	4.8	5.9	5.9	3.7	7.0	6.5
PERCENT INCREASE IN AREA WITH TRAVEL WITHIN 5 MINUTES TO INTERSTATE (PM PEAK PERIOD)	3.4	1.0	3.4	4.6	4.6	7.0	4.6
PERCENT INCREASE IN TRIPS WITHIN 5 MINUTES TO INTERSTATE (PM PEAK PERIOD)	4.9	1.0	5.7	6.6	5.7	7.0	7.0
SUBTOTAL - TRAVEL PERFORMANCE	21.8	21.9	35.8	42.1	38.0	48.2	42.1
INITIAL COST							
INITIAL TOTAL COSTS	5.8	7.0	3.0	2.6	4.6	5.4	1.0
SUBTOTAL - INITIAL COST	5.8	7.0	3.0	2.6	4.6	5.4	1.0
ENVIRONMENTAL IMPACTS							
ACRES OF WETLANDS IMPACTED	4.4	7.0	3.9	2.7	5.6	1.6	1.0
ACRES OF WATERS IMPACTED	1.9	7.0	1.0	3.0	1.0	6.6	1.1
AC-FT OF STORMWATER DETENTION	6.1	6.5	5.8	5.6	7.0	5.2	1.0
ACRES OF 100 YR FLOODPLAINS IMPACTED	7.0	4.7	7.0	4.7	7.0	1.0	6.8
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED	1.1	3.2	1.1	1.0	7.0	7.0	6.1
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	2.2	2.2	3.4	1.0	5.8	4.6	7.0
POTENTIAL NUMBER OF STATE-LISTED THREATENED/ENDANGERED SPECIES SITES IMPACTED	1.0	1.0	1.0	1.0	7.0	7.0	7.0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	3.2	4.8	2.1	1.0	4.8	7.0	5.4
SUBTOTAL - ENVIRONMENTAL IMPACTS	26.9	36.4	25.3	20.0	45.2	39.9	35.4
SOCIOECONOMIC IMPACTS							
TOTAL STRUCTURES POTENTIALLY FULLY DISPLACED	3.8	1.5	1.5	1.0	7.0	5.9	5.8
NUMBER OF POTENTIAL NOISE SENSITIVE AREAS	2.6	2.3	1.5	1.0	6.5	7.0	6.7
LOST TAX REVENUE (2007)	7.0	4.6	3.7	3.0	3.9	1.8	1.0
EMPLOYEES DISPLACED	7.0	5.6	4.5	4.2	5.0	2.9	1.0
NUMBER OF HISTORIC CEMETERIES IMPACTED BY IMPROVEMENT	1.0	1.0	1.0	1.0	1.0	1.0	7.0
TOTAL NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE/POLICE STATIONS)	3.0	1.0	1.0	1.0	7.0	7.0	7.0
SUBTOTAL - SOCIOECONOMIC IMPACTS	24.3	16.0	13.2	11.1	30.4	25.6	28.5
SCALED TOTAL	79	81	77	76	118	119	107

^a In the scoring system, the score of 1 represents the best and the score of 7 represents the worst.

TABLE 9
Qualitative Comparative Analysis of Alternatives Performance

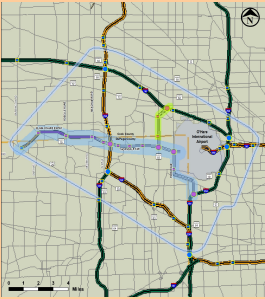
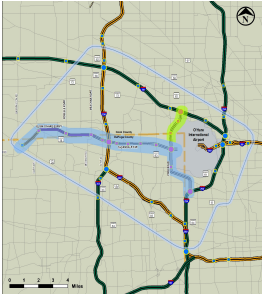
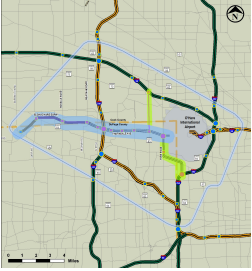
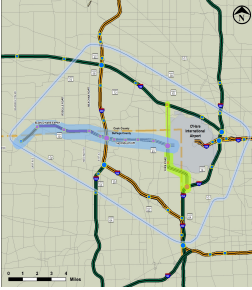
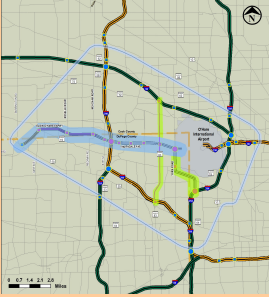
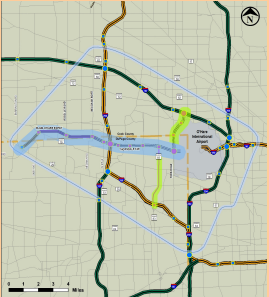
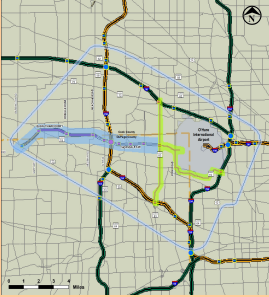
	System Alternative	Travel Performance	Design Issues	Initial Costs	Environmental Impacts	Socioeconomic Impacts
System Expansion Alternatives	 202	Comparable overall systemwide travel performance	No design viability issues identified	Lower initial costs (\$3.3B)	Comparable potential impacts to regulated water resources, designated lands and archaeological resources Comparable amount of stormwater detention required	Substantially higher structure displacements (103 structures) Substantially higher business displacements (50 commercial and 32 industrial) Substantially higher lost tax revenue (\$5.5M) Substantially higher employee displacements (1360 employees) Comparable impacts to community facilities Comparable impacts to noise sensitive areas
	 203	Comparable overall systemwide travel performance	No design viability issues identified	Higher initial costs (\$3.6B)	Comparable potential impacts to regulated water resources, designated lands and archaeological resources Comparable amount of stormwater detention required	Lower structure displacements (57 structures) Lower business displacements (17 commercial and 21 industrial) Lower lost tax revenue (\$3.9M) Lower employee displacements (1065 employees) Comparable impacts to community facilities Comparable impacts to noise sensitive areas
Combined System Improvements and Expansion	 401	Comparable overall systemwide travel performance	No design viability issues identified	Comparatively lower initial costs (\$2.6B)	Comparatively low impacts to designated lands and parks (6.7ac; 5 parks impacted) Comparatively low impacts to archaeological sites (23 sites) Highest floodplain impacts (29.1 ac), and comparatively high stormwater detention required (184.9 ac-ft) No potential impacts to state listed species Comparable impacts to wetlands	Comparably low structure displacements (58 structures) Relatively high business displacements (12 commercial and 17 industrial) Comparatively high lost tax revenue (\$3.3M) Comparatively high employee displacements (820 employees) Lowest impacts to community facilities (1 site) Comparatively low impacts to noise sensitive areas (33 areas)
	 402	Comparable overall systemwide travel performance	No design viability issues identified	Comparatively lower initial costs (\$2.5B)	Lowest impacts to designated lands and parks (6.5ac; 3 parks impacted) Lowest impacts to archaeological sites (21 sites) Comparatively low floodplain impacts (24.6 ac), and comparatively high stormwater detention required (178.8 ac-ft) No potential impacts to state listed species Comparable impacts to wetlands	Lowest structure displacements (47 structures) Relatively lower business displacements (7 commercial and 17 industrial) Relatively lower lost tax revenue (\$2.8M) Comparatively high employee displacements (760 employees) Lowest impacts to community facilities (1 site) Lowest impacts to noise sensitive areas (31 areas)

TABLE 9
Qualitative Comparative Analysis of Alternatives Performance

	System Alternative	Travel Performance	Design Issues	Initial Costs	Environmental Impacts	Socioeconomic Impacts
	 403	Comparable overall systemwide travel performance	No design viability issues identified	Comparatively high initial costs (\$3.0B)	Highest impacts to designated lands and parks (13.4ac; 7 parks impacted) Comparatively high impacts to archaeological sites (28 sites) Highest impacts to floodplains (29.1 ac.) and stormwater detention required (216.2 ac-ft) Comparatively high impacts to state listed species (4 species) Comparable impacts to wetlands	Highest structure displacements (168 structures), including highest residential displacements (133 structures) Highest business displacements (15 commercial and 17 industrial) Highest lost tax revenue (\$3.4M) Highest employee displacements (945 employees) Highest impacts to community facilities (4 sites) Highest impacts to noise sensitive areas (52 areas)
	 404	Comparable overall systemwide travel performance	Potential design viability issues related to system interchange at Elgin O'Hare/West Bypass north leg (two-level tunneling)	Highest initial costs (\$3.2B, or up to 52% higher)	Comparatively high impacts to designated lands (13.4 ac, 6 parks impacted) Highest impacts to archaeological sites (32 sites) Lowest impacts to floodplains (17.6 ac), and comparatively high stormwater detention required (166.8 ac-ft) Comparatively high impacts to state listed species (4 species) Comparable potential impacts to wetlands	Relatively high structure displacements (146 structures), including high residential displacements (130 structures) Relatively low business displacements (11 commercial and 7 industrial) Relatively low lost tax revenue (\$2.0M) Relatively low employee displacements (490 employees) Highest impacts to community facilities (4 sites) Highest impacts to noise sensitive areas (54 areas)
	 501	Comparable overall systemwide travel performance	Potential design viability issues related to freeway terminating at arterial	Lowest initial costs (\$2.1B)	Comparatively high impacts to designated lands (12.5 ac, 8 parks impacted) Comparatively high impacts to archaeological sites (29 sites) Comparatively high impacts to floodplains (28.7 ac.), but lowest stormwater detention required (55.8 ac-ft) Comparatively high impacts to state listed species (4 species) Comparable impacts to wetlands	Relatively high structure displacements (144 structures), including highest residential displacements (133 structures) Lowest business displacements (8 commercial and 0 industrial) Lowest lost tax revenue (\$1.5M) Lowest employee displacements (85 employees) Highest impacts to community facilities (4 sites) Highest impacts to noise sensitive areas (53 areas)

 = Drop from consideration

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TABLE 18: Public Meeting #3 Comment Summary

Bensenville Form Letters (197 total)		
197	Form letters from Bensenville	82 included additional comment on why prefer D
General Comments (75 total)		
1	Proclamation of Elk Grove Twp Dist 59	Support of 203 D
2	Emails	Sent to Beth Hibner support D
2	Comment Form	Add to ML
37	Comment Form	Support of 203 D
1	Letter	Village of Bensenville - south Connection D
1	Letter	Village of Itasca Police Department supports 203
5	Comment Form	No contact info
2	Comment Form	Noise impacts
6	Comment Form	Support of 203
2	Comment Form	Request for Info
2	Comment Form	Issues with Chicago/Mayor Daley
1	Comment Form	Project is an embarrassment
1	Comment Form	General support of the project
2	Comment Form	Options 203 or 402
1	Comment Form	Options 203 or 402 or 404
1	Comment Form	Specific property impact concern (701 Thorndale)
1	Comment Form	Option 203 or 404, south connection B
1	Comment Form	South Connection C
1	Comment Form	South Connection A
2	Comment Form	South Connection A with variations
2	Comment Form	South Connection D
4	Comment Form	Minimize Business Impacts
1	Comment Form	Impacts to Bensenville
1	Comment Form	Notify school districts re: tax losses
Form Letters Supporting Alternative 203 (36,666 total – 685 with extended comment)		
10	Form letters	Workers at Alexian Brothers
109	Form letters	"Friends of Old Chicago Pizza and Holiday Inn Elk Grove Village"
59	Form letters	State that they own/patronize/work at specific affected property
9	Form letters	State that they own/patronize/work at unnamed affected property
179	Form letters	Reference to impact to schools/school districts ¹⁾
10	Form letters	Extend IL 53 North
42	Form letters	Don't understand what makes up full Alt 203
12	Form letters	Environmental/social issues - noise, pollution, etc.
19	Form letters	Traffic flow concerns
9	Form letters	Support other modes
11	Form letters	Why do anything/do nothing
13	Form letters	\$ or timing issues
8	Form letters	Weigh impact v. benefits
10	Form letters	Fix existing roads instead
58	Form letters	Issues with Airport, OMP, Noise
61	Form letters	Concerns about impacts to business/industrial park
49	Form letters	Comments about Mayor Daley, Cook County, City of Chicago
3	Form letters	Comments about Obama
14	Form letters	Comments about politics in general

Schools/Districts names: Forest View Alternative School, Hersey HS, Elk Grove HS, Conant HS, Buffalo Grove HS, Prospect HS, Wheeling HS, Ridge Family Center for Learning, Rolling Meadows HS, District 214, District 59, District 57

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TABLE 20
Impact Analysis South Connection Options (West Bypass)

	A	B	C	D	E	F	G
DESIGN/TRAVEL PERFORMANCE							
DESCRIPTION OF ACCESS LOCATIONS	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE
	PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE SOUTH TO MAJOR ARTERIALS VIA NEW RAMPS AT OBP/COUNTY LINE RD	PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE SOUTH TO MINOR ARTERIALS VIA NEW RAMPS AT OBP/FRANKLIN AVE NEAR TAFT AVE	PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE SOUTH TO MINOR ARTERIALS VIA NEW RAMPS AT OBP/FRANKLIN AVE NEAR TAFT AVE	PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE SOUTH TO MINOR ARTERIALS VIA NEW RAMPS AT OBP/FRANKLIN AVE NEAR TAFT AVE	PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE SOUTH TO MINOR ARTERIALS VIA NEW RAMPS AT OBP/FRANKLIN AVE NEAR TAFT AVE	DOES NOT PROVIDE ADDITIONAL LOCAL ACCESS SOUTH OF OBP/IL RT 19 INTERCHANGE	DOES NOT PROVIDE ADDITIONAL LOCAL ACCESS SOUTH OF OBP/IL RT 19 INTERCHANGE
DESIGN AND CONSTRUCTABILITY ISSUES							CONFLICT WITH EXISTING RUNWAY OPERATIONS (FAA DESIGN CRITERIA NEAR EXISTING 4R/22L)
	LEAST OVERALL IMPACTS (OF SOUTH OPTIONS) TO RAIL OPERATIONS	DISPLACES WESTERN PORTION OF BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP	DISPLACES WESTERN PORTION OF BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP	DISPLACES WESTERN PORTION OF BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP	DISPLACES WESTERN PORTION OF BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP	DISPLACES WESTERN PORTION OF BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP	DISPLACES WESTERN PORTION OF BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP
FREIGHT RAIL ISSUES	DISPLACES WESTERN PORTION OF BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP	DISPLACES MAJOR RAIL CUSTOMERS	DISRUPTS UP RR OPERATIONS DURING CONSTRUCTION OF 3,500' BRIDGE OVER RAIL LINE, IMPAIRING OVERALL FREIGHT MOVEMENT IN	DISPLACES MAJOR RAIL CUSTOMERS; IMPAIRS ACCESS TO SPUR TRACKS	RENDERS BENSENVILLE YARD INOPERABLE DUE TO DIRECT IMPACTS TO HUMP YARD / CONTROL CENTER AND TWO CROSSING	SEVERELY REDUCES BENSENVILLE YARD CAPACITY DUE TO NUMEROUS TRACK AND SIGNAL MODIFICATIONS AT YARD CROSSINGS (THREE	SEVERELY REDUCES BENSENVILLE YARD CAPACITY DUE TO NUMEROUS TRACK AND SIGNAL MODIFICATIONS AT YARD CROSSINGS
		MINOR TRACK AND SIGNAL MODIFICATIONS REQUIRED			MAJOR IMPACTS TO REGIONAL FREIGHT TRAFFIC FLOW	SOUTHBOUND RAMP OVER EAST SIDE OF BENSENVILLE YARD NOT CONSTRUCTIBLE DUE TO CONFLICTS WITH TRAIN TRAFFIC (12 PER HOUR)	MAJOR IMPACTS TO REGIONAL FREIGHT TRAFFIC FLOW
					REDUCES INTERMODAL OPERATIONS AND DISPLACES MAJOR RAIL CUSTOMERS	MAJOR IMPACTS TO REGIONAL FREIGHT TRAFFIC FLOW	IMPACTS METRA SERVICE LINE OPERATIONS
						IMPACTS METRA SERVICE LINE OPERATIONS	CONFLICTS WITH PLANNED BENSENVILLE YARD EXPANSION
						CONFLICTS WITH PLANNED BENSENVILLE YARD EXPANSION	
FINANCIAL PERFORMANCE							
INITIAL CONSTRUCTION COSTS	\$540M	\$545M	\$585M	\$530M	\$670M	\$570M	\$565M
INITIAL TOTAL COSTS RANGE	\$560M-660M	\$660M-760M	\$660M-760M	\$610M-710M	\$750M-830M	\$690M-790M	\$690M-790M
ENVIRONMENTAL IMPACTS							
ACRES OF WETLANDS IMPACTED	0.1	0.2	0.2	0.3	0.2	1.1	0.5
ACRES OF WATERS IMPACTED	0.2	0.2	0.2	0.2	0.2	1.1	1.7
ACRES OF 100 YR FLOODPLAINS IMPACTED	1.5	1.5	2.6	2.6	3.2	20.9 ^a	36.6 ^a
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED	1.30 ^b	0.26 ^b	0.25 ^b	0.25 ^b	0.25 ^b	0.0	0.0
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	2 ^b	1 ^b	1 ^b	1 ^b	1 ^b	0	0
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED	0	0	0	0	0	0	0
NUMBER OF HISTORICAL SITES IMPACTED	0	0	0	0	0	0	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	1 previously studied archaeology site	1 previously studied archaeology site	1 previously studied archaeology site	1 previously studied archaeology site	1 previously studied archaeology site	4 previously studied archaeology sites	3 previously studied archaeology sites
SOCIOECONOMIC IMPACTS							
NUMBER OF COMMERCIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY DISPLACED BY IMPROVEMENT	0 (0)	3 (3)	4 (4)	8 (8)	1 (1)	2 (2)	2 (2)
NUMBER OF INDUSTRIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY DISPLACED BY IMPROVEMENT	26 (35)	12 (14)	13 (16)	14 (17)	23 (23)	13 (19)	11 (17)
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	7	0	0	0	0	0	41
TOTAL STRUCTURES POTENTIALLY DISPLACED	33	15	17	22	24	15	54
LOST TAX REVENUE (2007)	\$1,715,000	\$2,580,000	\$1,705,000	\$2,053,000	\$2,082,000	\$2,695,000	\$2,615,000
LOST TAX REVENUE (2007)	\$1,715,160	\$2,579,790	\$1,704,705	\$2,053,150	\$2,082,402	\$2,694,770	\$2,614,725
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT	0	0	0	0	0	1 ^c	1 ^c
TOTAL NUMBER OF COMMUNITY FACILTIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	0	0	0	0	0	1 ^d	1 ^d

^aReservoirs are not included in the impact calculations because they will not be impacted.

^bOption A impacts 1.22 acre of Legends of Bensenville Golf Course (Bensenville Park District), Option B impacts 0.26 acre of Legends of Bensenville Golf Course, Options C, D and E impact 0.25 acre of Legends of Bensenville Golf Course; 0.08 acre of Edge Ice Arena (Bensenville Park District) is impacted by

^c0.8 acre of a Eden Memorial Cemetery is impacted.

^d0.25 acre of Saint Beatrice School (including buildings) is impacted.

TABLE 20
Impact Analysis North Connection Options (West Bypass)

	A	B	C	D	E
DESIGN/TRAVEL PERFORMANCE					
DESCRIPTION OF ACCESS LOCATIONS	DOES NOT ACCOMMODATE FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE NORTH AND SOUTH ONLY, VIA RAMPS AT OBP/DEVON/LUNT/ELMHURST	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE NORTH AND SOUTH ONLY, VIA NEW RAMPS AT OBP/DEVON/LUNT/ELMHURST	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE NORTH AND SOUTH VIA NEW RAMPS AT OBP/DEVON/PRATT/ELMHURST PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE EAST AND WEST VIA ADDITIONAL RAMPS AT I-90/ELMHURST	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE NORTH AND SOUTH VIA NEW RAMPS AT OBP/DEVON/PRATT/ELMHURST PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE EAST AND WEST VIA ADDITIONAL RAMPS AT I-90/ELMHURST	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM THE NORTH AND SOUTH ONLY VIA NEW RAMPS AT OBP/DEVON/PRATT/IL 72/ELMHURST
DESIGN AND CONSTRUCTABILITY ISSUES					
FREIGHT RAIL ISSUES	NO MAJOR ISSUES IDENTIFIED; MINOR TRACK AND SIGNAL MODIFICATIONS WILL BE REQUIRED	NO MAJOR ISSUES IDENTIFIED; MINOR TRACK AND SIGNAL MODIFICATIONS WILL BE REQUIRED	NO MAJOR ISSUES IDENTIFIED; MINOR TRACK AND SIGNAL MODIFICATIONS WILL BE REQUIRED	NO MAJOR ISSUES IDENTIFIED; MINOR TRACK AND SIGNAL MODIFICATIONS WILL BE REQUIRED	NO MAJOR ISSUES IDENTIFIED; MINOR TRACK AND SIGNAL MODIFICATIONS WILL BE REQUIRED
FINANCIAL PERFORMANCE					
INITIAL CONSTRUCTION COSTS RANGE	\$360M-450M	\$390M-475M	\$490M-600M	\$480M-585M	\$465M-570M
ENVIRONMENTAL IMPACTS					
ACRES OF WETLANDS IMPACTED	6.2	6.6	2.2	1.9	1.9
ACRES OF WATERS IMPACTED	0.0	0.1	2.6	4.2	3.1
ACRES OF 100 YR FLOODPLAINS IMPACTED	1.6	7.9	26.0	15.3 ^a	12.2 ^a
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED	0.0	0.0	0.33 ^b	2.0 ^b	2.0 ^b
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	0	0	1 ^b	1 ^b	1 ^b
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED	0	0	0	0	0
NUMBER OF HISTORICAL SITES IMPACTED	0	0	0	0	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	4 previously studied archaeology sites	4 previously studied archaeology sites	4 previously studied archaeology sites	5 previously studied archaeology sites	5 previously studied archaeology sites
SOCIOECONOMIC IMPACTS					
NUMBER OF COMMERCIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY DISPLACED BY IMPROVEMENT	21 (32)	30 (44)	14 (22)	4 (10)	4 (10)
NUMBER OF INDUSTRIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY DISPLACED BY IMPROVEMENT	8 (32)	9 (33)	8 (32)	4 (4)	4 (4)
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	3	3	0	0	0
TOTAL STRUCTURES POTENTIALLY DISPLACED	32	42	22	8	8
LOST TAX REVENUE (2007)	\$2,147,000	\$2,452,000	\$2,137,000	\$1,771,000	\$1,743,000
NUMBER OF EMPLOYEES	712	803	611	246	246
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT	0	0	0	0	0
TOTAL NUMBER OF COMMUNITY FACILTIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	1 ^c	1 ^c	1 ^c	1 ^c	1 ^c

^aReservoirs are not included in the impact calculations because they will not be impacted.

^b0.33 acre of Majewski Metro Park (Des Plaines Park District) is impacted by Options C, D and E; 1.63 acres of an Elk Grove Park District facility is impacted by Options D and E.

^cHiggins School is displaced by Options A and B; 0.14 acre of Higgins School is impacted by Option C; Moderate impacts to Higgins School (<100 sq.ft) by Options D and E (86 sq. ft.).

TABLE 20
Impact Analysis North Connection Options (IL 83 Bypass)

	A	B
DESIGN/TRAVEL PERFORMANCE		
	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE
DESCRIPTION OF ACCESS LOCATIONS	PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM WEST, EAST, AND SOUTH VIA NEW RAMPS AT I-90/ELMHURST/BUSSE, AND IL 83 FREEWAY/OAKTON/BUSSE	PROVIDES IMPROVED DIRECT LOCAL ACCESS FROM WEST, EAST, AND SOUTH VIA NEW RAMPS AT I-90/ELMHURST/BUSSE, AND IL 83 FREEWAY/OAKTON/BUSSE
DESIGN AND CONSTRUCTABILITY ISSUES		
FREIGHT RAIL ISSUES	NO MAJOR ISSUES IDENTIFIED; MINOR TRACK AND SIGNAL MODIFICATIONS WILL BE REQUIRED	NO MAJOR ISSUES IDENTIFIED; MINOR TRACK AND SIGNAL MODIFICATIONS WILL BE REQUIRED
FINANCIAL PERFORMANCE		
INITIAL CONSTRUCTION COSTS RANGE	\$430M-525M	\$390M-475M
ACRES OF WETLANDS IMPACTED	1.0	1.7
ACRES OF WATERS IMPACTED	0.6	0.8
ACRES OF 100 YR FLOODPLAINS IMPACTED	6.3	12.8
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED	0.33 ^a	0.33 ^a
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	1 ^a	1 ^a
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED	0	0
NUMBER OF HISTORICAL SITES IMPACTED	0	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	4 previously studied archaeology sites	4 previously studied archaeology sites
SOCIOECONOMIC IMPACTS		
NUMBER OF COMMERCIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY DISPLACED BY IMPROVEMENT	29 (33)	32 (44)
NUMBER OF INDUSTRIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY DISPLACED BY IMPROVEMENT	8 (14)	5 (14)
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	14	14
TOTAL STRUCTURES POTENTIALLY DISPLACED	51	51
LOST TAX REVENUE (2007)	\$4,152,000	\$3,879,000
NUMBER OF EMPLOYEES	980	690
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT	0	0
TOTAL NUMBER OF COMMUNITY FACILTIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	1 ^b	1 ^b

^aOptions A and B impact 0.33 acre of Terrace Park (Bensenville Park District).

^bImpacts 0.01 acre of Elk Grove Village Fire Station

TABLE 21
Impact Analysis South Connection Options

	A	B	C	D
DESIGN FEASIBILITY				
DESCRIPTION OF ACCESS LOCATIONS	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES DIRECT LOCAL ACCESS TO AND FROM THE SOUTH TO MAJOR ARTERIALS VIA NEW RAMPS TO COUNTY LINE RD	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES DIRECT LOCAL ACCESS TO AND FROM THE SOUTH TO MINOR ARTERIALS VIA NEW RAMPS AT FRANKLIN AVE NEAR TAFT AVE	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES DIRECT LOCAL ACCESS TO AND FROM THE SOUTH TO MINOR ARTERIALS VIA NEW RAMPS AT FRANKLIN AVE NEAR TAFT AVE	PROVIDES FULL DIRECTIONAL MOVEMENTS AT SYSTEM INTERCHANGE PROVIDES DIRECT LOCAL ACCESS TO AND FROM THE SOUTH TO MINOR ARTERIALS VIA NEW RAMPS AT FRANKLIN AVE NEAR TAFT AVE
CONSTRUCTABILITY ISSUES	POTENTIAL CONSTRUCTABILITY ISSUES (INCLUDING TEMPORARY PROPERTY IMPACTS AND ACCESSIBILITY ISSUES) ASSOCIATED WITH CONSTRUCTION OF NB I-294 RAMP TO WB WEST BYPASS AT GRAND AVE.	POTENTIAL CONSTRUCTABILITY ISSUES (INCLUDING TEMPORARY PROPERTY IMPACTS AND ACCESSIBILITY ISSUES ON FRANKLIN AVENUE) ASSOCIATED WITH CONSTRUCTION OF EB/WB WEST BYPASS RAMPS TO I-294 OVER FRANKLIN AVENUE.	SEVERELY CONSTRAINED CONSTRUCTION PERIODS ALONG UP RAIL CORRIDOR DUE TO NEED TO MAINTAIN CURRENT LEVEL OF FREIGHT RAIL OPERATIONS. SEVERELY CONSTRAINED AREA FOR CONSTRUCTION ACCESS AND FORMWORK DUE TO RAIL AND BUILDING OFFSETS. CONSTRUCTION STAGING WOULD RESULT IN EXTENDED DURATION OF CONSTRUCTION AND INCREASED COSTS. CONSTRUCTION STAGING IN VERTICAL SECTIONS RATHER IN HORIZONTAL SECTIONS WILL EXTEND CONSTRUCTION DURATION DUE TO CONSTRUCTION REMOBILIZATION ISSUES.	NO MAJOR CONSTRUCTABILITY ISSUES IDENTIFIED
FREIGHT RAIL ISSUES	DISPLACES A PORTION OF THE WESTERN SECTION OF THE BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP LEAST OVERALL IMPACTS (OF SOUTH OPTIONS) TO RAIL OPERATIONS	DISPLACES A PORTION OF THE WESTERN SECTION OF THE BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP MINOR TRACK AND SIGNAL MODIFICATIONS REQUIRED DISPLACES MAJOR RAIL CUSTOMERS WEST OF UP RR	DISPLACES A PORTION OF THE WESTERN SECTION OF THE BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP THE UP RR REQUIRES UNINTERRUPTED SERVICE OF THE MAINLINE TRACK, A SHOEFLY DURING CONSTRUCTION WOULD BE UNACCEPTABLE. NO IMPACT ON THE NUMBER OF TRAINS PER DAY (50) OR SPEED WOULD BE TOLERATED. THEREFORE, CONSTRUCTION WOULD BE LIMITED TO LESS THAN 4 HOURS PER DAY FOR AERIAL WORK NEAR OR OVER THE RR. THUS, CONSTRUCTION WOULD BE LENGTHY AND COSTS WOULD BE SIGNIFICANTLY INCREASED. REQUIRES EXTENSIVE SPUR TRACK MODIFICATIONS TO PROVIDE CONTINUED SERVICE TO RR CUSTOMERS	DISPLACES A PORTION OF THE WESTERN SECTION OF THE BENSENVILLE YARD INCLUDING RR TURNTABLE AND MACHINE SHOP IMPAIRS ACCESS TO SPUR TRACKS EAST OF UPRR DISPLACES RAIL CUSTOMERS EAST OF UP RR
FINANCIAL PERFORMANCE				
INITIAL CONSTRUCTION COSTS ^a	\$540M	\$545M	\$585M	\$530M
INITIAL ROW COSTS ^b	\$95.1M	\$259.4M	\$164.4M	\$161.7M
INITIAL TOTAL COSTS	\$635.1M	\$804.4M	\$749.4M	\$691.7M

TABLE 21
Impact Analysis South Connection Options

	A	B	C	D
ENVIRONMENTAL IMPACTS				
ACRES OF WETLANDS IMPACTED	0.1	0.2	0.2	0.3
ACRES OF WATERS IMPACTED	0.2	0.2	0.2	0.2
ACRES OF 100 YR FLOODPLAINS IMPACTED ^c	1.5	1.5	2.6	2.6
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED ^d	1.2	0.3	0.3	0.3
NUMBER OF PARKS IMPACTED BY IMPROVEMENT ^e	0	0	0	0
POTENTIAL NUMBER OF ENDANGERED SPECIES SITES IMPACT	0	0	0	0
NUMBER OF HISTORICAL SITES IMPACTED	0	0	0	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED ^f	1	1	1	1
SOCIOECONOMIC IMPACTS				
NUMBER OF COMMERCIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY DISPLACED BY IMPROVEMENT	0 (0)	6 (3)	5 (4)	8 (6)
NUMBER OF INDUSTRIAL STRUCTURES (NUMBER OF BUSINESSES) POTENTIALLY DISPLACED BY IMPROVEMENT	21 (34)	17 (13)	16 (14)	15 (13)
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	7	0	0	0
TOTAL STRUCTURES POTENTIALLY DISPLACED	28	23	21	23
NUMBER OF POTENTIAL NOISE SENSITIVE AREAS ^g	4	1	1	1
LOST TAX REVENUE (2007) ^h	\$1.7M	\$4.0M	\$2.7M	\$2.0M
NUMBER OF EMPLOYEES DISPLACED ⁱ	615	1,285	705	710
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT	0	0	0	0
TOTAL NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	0	0	0	0

^aConstruction Costs reflect initial planning level estimate of representative layouts for South Connection Corridor Options, including engineering and 30% contingency (2009 \$).

^bROW Costs reflect initial planning level estimate based on estimated footprint for South Connection Corridor Option layouts, including 50% contingency (2009 \$).

^cReservoirs are not included in the impact calculations because they will not be impacted.

^dLands that are publicly owned (i.e., forest preserves, nature preserves, etc.).

^eOptions A and B impact 1.22 and 0.26 acre of Legends of Bensenville Golf Course respectively; Options C and D impact 0.25 acre of Legends of Bensenville Golf Course.

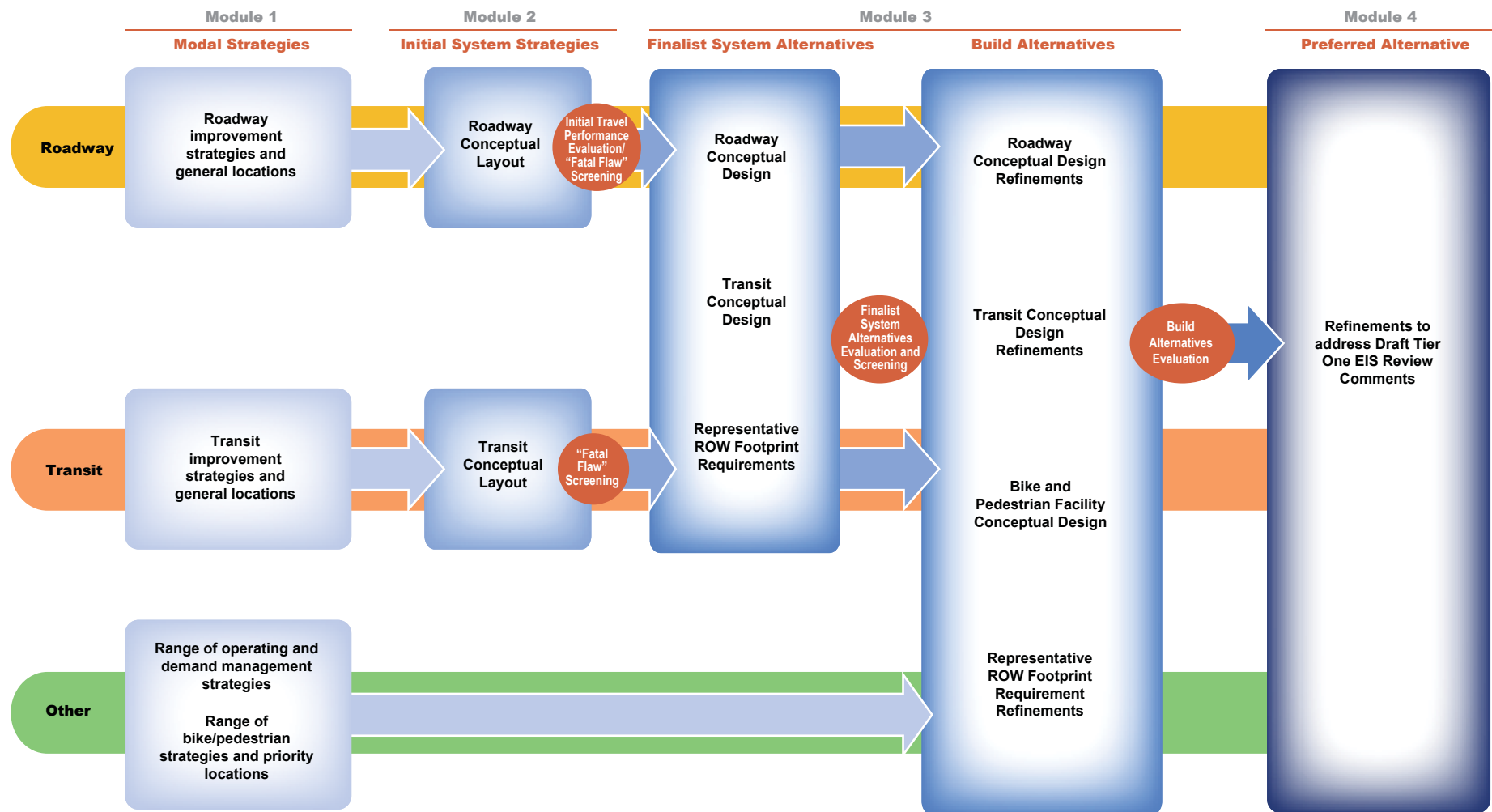
^fData provided by ITARP. Includes sites previously surveyed, sites with high archaeological potential, and archaeological sites.

^gNoise sensitive areas exclude areas within the estimated footprint that will be displaced.

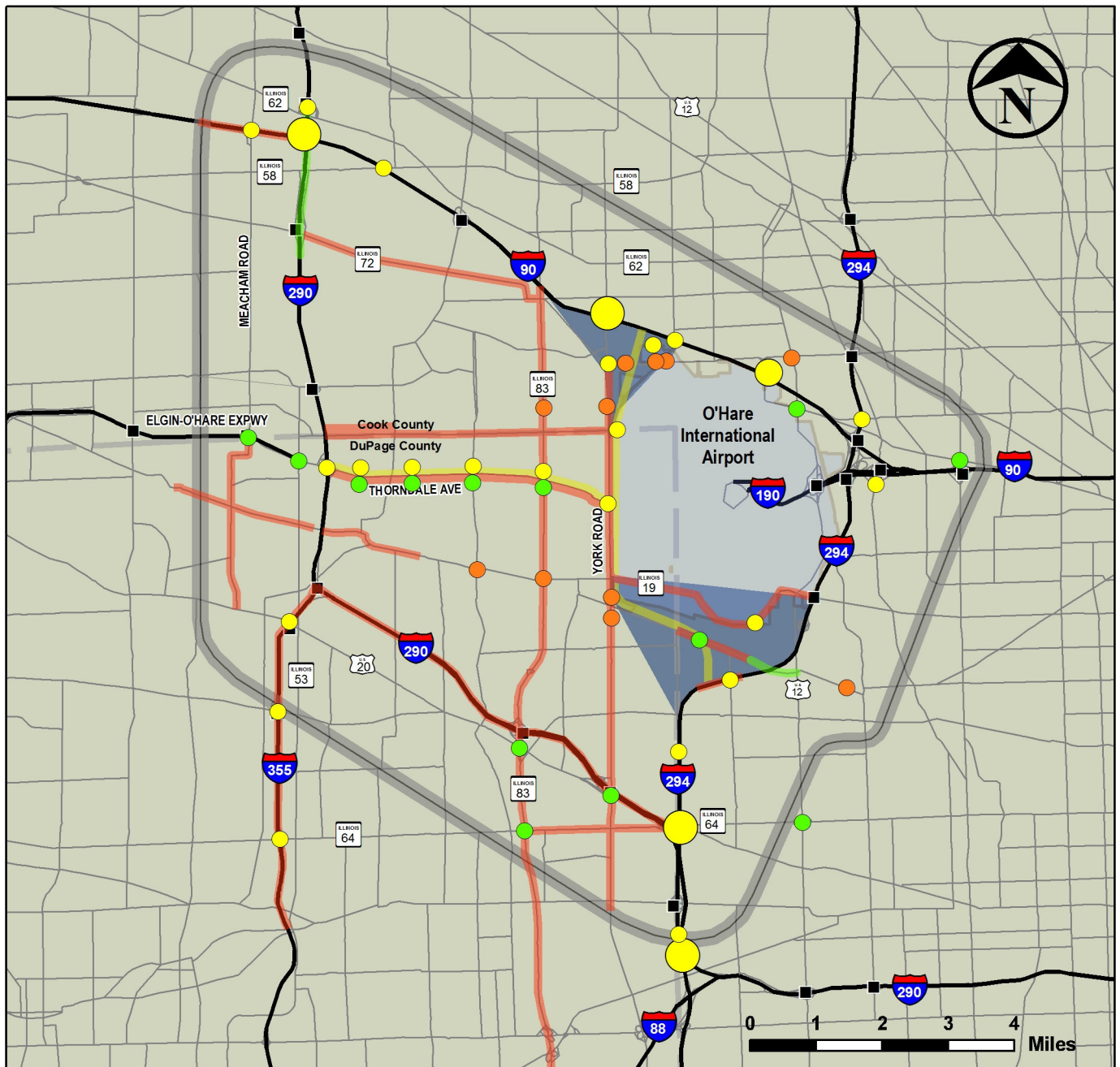
^hDerived from Cook County and DuPage tax data.

ⁱNumber of employees assumed the median value of range provided by a data search.

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Elgin O'Hare-West Bypass Alternatives Development Modules Exhibit 1



Legend

Roadway Improvements

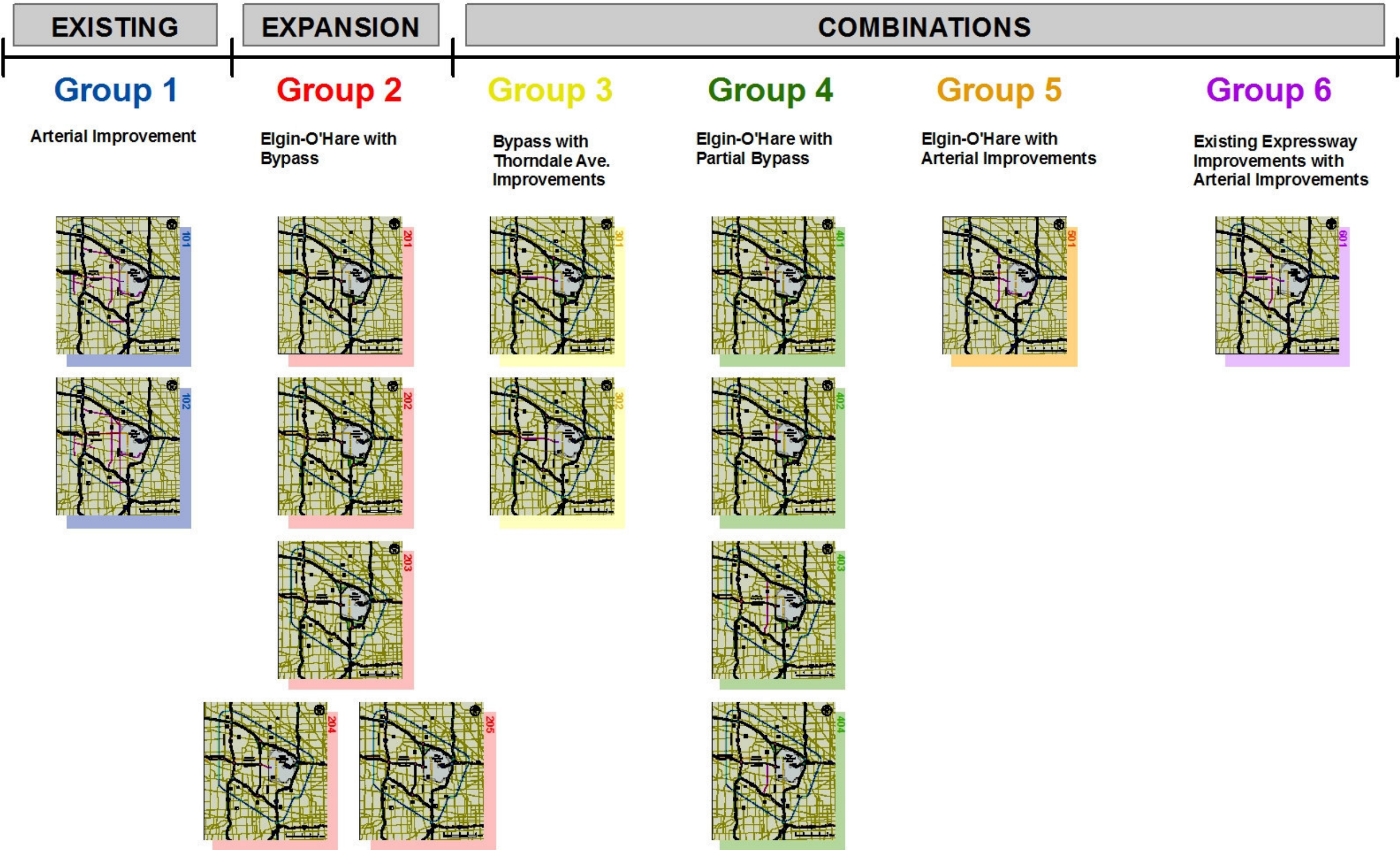
- Widening/Arterial Improvement
- New Roadway Corridor
- Truck Access Improvement
- Grade Separation
- Interchange
- Intersection

- Existing Interchange
- Study Area
- County Boundary
- Interstate - Freeway/Tollway
- Arterial Routes

Elgin O'Hare - West Bypass Stakeholder Workshop Results - Roadway Strategies

Exhibit 2

Initial Roadway Strategies



The Final 10 System Alternatives

EXPANSION

COMBINATIONS

Group 2

Group 4

Group 5

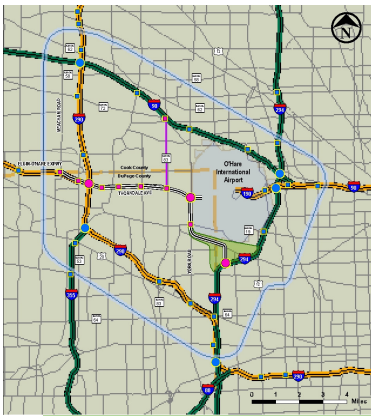
Elgin-O'Hare with Bypass

Elgin-O'Hare with Partial Bypass

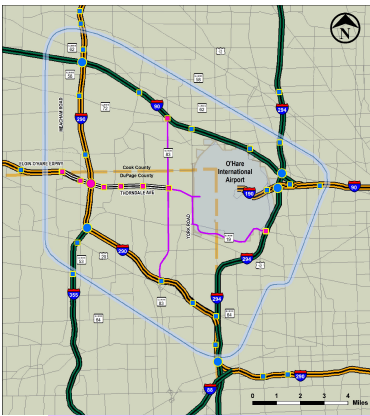
Elgin-O'Hare with Arterial Improvements



201



401



501



202



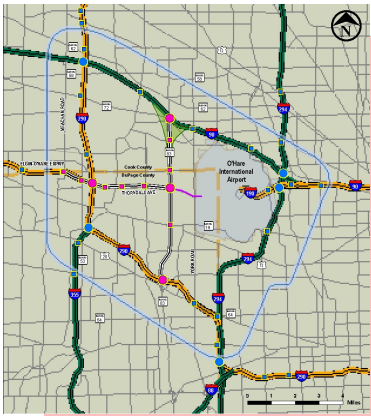
402



203



403



204

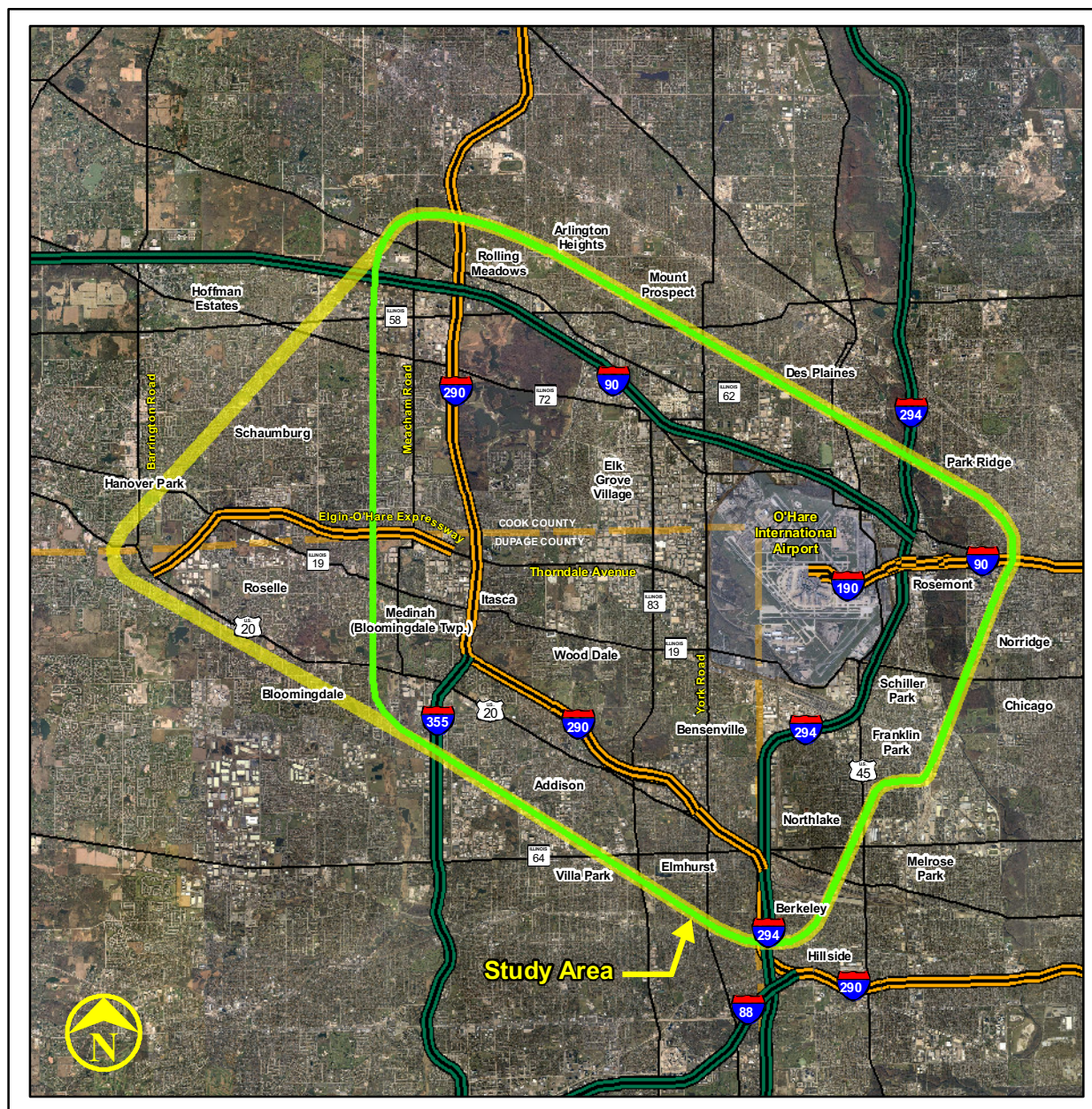




205



404

Exhibit 4



 Original Study Area
 Revised Study Area

Elgin O'Hare - West Bypass
Original and Revised Study Area Map
Exhibit 5



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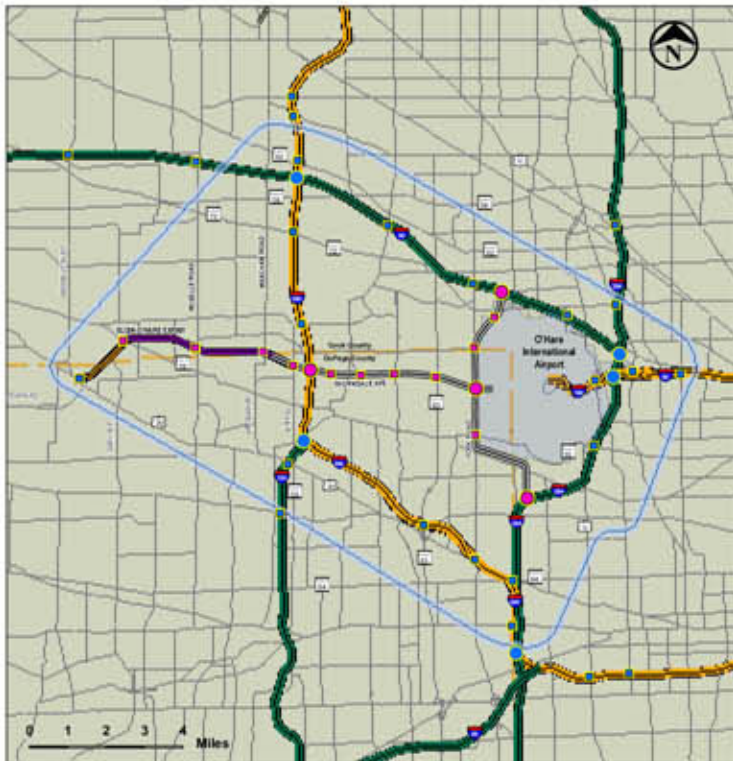
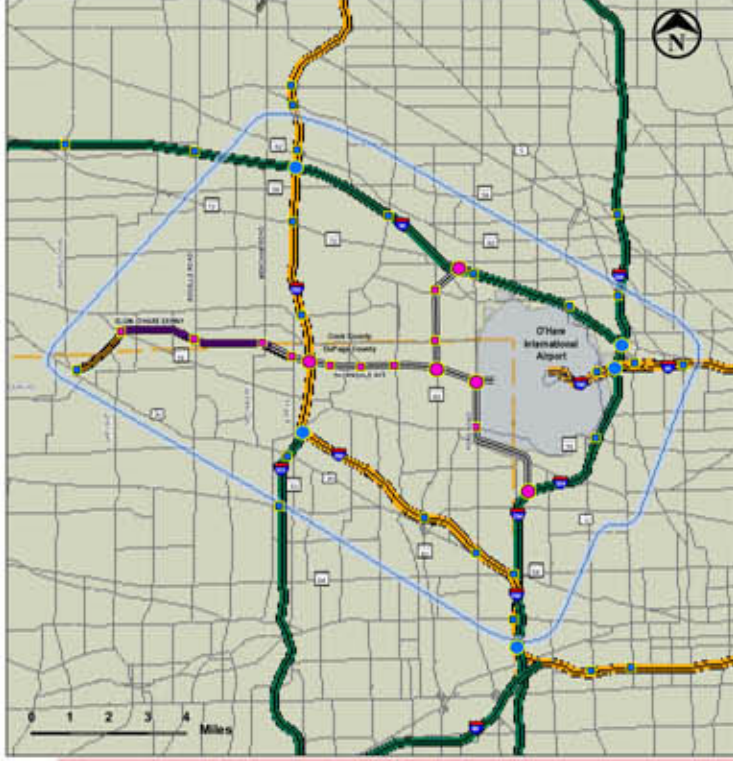
Finalist System Alternatives

EXPANSION

COMBINATIONS

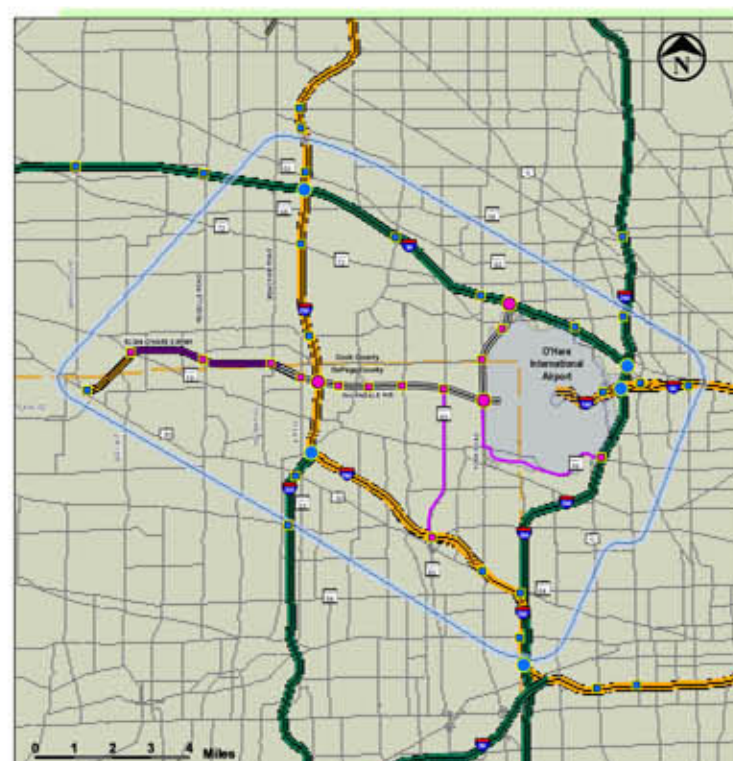
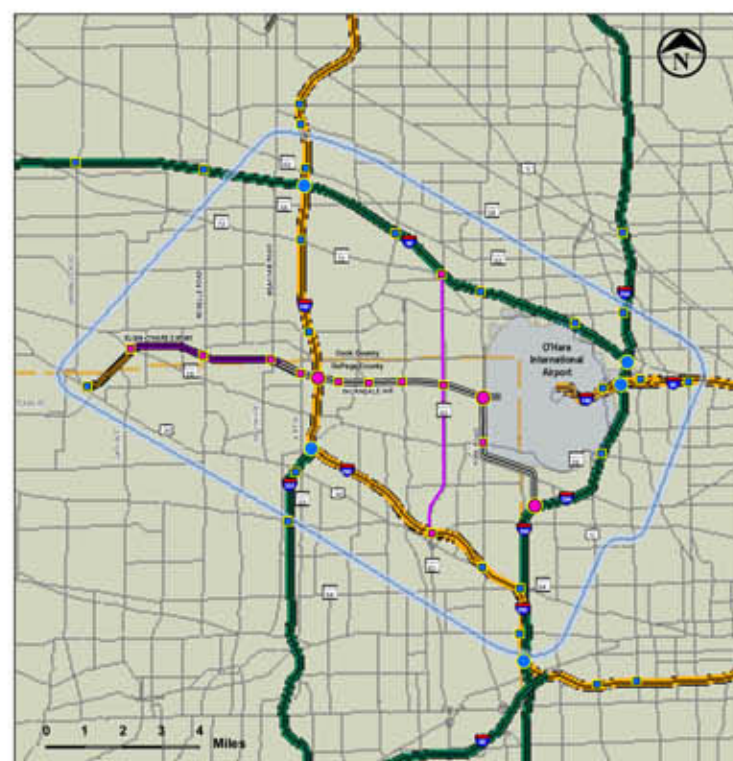
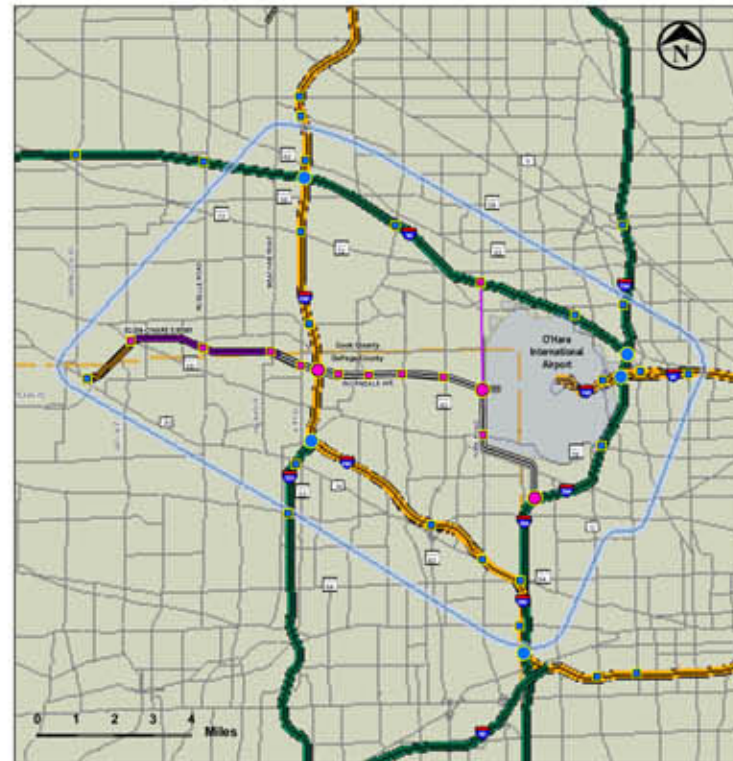
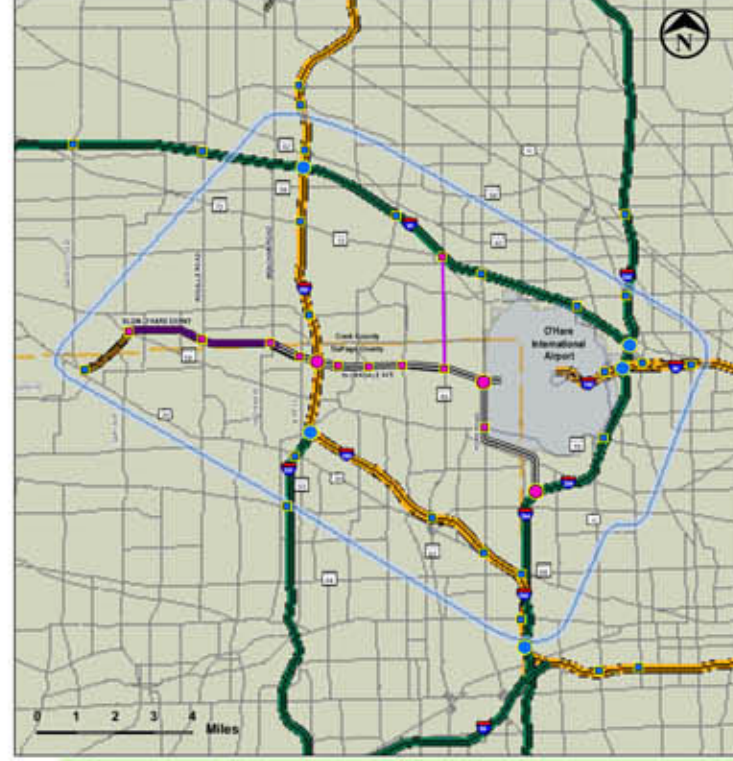
Group 2

Elgin-O'Hare with Bypass



Group 4

Elgin-O'Hare with Partial Bypass



Group 5

Elgin-O'Hare with Arterial Improvements

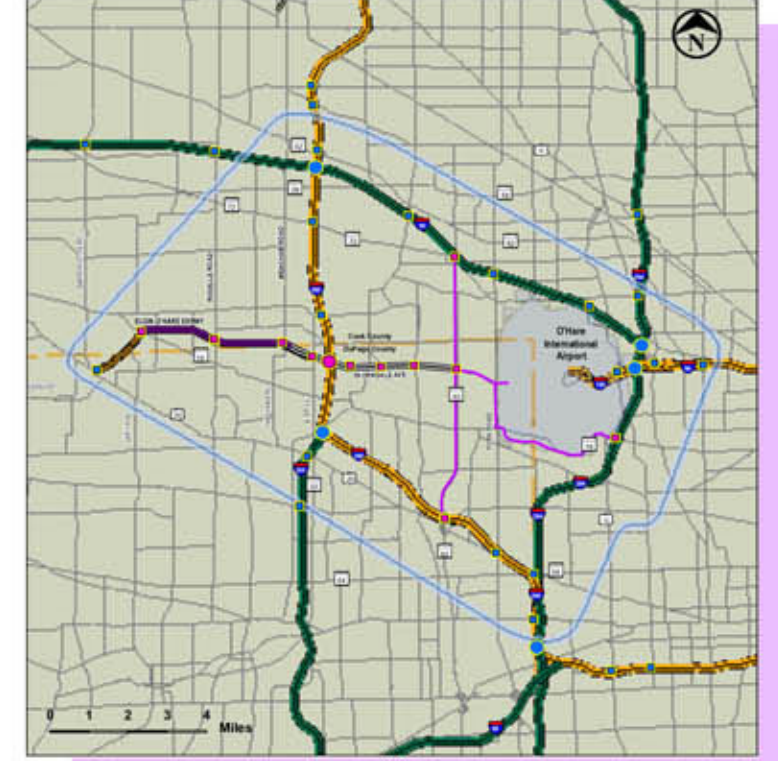
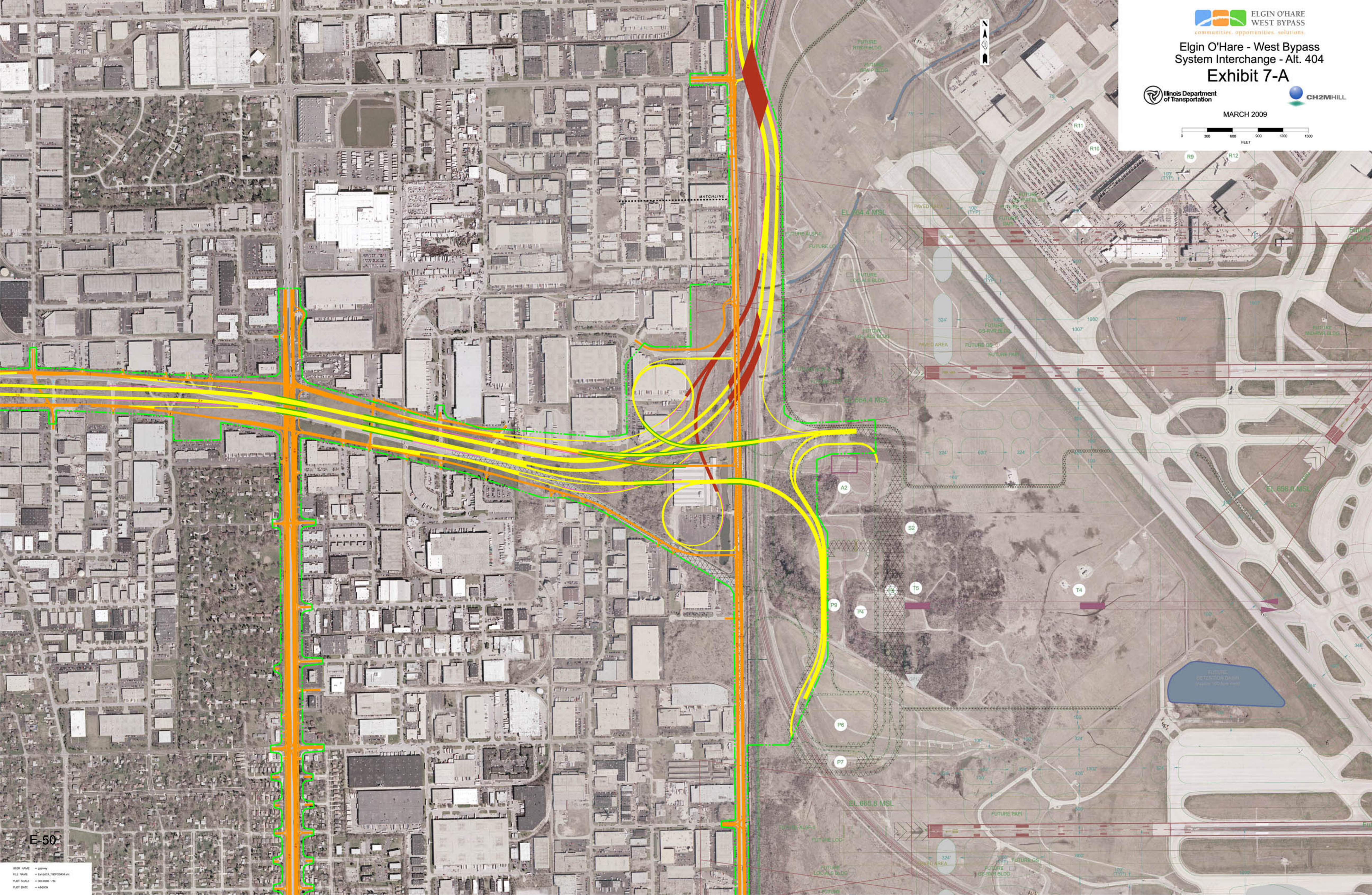
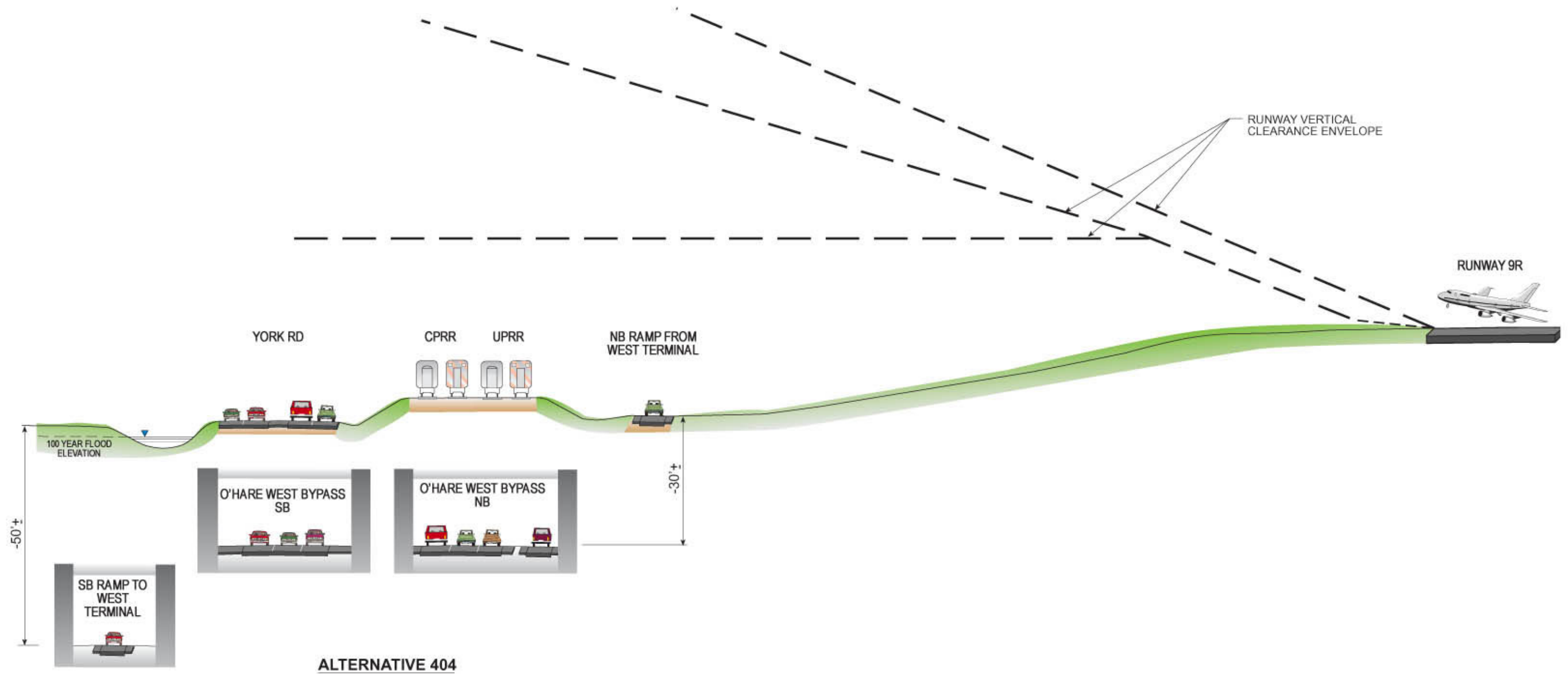
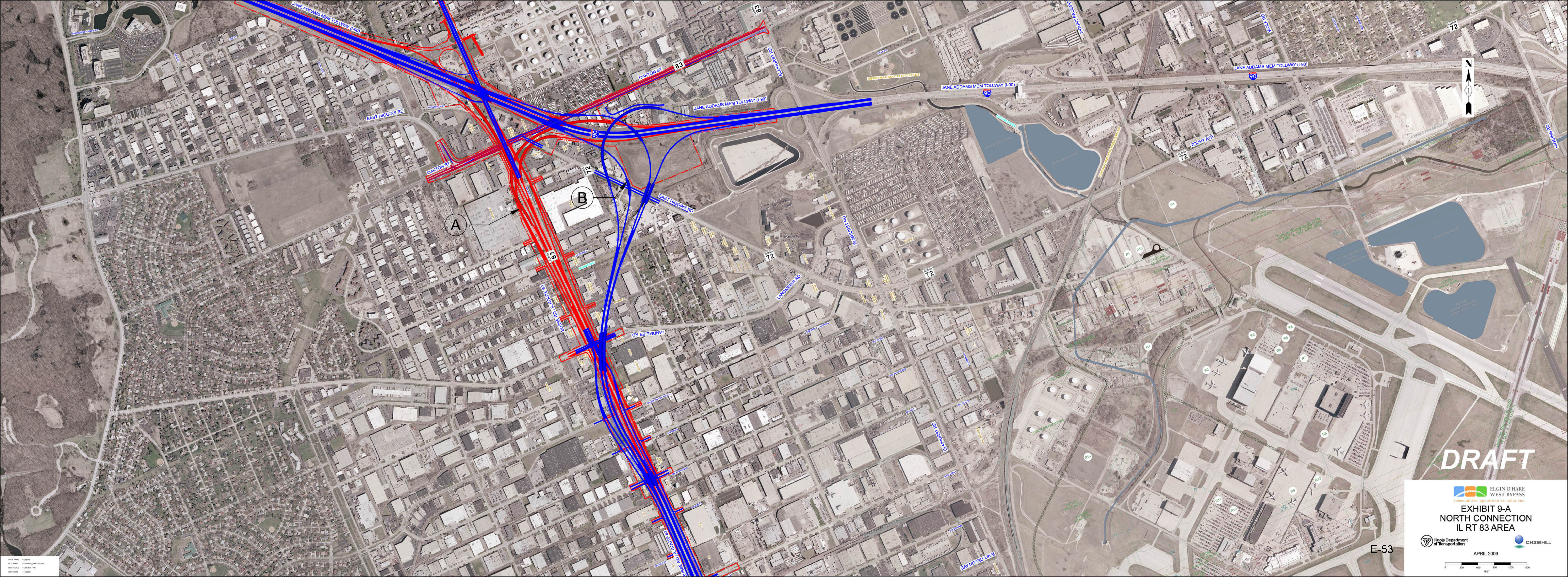


Exhibit 6





NOTE - Conceptual cross sections are representative in nature and not intended to show ultimate tunnel designs. Landscaping, noise barriers and other roadside features will be selected at a later date.



DRAFT



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

EXHIBIT 9-A
NORTH CONNECTION
IL RT 83 AREA

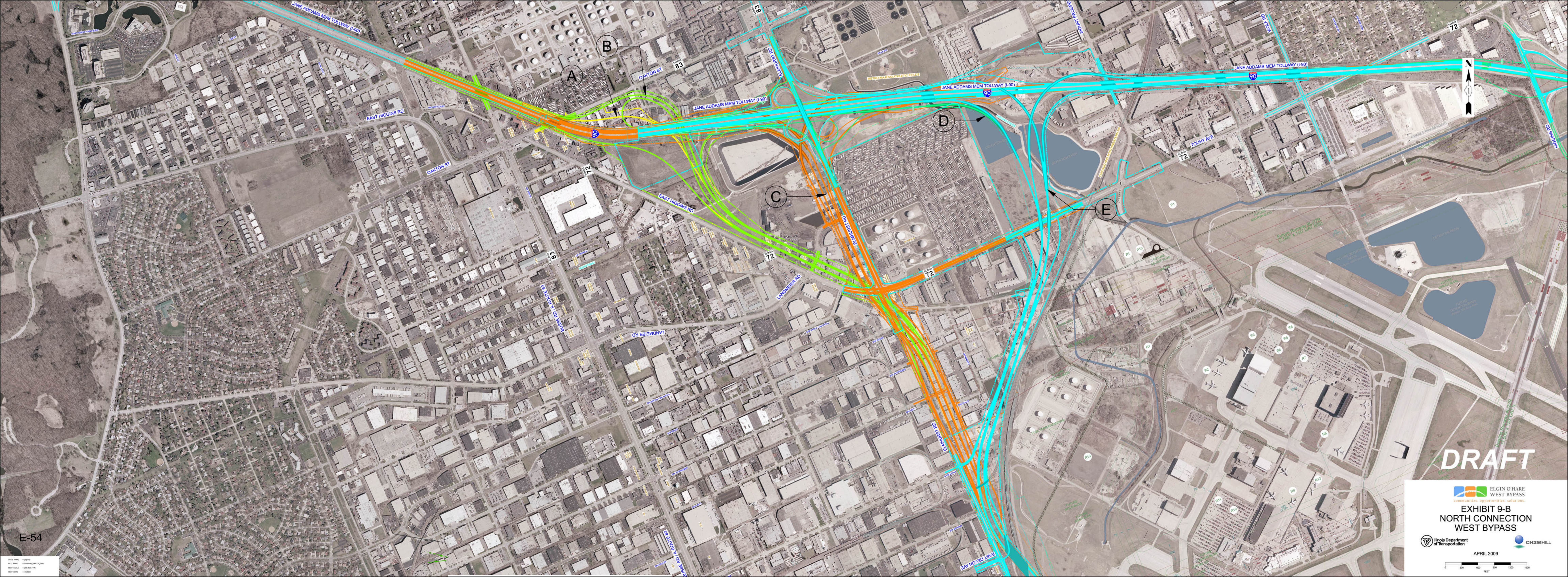


APRIL 2009



E-53

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FILE NAME: ELGIN_OHARE_WEST_BYPASS
PLOT SCALE: 1"=1000'
PLOT DATE: 4/1/09



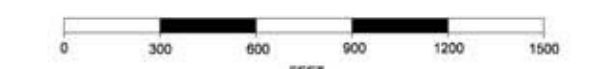
DRAFT

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

**EXHIBIT 9-B
NORTH CONNECTION
WEST BYPASS**

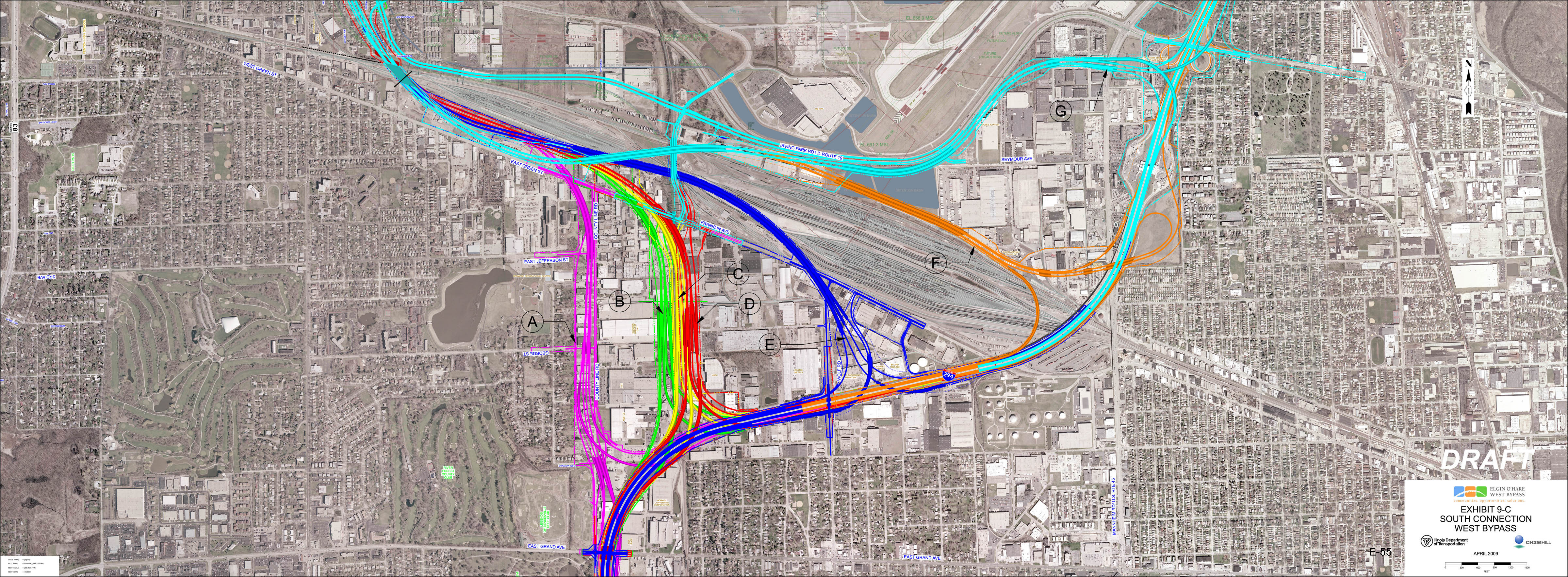


APRIL 2009



E-54

FILE NAME: E-54.dwg
FILE DATE: 4/1/2009
PLOT SCALE: 1/8" = 100'-0"
PLOT DATE: 4/1/2009



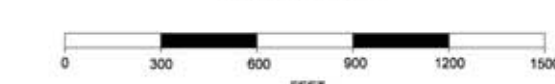
DRAFT

ELGIN O'HARE
WEST BYPASS
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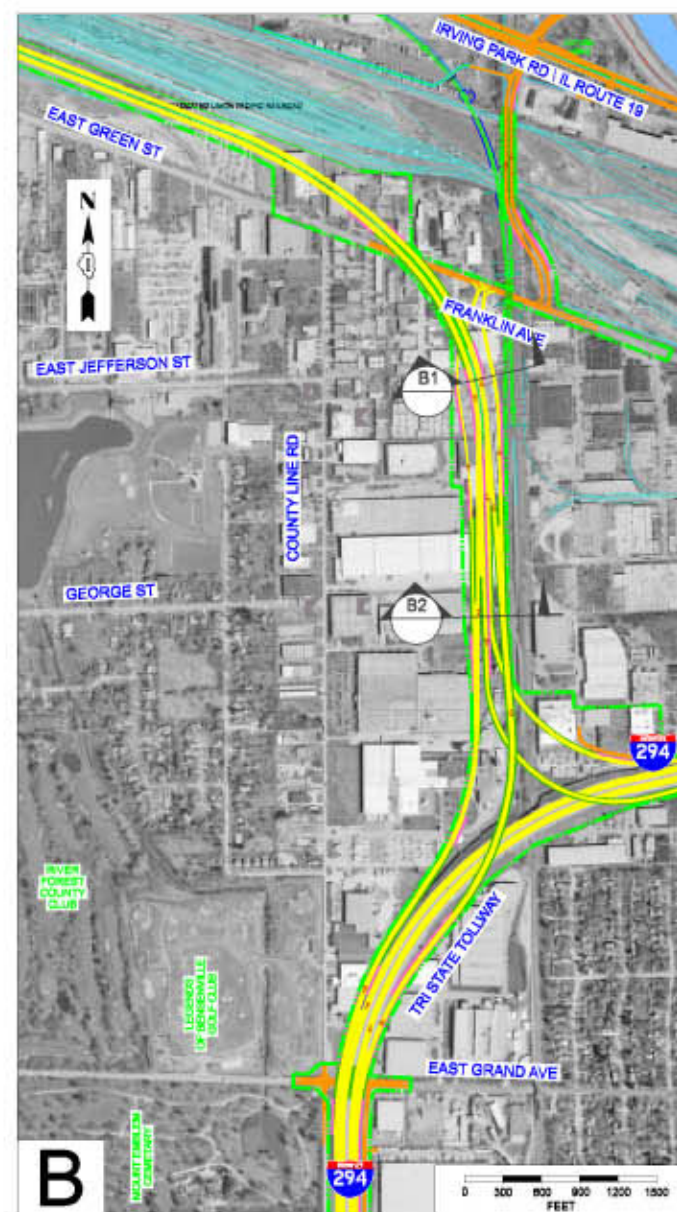
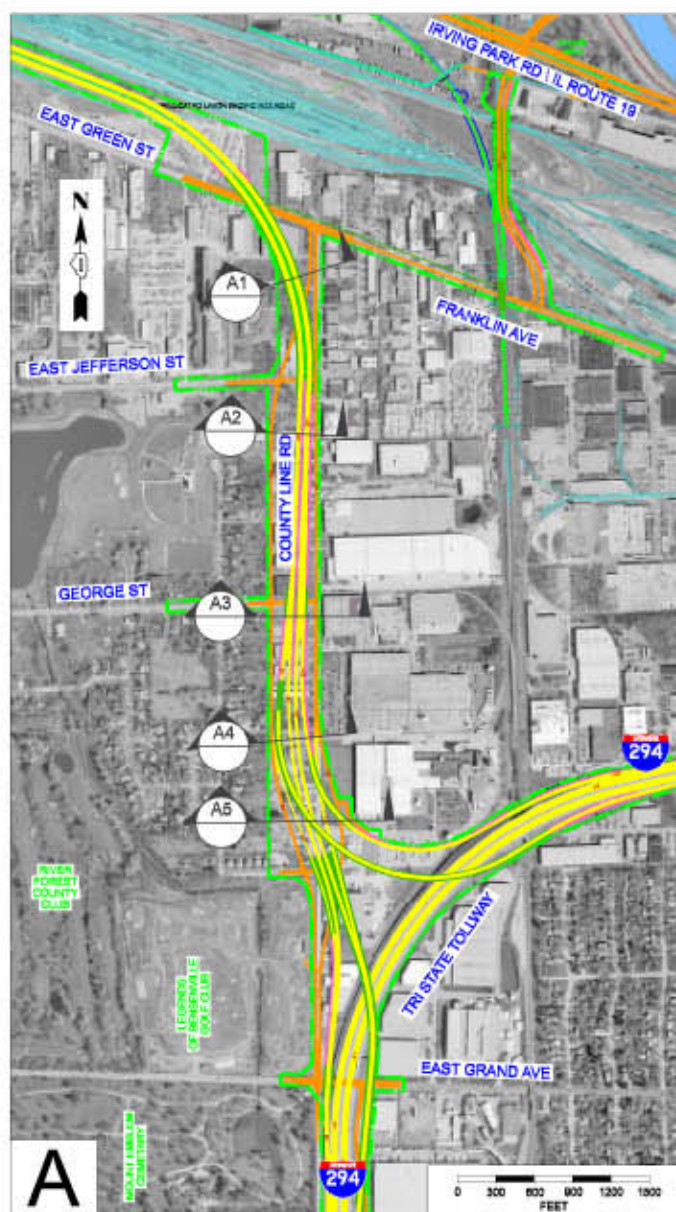
EXHIBIT 9-C
SOUTH CONNECTION
WEST BYPASS



APRIL 2009

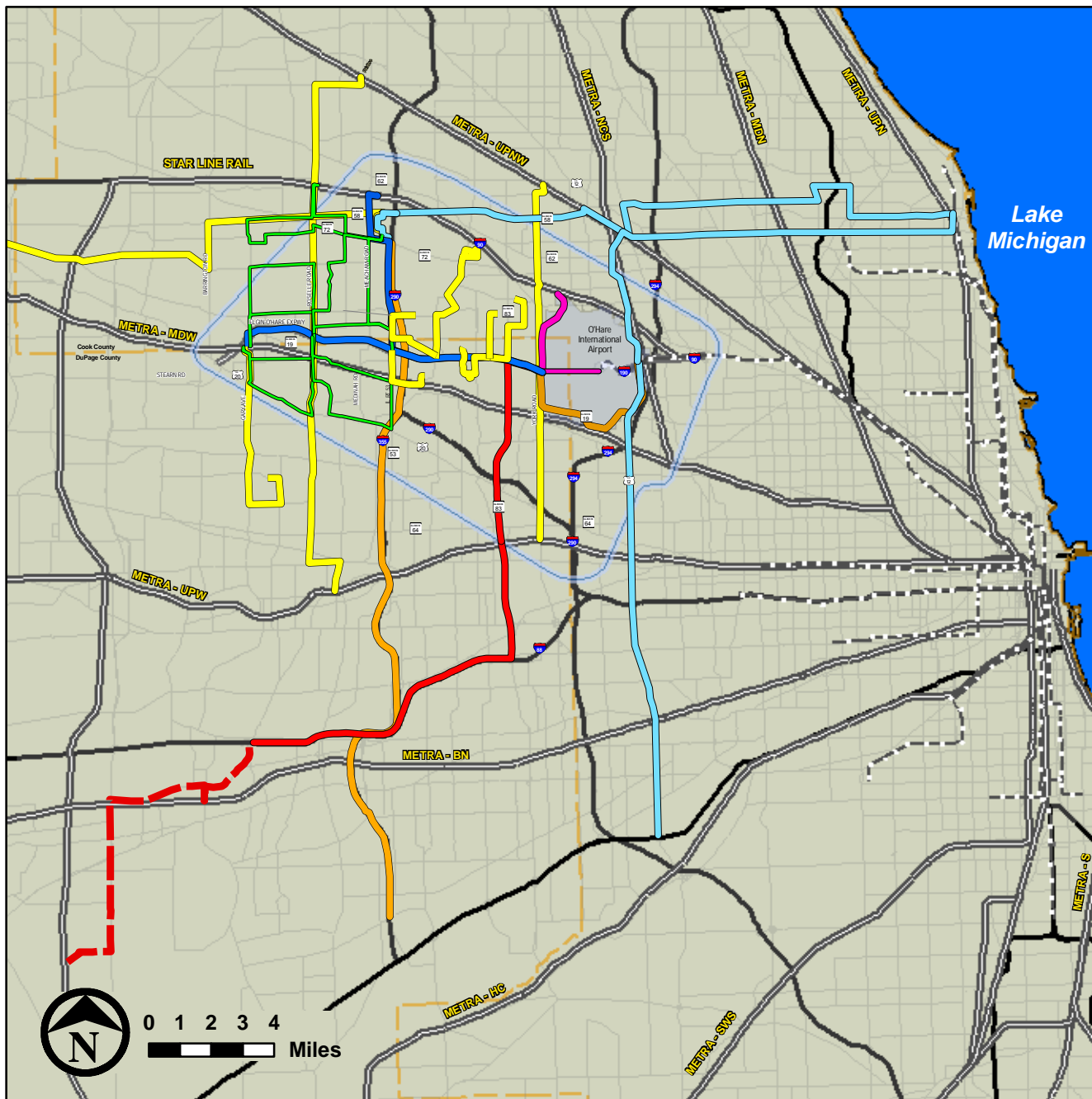


DATE: 4/1/09
FILE NAME: 9C-000000.DWG
PLOT SCALE: 1/8"=1'-0"
PLOT DATE: 4/1/09



LEGEND

- INTERSTATE AND RAMPS
- ARTERIAL OR LOCAL STREETS
- RETAINING WALL
- BRIDGE



Legend

- | | | | |
|---|---|---|---|
| — Rail or Bus Rapid Transit | — Arterial Rapid Transit | — Local Circulator | — Existing Roadway System |
| — Heavy or Commuter Rail | — Express Bus | - - - Limited Stop Feeder | — Existing Commuter Rail System |
| — Bus Rapid Transit | — Local Bus | — Existing Rapid Transit System | |

Elgin O'Hare - West Bypass Transit Network for DEIS Build Alternatives

Exhibit 11

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Appendix A



Mayor
CRAIG B. JOHNSON

Village Clerk
ANN I. WALSH

Village Manager
RAYMOND R. RUMMEL

Village Trustees
NANCY J. CZARNIK
PATTON L. FEICHTER
JEFFREY C. FRANKE
SAMUEL L. LISSNER
JAMES P. PETRI
CHRIS PROCHNO

March 19, 2009

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways/Region One Engineer
Illinois Department of Transportation
Division of Highways/District 1
201 West Center Court
Schaumburg, Illinois 60193-1093
Attention: Mr. Peter E. Harmet, P.E.
Bureau Chief of Programming

BUREAU OF PROGRAMMING
RECEIVED
MAR 23 2009
DISTRICT #1

Reference: Elgin O'Hare-West Bypass Roadway Alternatives

Dear Mr. Harmet:

We strongly commend IDOT for undertaking the extensive public outreach process associated with identifying a locally preferred alternative for the Elgin O'Hare-West Bypass Study. Thank you for doing so.

As you know, over 36,000 people from our region provided written comments to IDOT specifically indicating that Alternative 203 – North Connection Option D is the locally preferred alternative. This extensive amount of public comment is due to both the many benefits of Alternative 203 – North Connection Option D, as well as the hugely detrimental impacts that construction of a freeway or an expanded arterial along IL Route 83 would have on our community and the surrounding region. This is also a regional impact due to the tax base our industrial park provides the state and other units of government, including School District 214, which serves communities beyond our borders.

In addition to the outpouring of community and regional input regarding your study alternatives, we have performed additional technical analysis with respect to the IL Route 83 portion of Alternatives 202, 401, 403 and 501. We understand that the Department's Tiered EIS process means that planning and engineering is at a conceptual level of detail at this point, and subsequent evaluation steps would perhaps reveal the numerous detrimental impacts at the Draft EIS or later stages; however, we believe that in light of the detrimental effects to our community, these deleterious impacts must be considered in more detail and addressed immediately.



Converting Busse Road into a massive Super-highway, or even an eight lane arterial, would have many unacceptable consequences, especially compared to what the Village sees as other more beneficial alternatives.

Alternative 202 converts Busse Road (IL Route 83) in Elk Grove Village into a six lane, elevated, limited access expressway with two lanes of frontage roads. As you will see, this proposal has too many negative impacts upon the region, and these negative impacts cannot be overcome. Alternatives 401, 403, and 501, while smaller in scale also have unacceptable impacts to the Village.

After reviewing these negative impacts, and with the understanding that Alternate 203 – North Connection Option D has relatively greater benefits for the Village and the region, we believe that IDOT should remove Alternatives 202, 401, 403, and 501 from further consideration.

The Fog of Uncertainty Harms Businesses

There is currently a fog of uncertainty surrounding the possible modifications to Busse Road in Elk Grove Village.

We have heard from many business owners who will be negatively impacted by the potential modifications to Busse Road. I have enclosed letters from two businesses that convey their fears surrounding modifications to Busse Road. Those businesses are ProLogis (a real estate firm that owns 6 large buildings on Busse Road) and Tasty Catering (a business highly reliant upon other businesses in Elk Grove for revenue).

There is now a fog of uncertainty that shrouds the businesses along Busse Road in a state of fear. Business owners have contracts to sell buildings on Busse, but buyers are backing away from those deals due to the uncertainty. Leaseholders of businesses on Busse Road are not renewing leases because they do not know what the future holds.

We strongly urge IDOT to quickly lift this fog. Please bring clarity to the issue by removing Alternative 202 and 402 and/or any other plans for the widening of Busse Road, so that business may again prosper in this economy.

**The Negative Regional Impacts of IL Route 83 Conversion through
Elk Grove Village**

(For purposes of this letter, the term Busse Road and IL Route 83 are interchangeable.)

IL Route 83 Expressway Impact Analysis

Must Take More Land than Anticipated for IL Route 83 Expressway

The Village believes that the actual footprint of the IL Route 83 expressway alternative will have to be much larger than indicated at the Public Meeting. This footprint taking will destroy more businesses and eliminate more jobs than the conceptual layout estimated originally. We understand your study approach as stated in your March 11, 2009 response to our March 2, 2009 letter, and the fact that traffic data will be refined prior to more detailed design work commencing. However, even when setting that issue aside, we believe that IDOT's concept layout should be modified, as we believe that IDOT's current layout understates the impacts to our community. Further, considering that an IL Route 83 expressway will have a footprint defined by massive retaining walls and large bridges, and therefore would not be easily expanded in the future provisions for basic elements such as adequate intersection footprints should be considered now.

The reduction in the number of local streets, which cross the IL Route 83 corridor in Alternative 202, as well as the locations of the proposed interchange ramps will focus traffic to fewer locations than available today, and as stated above, an adequate cross section would need to be provided. It is likely that dual left turn lanes will be required on all approaches to these frontage road intersections. As also noted previously, the frontage roads as well as some of the cross streets may require three travel lanes in each direction, whether considering future traffic or the current volumes of truck traffic that will use this roadway. Providing adequate left turn storage bays and turning radii in a compressed-diamond interchange design at these crossing locations will necessitate a footprint substantially wider than the 300-foot corridor width that was presented at the Public Information Meeting. At Devon Avenue and Landmeier Road, the footprint will have to be more than 600 feet wide to accommodate the likely turning traffic and to provide efficient intersection operation.

The Village has prepared a concept plan which depicts what we believe the revised preliminary footprint for Alternative 202 would look like once more detailed traffic analyses and geometric studies are prepared. Following are the cross section assumptions we used to develop the revised footprint:

- **Mainline IL Route 83 Expressway** - The expressway cross section provided three 12-foot lanes in each direction with a 30-foot median, 12-foot shoulders and 2-foot thick retaining walls. In order to provide room for exit and entrance ramps to and from the frontage roads, the inner edge of the frontage road pavement was separated from the outer edge of the mainline pavement by about 57 feet.

- **IL Route 83 Frontage Roads** - The frontage roads were assumed to have three 12-foot lanes in each direction with 10-foot shoulders. Twelve-foot shared use paths on each side of IL Route 83 were provided. Because of the considerable number of utilities in this corridor as well as the need to provide drainage swales, 14-foot parkways were provided between the edges of shoulder and the inside edges of the path.
- **Major Cross Streets** – The major cross streets that would pass under the expressway provided either two 12-foot lanes in each direction or, in the case of Devon Avenue, three lanes in each direction. Five-foot sidewalks, 5-foot parkways and B-6.24 curb & gutter were used to determine proposed right-of-way widths along these roadways. Existing right-of-way where roadway widening is necessary is limited to sixty feet (60') away from the intersection.
- **Major Cross Street Intersections** – It was assumed that both the Devon Avenue and Landmeier Road intersections with the IL Route 83 frontage roads would be designed in a compressed-diamond interchange configuration. In order to provide a 3-phase traffic signal operation, the intersections would have side-by-side dual left turn storage lanes between the intersections. It was assumed that the Pratt Boulevard and Greenleaf Avenue intersections would have 4-phase traffic signal operations and thus would not store any left turning vehicles between the intersections; hence the narrower intersection widths.
- **Texas U-Turn at Landmeier Road** – The entrance ramp located just south of Landmeier Road is the only proposed southbound entrance along the entire portion of the IL Route 83 expressway. We expect that this entrance ramp will be heavily used as it provides access to the south side of O'Hare Airport, as well as I-294 and I-355.

Similarly, the northbound exit ramp located just south of Landmeier Road is the only exit proposed for the IL Route 83 expressway. We expect that the frontage roads will collect and distribute large volumes of traffic destined to and from these ramps. Provision of a Texas U-turn roadway to handle the likely heavy traffic flow between the northbound frontage road and the southbound IL Route 83 entrance ramp, as well as between the northbound exit ramp and the southbound frontage road will allow a smaller signalized intersection design at Landmeier Road and the frontage roads.

Enclosed are two copies of the Revised Preliminary Footprint Plan. We have identified the abutting buildings that would be displaced as a result of the expressway footprint. We have also denoted buildings that would be “substantially impacted” by the proposed facilities. These are properties where the physical building would not be impacted by proposed right-of-way acquisition, but the function and viability of the property would be significantly impacted through loss of parking lots and/or loading docks. There is little vacant land on many of these properties where parking and loading facilities can be relocated. Moving loading docks will cause dramatic impacts to the interior design and function of these properties. The cost of relocation may approach the cost of total acquisition.

Alternate 202 Analysis
Business and Job Loss Table

	<u>Lost Business</u>	<u>Lost Jobs</u>
Original IDOT Public Meeting Estimate:	71	1,360
Actual Elk Grove Village Counts:	104	2,360
Vacant Buildings in Elk Grove (Historical)	3	703
Estimates of Bensenville Loss	63	350
Estimates of Elk Grove Township Loss	32	300
	=====	=====
Total:	202	3,713

Moreover, there are three (3) large buildings that are currently vacant but are certainly anticipated to be occupied and operational by the time of any land taking. The impact of these three (3) vacancies is demonstrated in the chart above by utilizing historical file data on these facilities.

As you can see from the concept plan and table above, the number of structures and jobs that we believe will be impacted is substantially greater than the possible impact portrayed at the Public Information Meeting. We ask that you reevaluate the Preliminary Estimated Footprint of Alternative 202 in light of the data we are providing, and that you also reevaluate the order of magnitude cost of this alternative.

Widening IL Route 83 Negative Impact on Jobs and Businesses

(This analysis pertains to Alternatives 401, 403, 501, and any others that include widening Busse Road.)

Likewise, we have enclosed two copies of the revised Preliminary Footprint Plan regarding any widening of Busse Road. We have identified the abutting buildings that would be displaced as a result of the widening footprint.

We have also denoted buildings that would be “substantially impacted” by the proposed facilities. These are properties where the physical building would not be impacted by proposed right-of-way acquisition, but the function and viability of the property would be significantly impacted through loss of parking lots and/or loading docks.

There is little vacant land on many of these properties where parking and loading facilities can be relocated. Moving loading docks will cause dramatic impacts to the interior design and function of these properties. The cost of relocation may approach the cost of total acquisition.

Busse Road Widening Analysis Business and Job Loss Table

	<u>Lost Business</u>	<u>Lost Jobs</u>
Original IDOT Public Meeting Estimate:	29	760
Actual Elk Grove Village Counts:	32	640
Vacant Buildings in Elk Grove Historical Loss	2	315
Estimates of Bensenville Loss	2	25
Estimates of Elk Grove Township Loss	10	104
	=====	=====
Total:	46	1,084

Moreover, there are two (2) large buildings that are currently vacant but are certainly anticipated to be occupied and operational by the time of any land taking. The impact of these three (3) vacancies is demonstrated in the chart above by utilizing historical file data on these facilities.

As you can see from the concept plan and table above, the number of structures and jobs that we believe will be impacted is substantially greater than the possible impact portrayed at the Public Information Meeting. We ask that you reevaluate the Preliminary Estimated Footprint of Alternative 402 (or similarly proposed widening scenarios) in light of the data we are providing and that you also reevaluate the order of magnitude cost of this alternative.

Decimation of Bus Mass Transit

The employers along Busse Road are heavily dependent upon PACE (the suburban division of the Regional Transportation Authority) bus service. PACE buses are sources of transit for many employees who travel to and from work along Busse Road.

In fact, PACE has the highest concentration of ridership along Busse Road than most other bus routes in their mass transit system. Total weekday ridership amounts to 2,023 into the Busse Road employer-rich subdivision area.

Ridership data broken down for the routes serving employers along Busse Road are as follows:

Pace Route 223 (Elk Grove/Rosemont CTA)

1,767 weekday trips per day

408 Saturday trips per day

262 Sunday trips per day

Pace Route 757 (Northwest Connection)

256 weekday trips per day

We all agree that mass transit is important for the corridor due to the large proximity of employers. However, the proposed Busse Road expressway will negatively impact PACE bus mass transit ridership along that corridor. This ridership reduction is due to several factors:

1. As the IL Route 83 corridor is currently configured, riders on the PACE bus along Busse Road ingress/egress the bus near their workplace destination regardless of which side of IL Route 83 their destination is located. However, if IL Route 83 is converted into an elevated expressway or further widened, it becomes a barrier to transit riders needing to cross IL Route 83. Riders will no longer be able to cross Busse Road except at a few limited areas. This barrier effect will significantly increase travel times for PACE bus riders, resulting in those riders abandoning the bus for single occupant automobile trips.
2. Moreover, under Alternative 202, PACE buses will need to utilize the frontage roads to service riders. The frontage roads will have lower speed limits and higher traffic volume congestion than the existing IL Route 83 conditions. Again, this will result in significantly increased travel times, which reduces ridership. Any decrease in bus utilization will result in increased single occupant automobile traffic, reducing the capacity gain of the proposed Busse expressway.

Moreover, the widening of Busse Road creates its own negative impacts upon Pace bus ridership. Passengers needing to cross Busse Road to access their employer will be staring at an 8-lane plus dual left turn (2) lanes and 1 dedicated right hand turn lane. Asking riders to cross 11 lanes of traffic to access work is likely unrealistic, especially during inclement weather. Riders will therefore need to remain on the bus until its route reaches their destination side of Busse Road. The increased travel times will ultimately and significantly reduce ridership.

We respectfully request that IDOT consider the negative impact of nearly eliminating the bus mass transit in this corridor.

Public Safety Impacts – Significant Costs for Police and Fire Services

Converting Busse Road into an elevated, limited access expressway negatively impacts Police operations, Fire/Rescue operations, and Paramedic services. This is due to the barrier impact of the expressway design.

At a minimum, Alternative 202 will cause considerable delay to first responders serving the community east of Busse Road. To mitigate that delay, in order to meet the current level of service delivery for Police/Fire/Rescue and Paramedic response, the following will be necessary:

- Add a new Police beat plus corresponding police officers for 24 x 7 coverage at a total cost of \$450,000 per year.
- At a minimum, add a fully staffed firefighter/paramedic ambulance (mobile intensive care unit) at a cost of \$817,000 per year.
- Potentially add a new Fire Station at a cost of \$4 million for construction.

Moreover, any proposed widening of Busse Road creates similar delay response impacts upon Police/Fire/Rescue/Paramedic services. We believe that the widening will necessitate the installation of barrier curb in the median of Busse Road to properly minimize disruptions of left turn movements from cross streets and to facilitate the orderly flow of traffic. However, this design will only allow emergency service responders to cross Busse Road at a few key intersections.

The net impact upon public safety follows below in order to maintain the current level of service:

- Add a new Police beat plus corresponding police officers for 24 x 7 coverage at a total cost of \$450,000 per year.
- At a minimum, add a fully staffed firefighter/paramedic ambulance (mobile intensive care unit) at a cost of \$817,000 per year.

These are real additional burdens on the taxpayers of Elk Grove Village. We respectfully request that these negative impacts be considered in the analysis.

Disruption of High Pressure Liquid Petroleum/Natural Gas Transmission Lines

Under Busse Road, there exist six national Natural Gas transmission lines that run parallel to Busse Road in the Busse Road right-of-way. These lines deliver liquid petroleum and natural gas from fields in the Gulf Coast to points throughout the entire Middle Western region of the United States.

The lines include the following:

Parallel Lines:

- West Shore 12" liquid petroleum, 1,000 psi, 350k gph (entire length)
- West Shore 16" liquid petroleum, 1,000 psi, 350k gph (entire length)
- West Shore 16" liquid petroleum, 1,000 psi, 350k gph (entire length)
- West Shore 16" liquid petroleum, 1,000 psi, 350k gph (entire length)
- Equilion 14" liquid petroleum (from Thorndale to south of Howard)
- BP 8" liquid petroleum (from Thorndale to Devon)

Perpendicular Lines:

4 Natural Gas pipelines of various ownership cross Busse between Howard Street and Louis Street in the natural gas pipeline right-of-way.

With the highest concentration of businesses in North America, Elk Grove became a natural hub for these interstate transmission lines. Busse Road through the center of the Elk Grove Business Park was naturally selected as the right-of-way for these lines.

We believe the protection and/or relocation of these lines will add significant cost to any improvements planned for Busse Road. These impacts need to be considered in terms of both cost and impact on the region by disrupting the flow of interstate Natural Gas service.

Elk Grove Village has included a map of this area for your review. As you will see, any widening of Busse Road will impact these high-pressure lines.

Disconnection of Short-Line Railroad for Freight Deliveries

Due to the high concentration of businesses, Elk Grove is home to a short-line railroad service. Many businesses in Elk Grove are dependent upon freight rail service to move raw materials and finished products. A railroad-switching terminal sits west of Elmhurst Road. The short-line railroad delivers the long-haul freight cars from this switching terminal to areas both east and west of Busse Road.

Any modification to Busse Road must take this rail line into consideration. Otherwise, the Busse Road modification will likely sever the rail lines and significantly reduce rail deliveries. Much like mass transit for human passengers, if the freight rail service is eliminated, then additional truck traffic will be required to deliver materials and products that were previously hauled by rail adding more truck volume to the highway.

Freight rail service is vital to this region. It is cost effective, timely, and essential for businesses in our area. We must ensure the integrity of the freight rail network.

Municipal Utilities – Disruption of Water/Sewer and Storm Sewer System

Elk Grove Village receives its water from Lake Michigan via the Northwest Municipal Joint Action Water Agency. We have considerable public utility apprehension regarding any right-of-way taking along Busse Road.

Those concerns include water/sewer pumping:

- Elimination of a two million gallon reservoir and Booster Pumps for water at 1231 Busse Road as well as loss of an emergency back-up well and loss of the SCADA computer system.
- Loss of the Dierking water receiving station (850 Dierking Terrace), which is the primary water receiving point for the Business Park.
- Loss of the Sanitary Lift Station at 2250 Busse Road.

In addition, our concerns include impact on water/sewer transmission lines, force mains, and collection lines including:

- The Busse Road right-of-way that includes high-pressure distribution and transmission lines for the delivery of potable water. These lines are critical to the water system. New transmission and distribution lines as well as over sizing of lines will be necessary on both sides of the Busse Road widening project to maintain our existing service delivery. This change may also require IDOT to obtain additional right-of-way to accommodate the new structures.
- An extensive redesign of the sanitary sewer system will be required to maintain the current gravity sewer lines. Existing sanitary force mains from the IL Route 83 and Pratt Lift Station will need to be relocated as well.

Without further hydraulic analysis and extensive engineering review, we cannot fully estimate the impact of the proposed changes to Busse Road. However, our preliminary review indicates that there is at least \$13,800,000 in costs associated with the Busse Road modifications. This is an impact to our community that should be accounted for in your decision-making. We believe these impacts may occur with any widening project.

Resolution Supporting Alternative 203 – Option D

Elk Grove Village will deliver a Resolution adopted by the corporate authorities of the Village of Elk Grove Village that concurrently supports Alternative 203 Option D and also opposes any widening options along Busse Road. The Resolution specifically indicates that our local elected officials support Alternative 203 – North Connection Option D due to the many benefits of that alternative. Our support is also based upon having full access at Elmhurst/York Road and I-90. The Resolution also opposes Alternatives 202 and any changes to conditions along Busse Road due to the terrible impact. By matter of statement in this letter, Elk Grove Village further opposes North Alternative 402 and/or any other option to widen Busse Road.

Conclusion

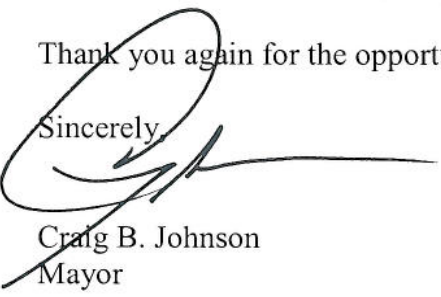
Again, Elk Grove Village desires to thank the Illinois Department of Transportation for conducting this open stakeholder process. We appreciate IDOT listening to alternative suggestions, providing time to analyze the proposed modifications, and considering our point of view.

We must reiterate that Alternative 203 – North Connection Option D, including full access at Elmhurst/York at I-90, is clearly the preferred alternative on both a local and regional level. Over 36,000 residents of our region indicated their support of Alternative 203 – North Connection Option D, and we are not aware of any group that specifically opposes that option.

To eliminate the fog of uncertainty that surrounds the businesses along Busse Road, we again respectfully request that IDOT move quickly to eliminate any modifications to Busse Road from the Elgin O'Hare-West Bypass planning process.

Thank you again for the opportunity to provide our input.

Sincerely,



Craig B. Johnson
Mayor

c: Board of Trustees
Village Manager
All Department Heads

Enclosures



RECEIVED

MAR 11 2009

VILLAGE MANAGER'S OFFICE

March 10, 2009

Mr. Raymond R. Rummel
Village Manager
Elk Grove Village
901 Wellington Avenue
Elk Grove Village, IL 60007

Dear Ray:

On behalf of ProLogis, I am writing to express support for maintaining the western O'Hare bypass along Elmhurst Road as stipulated in Alternate 203-Option D. As one of the largest property owners in Elk Grove Village, Prologis is strongly opposed to any alignment that uses IL Route 83 (Busse Road) for this bypass.

ProLogis owns twenty-eight (28) distribution facilities in Elk Grove Village, totaling approximately 3.2 million square feet and housing forty-two (42) different businesses. A bypass road along Busse Road would sever local transportation routes for these buildings including truck routes, automobile routes, public transportation routes and railroad spurs.

ProLogis owns six (6) distribution facilities which are adjacent (within 900') of Busse Road in Elk Grove Village. These six buildings total 1.45 million square feet and have a combined value of approximately \$100,000,000. Additionally, these six building generate in excess of \$1.5 million in annual real estate taxes. Needless to say, a western bypass located along Busse Road would have significant financial impact on these facilities and Elk Grove Village.

Ray, please forward this letter to the appropriate people at Illinois Department of Transportation. We ask that any roadway options including Busse Road are quickly removed from consideration. Should you have any questions, please do not hesitate to contact me.

Sincerely,
PROLOGIS

A handwritten signature in blue ink, appearing to read "DR", is written over a horizontal line.

David D. Riefe
Senior Vice President

CC: Doug Kiersey
John Picchiotti

March 6, 2009

Mr. Craig Johnson
Mayor, Village of Elk Grove Village
901 Wellington
Elk Grove Village, IL 60007



Tasty Catering
THE CATERER FOR BUSINESS

1900 Touhy Avenue, Elk Grove Village, IL 60007

P: (847) 593-2000 ♦ F: (847) 593-2114

tastycatering.com

Dear Mayor Johnson:

RE: Proposed Western Bypass North Connection "Alternate 203 - Option D"

Thank you for informing our community about the issues involved with the proposed "ring" road. Option D is the only option that will benefit our village. The alternative use of IL Route 83 would decimate our community and cause undo financial and lifestyle harm to the people that live, work, attend school and participate in our park districts.

The major disruptors are evident, but some ancillary disruptors include:

- Dust and dirt that would cause our kitchen to lose it's AIB Excellent rating without a major capital investment in air scrubbers
- Increased delivery times caused by construction which would restrict our delivery range because cooked food has a limited sanitary shelf life prior to consumption.
- The above would cause a decrease in sales
- The above would cause a decrease in sales tax which benefits the State and Village
- Post construction increased delivery time due to limited east/west access roads
- Higher real estate taxes caused by the elimination of large percentage of business properties resulting in the tax base absorbed by the fewer remaining businesses.
- Homes would not be displaced or eliminated, so there will be no decrease in the student population which would cause the remaining businesses to cover the cost of education.
- Limited or more expensive emergency services caused by a dividing highway.
- Instead of having two n/s roads - IL 83 and the ring road on O'Hare property, we would have one - this is nonsensical. There would be more traffic congestion instead of less.
- Loss of property value - equity would be lessened severely - while the impact of the Busse road construction would be investigated. Our building could not be sold at a value considered fair today until the outcome is guaranteed.
- Inability to secure funding for capital growth, line of credit or adjoining property acquisition due to the impact of the preceding bullet point.
- A loss in excess of \$125,000 annually from the following clients who would be displaced:

All Tile	American Eagle Wheel	Aquion	Bills Marathon
Clark Foods	Edwards Engineering	Dal Tile	Fidelity
Container	Hyundai Construction	Hynudai Construction #2	
Judge & Dolph	Kemco Trucking	Kuehne Nagel	
LA-CO industries	Metal Processing Systems	Nipson America	
Pilipuf-Grist	Revell Inc.	Ropack Central	Schiele Graphics
Schreder Lighting	Steiner Electric	Sunrise Transfer	
Topy Precision			
- The sale of our building and the cost of re-investing in a building in Bensenville due to traffic congestion and unburden able real estate tax increases. This would remove 55 full time and 135 part time employees from Elk Grove Village.

Please let me know if you would like some more points. These are but a few disruptors.

Sincerely,

Thomas J. Walter

Appendix B



**CANADIAN
PACIFIC
RAILWAY**

January 23rd 2009

Larry Martin
CH2M Hill
8501 W. Higgins Rd.
Chicago IL 60631

Mr. Martin,

Attached are revised minutes from the meeting of December 10th, 2008. While Canadian Pacific (CP) is in general agreement with the revised minutes, nothing contained herein shall be construed as explicit endorsement or acceptance of any of the proposed alignments or associated work.

As currently proposed, Alignments E, F, and G are unacceptable to CP. These alignments would result in severe disruption to railway operations and are therefore not acceptable to CP.

Proposed Options A, B, C, and D may be considered by CP provided construction results in zero impact to railway operations and all CP property impacted is replaced, relocated, or otherwise compensated for. Any consideration of these options must be reviewed by all departments within CP and may include additional requirements not otherwise noted.

On a preliminary basis, CP encourages IDOT to pursue Options A-D. When IDOT has selected a preferred alignment the following individuals should be contacted to develop formal agreements:

David S. Drach
Director, Real Estate Marketing, U.S.
Canadian Pacific
501 Marquette Ave. S., Suite 1525
Minneapolis, MN 55402
612-904-6139

James H. Krieger
Engineer, Public Works
Canadian Pacific
501 Marquette Ave. S., Ste 1510
Minneapolis, MN 55402
612-904-5994

If you have any questions or comments please contact me.

Sincerely,

Nate Schutte, P.E. (MN)
Project Engineer
Canadian Pacific
501 Marquette Ave. S., Suite 1510
Minneapolis, MN 55402
612-904-5945

ENC: CP Notes - 081210_MM_CPRRConfMtg_D.doc

FINAL MEETING SUMMARY**CH2MHILL**

Elgin O'Hare - West Bypass

MEETING SUBJECT: CP Railroad Conference Meeting **RECORDER:** CH2M HILL/Lisa Sagami

MEETING DATE & TIME: December 10, 2008, 10:00 AM **PREPARATION DATE:** December 15, 2008

MEETING LOCATION: Conference Meeting

ISSUE STATUS: ☐ Draft for Review ☒ Final

ATTENDEE NAME	ORGANIZATION	E-MAIL
Nate Schutte	CP	nate_schutte@cpr.ca
Pete Harmet	IDOT	pete.harmet@illinois.gov
Larry Wilson	IDOT	larry.wilson@illinois.gov
Ron Krall	SEC Group, Inc.	ronald.krall@illinois.gov
Pat Pechnick	SEC Group, Inc.	ppechnick@secgroupinc.com
Patrick Bryant	STV	patrick.bryant@stvinc.com
Jean-Alix Peralte	STV	peraltj@stvinc.com
Joanne Schroeder	VSA	jschroeder@vlecides-schroeder.com
Lidia Pilecky	CH2M HILL	lpilecky@ch2m.com
Larry Martin	CH2M HILL	lmartin@ch2m.com
Cheng Soong	CH2M HILL	csoong@ch2m.com
Lisa Sagami	CH2M HILL	lsagami@ch2m.com

A conference meeting was held between representatives of IDOT, the Elgin O'Hare – West Bypass project team, and the Canadian Pacific Railroad. The purpose of the meeting was to obtain input regarding impacts of the O'Hare Bypass South Alignment Options on freight rail operations, particularly on the Bensenville Yard. An exhibit depicting the alignment options was distributed to meeting participants. CH2M HILL provided a general description of alignment options A through G, including the potential refinement of options A through D west of the UP crossing of the Bensenville Yard.

The following is a list of the issues, concerns, and comments raised during the meeting.

- CP understood the rationale for realigning A-D in the vicinity of Green Street to provide a 300' frontage for commercial development. The displacement of the turntable and machine shop was not a major issue if they are relocated or replaced in kind.
- CP indicated that operations at the east end of the Bensenville Yard are most important and that any construction within the yard could cause major disruptions to their operations and to the region's freight movement. Much of the regions' freight passes through this area.
- CP agreed that Option F which crosses the freight yard three times should be considered a fatal flaw. The ability to maintain freight operations in this scenario is not a feasible or a reasonable assumption. Further the volume of rail traffic entering the east end of the yard and the management of rail traffic to construct the SB ramp to I-294 would be unworkable.
- CP agreed that Option E which crosses the freight yard twice should also be considered a fatal flaw for the same reasons as those stated above. Further Option E interrupts the nerve center of the operation (the hump yard operation) which would cause intermittent shut down of the hump

during construction. Cars would have to be flat switched and reduce the capacity of the yard by more than 50%. This is an unacceptable condition.

- CP noted that Option G crosses the yard in at least two locations which would cause a major reduction in the yards capacity because of temporary track and signal modification in numerous locations. Further, CP noted that elevated sections of this alignment would require extensive staging, further disrupting their operations.
- CP offered that any roadway which straddles the UP tracks (such as with Option C) would be very disruptive to freight operations along this heavily used corridor; however, they deferred to the UP RR for their input.
- All options will impact the west end of the yard which will require the relocation of the turntable. CP expressed that while the turntable is still used, relocation is a feasible option. Relocation or replacement of the affected shop building would be required as well.
- CP stated that construction of the tunnel construction at the west end of the yard appears to be feasible if constructed in stages.
- CP noted that any option that spans across the freight yard, especially long spans, will severely limit options for potential reconfiguration of the Bensenville Yard.

From: RICHARDELLISON@UP.COM [mailto:RICHARDELLISON@UP.COM]
Sent: Monday, April 06, 2009 3:15 PM
To: Paul E. Bobby
Subject: Re: FW: Summary of Today's Call

Richard Ellison
301 W. Lake St
Northlake, IL 60164
Industry & Public Projects
(708) 649-5210
FAX (708) 649-5418
richardellison@up.com

Union Pacific Railroad Company



April 6, 2009

UP would not entertain a temporary realignment for the construction of Connection C. The UP will need to maintain the existing 40 mph time table speed. There are currently 12 trains per day in this section of mainline. The UP would consider the construction of an overhead highway structure provided that the minimum vertical clearance of 23'-4" is maintained and the proposed structure spanned the UP ROW (est. 100'). Limited work windows for erecting steel over the UP ROW can be accommodated if traffic will allow. However, they are not guaranteed and are not anticipated to be greater than 4hrs in a 24-hrs time period. Finish work on the deck can be done under traffic without a work window.

As for further review I will need a letter for authority to spend \$10,000 dollars. This is for preliminary engineering, which includes review of plans and site visits.

Richard Ellison
301 West Lake Street
Northlake IL. 60164
Phone # (708) 649 5214
Cell (847) 323 7197
E-mail richardellison@up.com

Elgin O'Hare - West Bypass

TO: IDOT

FROM: Larry Martin / CH2M HILL and Paul Bobby / STV, Inc.

DATE: February 9, 2009

SUBJECT: January 16, 2009 – Union Pacific Railroad Call with Rich Ellison

- Telephone discussions were held with Project Coordinator, Rich Ellison (Union Pacific) and Midwest Track Manager, Paul Bobby (STV). Rich Ellison's can be reached at 708-649-5214 or richardellison@up.com.
- Paul Bobby provided an update of the Elgin O'Hare – West Bypass project and identified the purpose of the call was to discuss the remaining four South Connections (A, B, C, D) in more detail. Connection A is located in a corridor along the County Line Road. Connection B is located along a corridor just west of the UP (Milwaukee Sub between Proviso and Bryn Mawr). Connection C is located along a corridor directly above the ROW of the UP (Milwaukee Sub between Proviso and Bryn Mawr). Connection D is located along a corridor just east of the UP (Milwaukee Sub between Proviso and Bryn Mawr).
- The focus of the call was to discuss operational requirements and construction impacts for Connection C located directly over the UP ROW. STV presented a conceptual staging plan, which used a temporary alignment off-set of 100 feet to the west of the existing main line. The maximum speed supported by this temporary alignment would be 20 mph.
- Rich Ellison expressed that the UP would not entertain a temporary realignment for the construction of Connection C. The UP will need to maintain the existing 40 mph time table speed. There are currently 30 to 40 trains per day on this section of mainline. The construction of an overhead highway structure would require a minimum vertical clearance of 23'-4" and a minimum structure span (cross-section) of 100 feet. Maintenance of railroad traffic imposed by the UP would significantly limit the hours of overhead construction. Construction would not be allowed during train movement, thus it was estimated that less than four hours in a 24-hour period would be available. An average work shift would be only one to two hours of actual construction time.
- The other 3 connections and their potential impacts to the UP were also discussed. The following connections are listed in order of most preferred to least preferred as they relate to the Union Pacific:
 - Connection A
 - Connection B
 - Connection D
 - Connection C

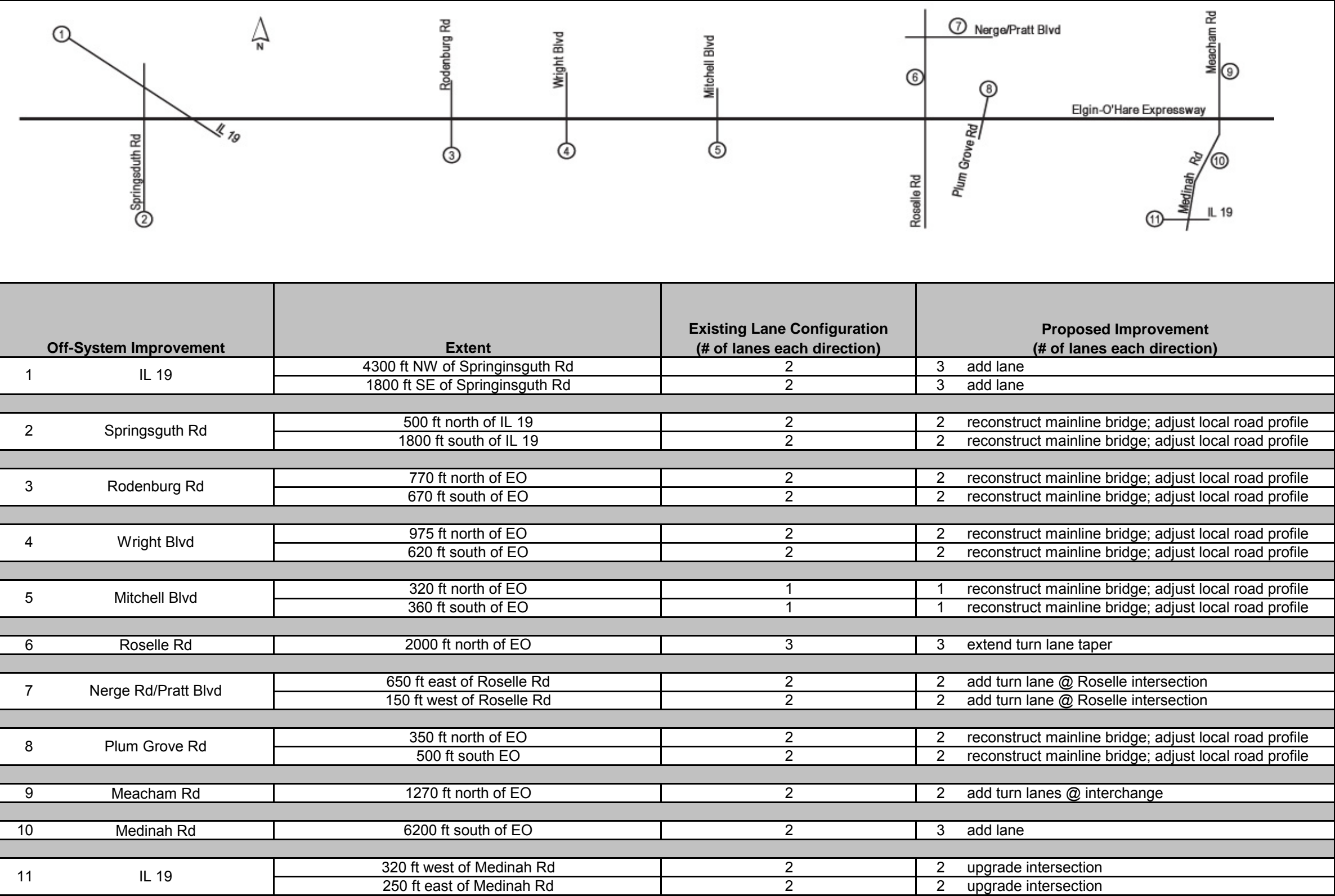
Appendix F

Supporting Improvements

Appendix F

Supporting Improvements

Elgin-O'Hare Expressway Extension - Alt 203 and Alt 402



Appendix F

Supporting Improvements

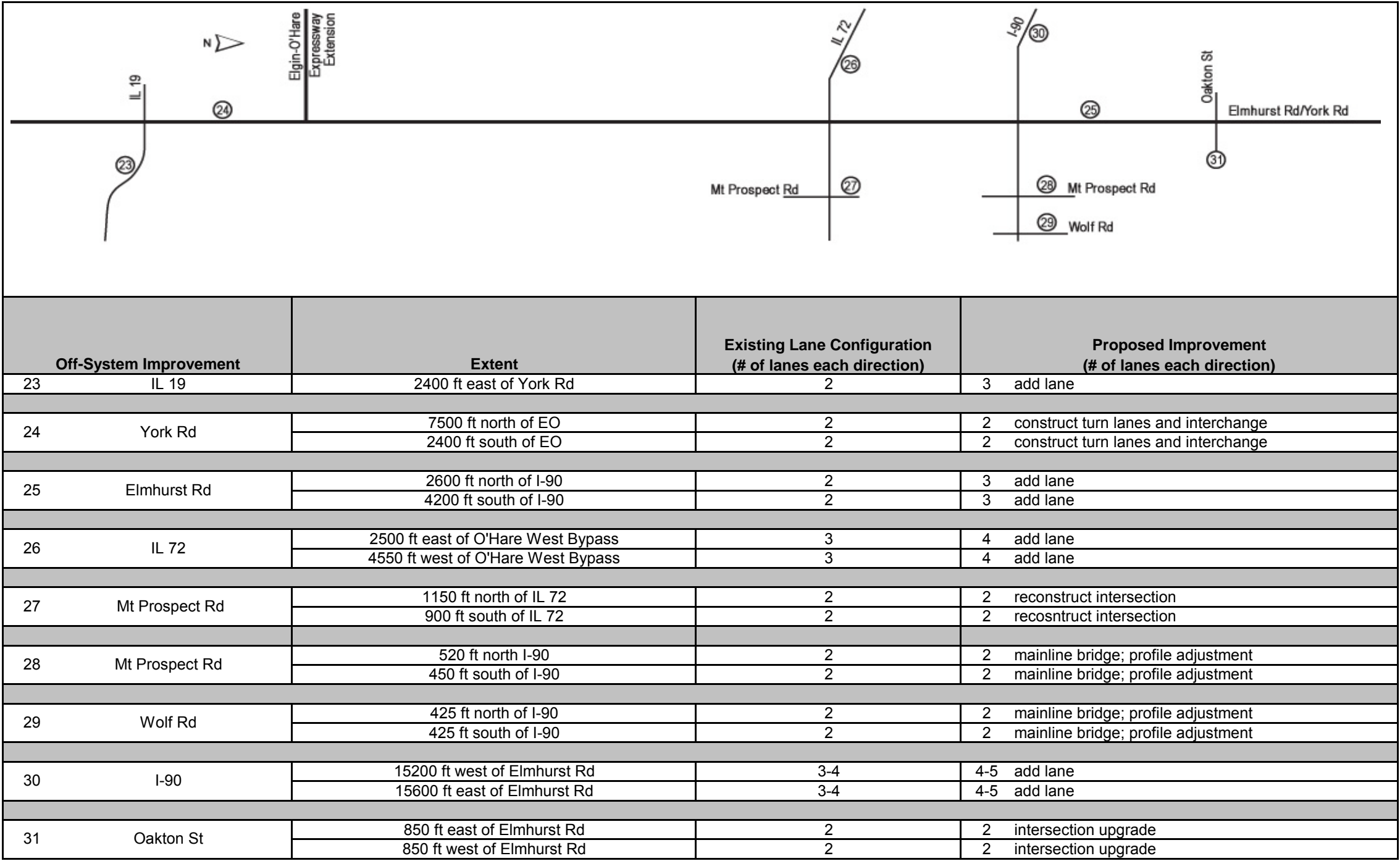
Elgin-O'Hare Expressway Extension - Alt 203 and Alt 402

Off-System Improvement	Extent	Existing Lane Configuration (# of lanes each direction)	Proposed Improvement (# of lanes each direction)
12 Rohlwing Rd	1100 ft north of EO	2	2 construct interchange
	1600 ft south of EO	2	2 construct interchange
13 I-290	6150 ft north of EO	4-5	4-5 reconstruct interchange
	3850 ft south of EO	4-5	4-5 reconstruct interchange
14 Devon Ave	550 ft west of I-290	2	2 construct mainline bridge; adjust local road profile
	550 ft east of I-290	2	2 construct mainline bridge; adjust local road profile
15 Arlington Height Rd	990 ft north of EO	1	1 add turning lanes @ ramps
	770 ft south of EO	1	1 add turning lanes @ ramps
16 Prospect Rd	1140 ft north of EO	2	2 construct interchange
	830 ft south of EO	2	2 construct interchange
17 Mittel Dr	650 ft north of EO	1	2 add lane
	700 ft south of EO	1	2 add lane
18 Wood Dale Rd	4050 ft north of EO	2	3 add lane
19 Devon Ave	850 ft west of Wood Dale Rd	2	2 reconstruct intersection
	750 ft east of Wood Dale Rd	2	2 reconstruct intersection
20 Lively Blvd	560 ft north of EO	1	2 add lane
21 IL 83	1500 ft north of EO	3	3 construct interchange
	1150 ft south of EO	3	3 construct interchange
22 Supreme Dr	1000 ft north of EO	1	1 construct frontage road intersection

Appendix F

Supporting Improvements

York Road/Elmhurst Road - Alt 203



Appendix F

Supporting Improvements

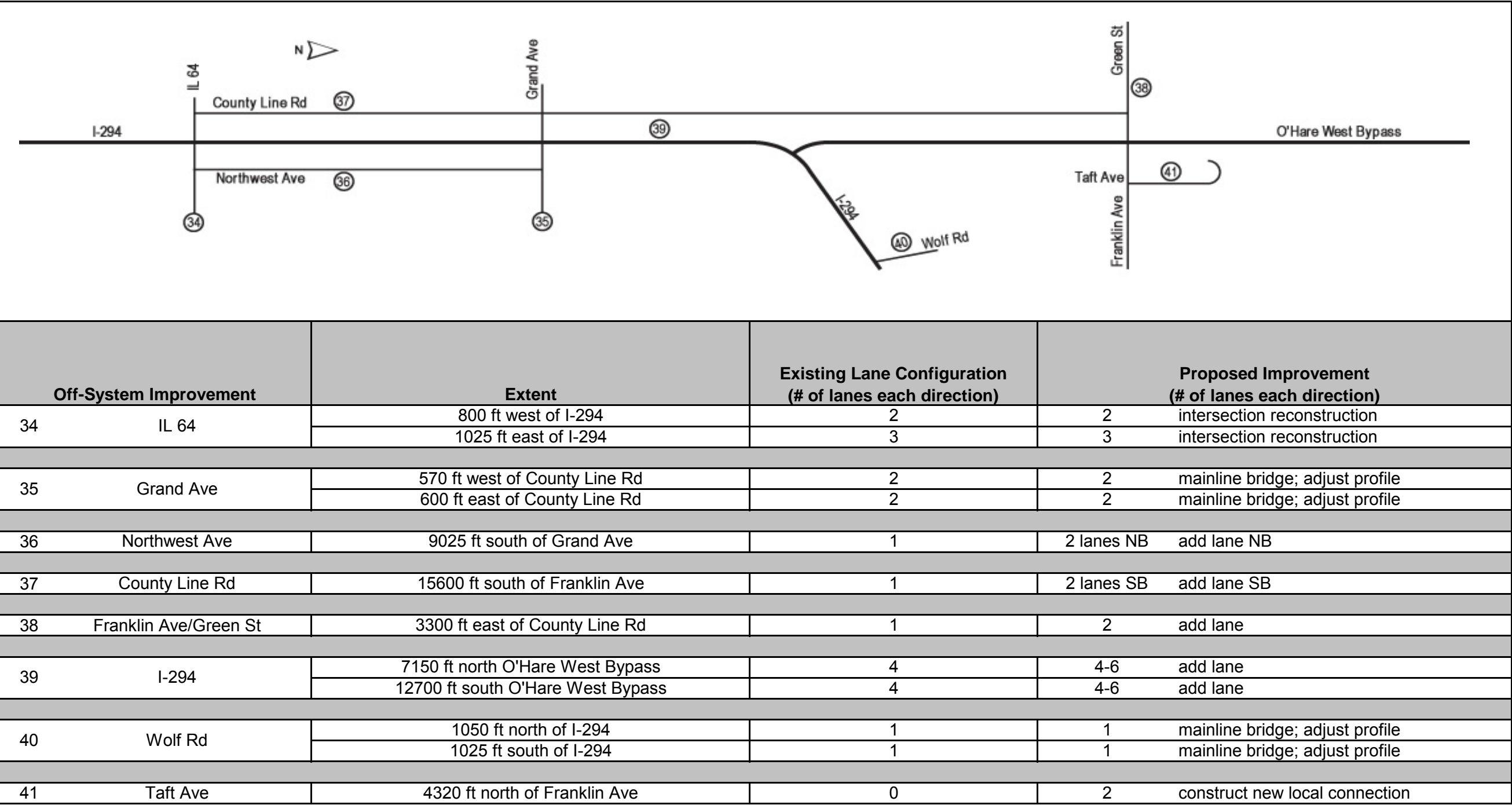
York Road/Elmhurst Road - Alt 402

Off-System Improvement	Extent	Existing Lane Configuration (# of lanes each direction)	Proposed Improvement (# of lanes each direction)
23 IL 19	2400 ft east of York Rd	2	3 add lane
32 York Rd	9300 ft north of EO	2	3 add lane
25 Elmhurst Rd	2600 ft north of I-90	2	3 add lane
	4200 ft south of I-90	2	3 add lane
26 IL 72	2500 ft east of O'Hare West Bypass	3	4 add lane
	4550 ft west of O'Hare West Bypass	3	4 add lane
27 Mt Prospect Rd	1150 ft north of IL 72	2	2 reconstruct intersection
	900 ft south of IL 72	2	2 recosntruct intersection
33 I-90	5450 ft west of Elmhurst Rd	3	4 add lane
	3900 ft east of Elmhurst Rd	3	4 add lane
31 Oakton St	850 ft east of Elmhurst Rd	2	2 intersection upgrade
	850 ft west of Elmhurst Rd	2	2 intersection upgrade

Appendix F

Supporting Improvements

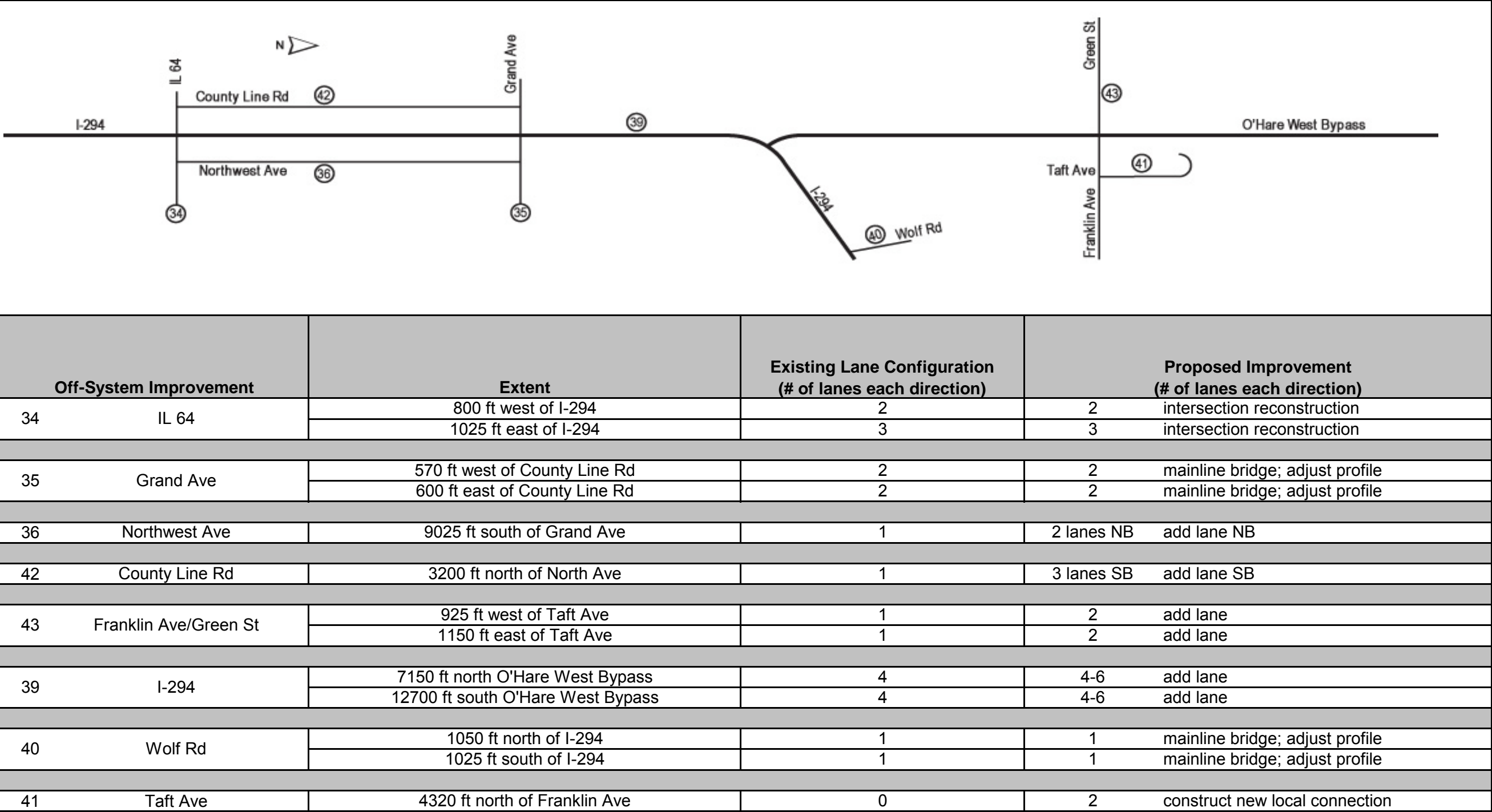
South Connection - Option A



Appendix F

Supporting Improvements

South Connection - Option D



Appendix G
FAA 7460 Review



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

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

March 6, 2009

Mr. Peter Harmet,
Bureau Chief of Programming,
Illinois Department of Transportation – District 1
201 W. Center Court
Schaumburg, IL 60196

Tracy Victorine Lewis
Master Civil Engineer,
CH2MHill
10510 West Zemke Road
Chicago, IL 60666

Ms. Rosemarie Andolino,
Executive Director,
City of Chicago, Department of Aviation
10510 West Zemke Road
Chicago, Illinois 60666

Attn: Mr. Peter Harmet:

Chicago O'Hare International Airport
Feasibility Case No. 2008-AGL-1862-NRA
Elgin O'Hare West Bypass Feasibility Study

On September 30, 2005, the Federal Aviation Administration (FAA) approved the Chicago O'Hare International Airport Layout Plan (ORD ALP). The approved ALP contained FAR Part 77 penetrations associated with each runway, along with the proposed and FAA accepted resolutions (lower, remove, light, etc). A listing of the FAR Part 77 penetrations can be found on Pages 14 through 48 of the ALP. The goal of the FAA and the Illinois Department of Transportation (IDOT) should be to have all FAR Part 77 surfaces clear of obstructions and to have no impact on CAT II/III capability. However, in case-by-case situations, FAR Part 77 penetrations may exist, if no practical alternatives can be identified and is reviewed by the FAA.

As requested by IDOT, we have completed a feasibility study for this project. It is important to note that IDOT must submit a formal request for an airspace study before the actual proposed work may proceed.

Based on our review of the feasibility study, the FAA offers the following to consider as the design/planning process continues forward.

- 1) Ensure that there are no permanent impacts to CAT II/III minimums.
- 2) Any new information must be included in a Form 7460 submittal and have no objections from an airspace utilization standpoint.

- 3) Highway light poles must be obstruction lighted.
- 4) This feasibility study does not include the physical and electromagnetic radiation effect that temporary or permanent equipment may have on the operation of an air navigation facilities located on or off O'Hare. When conflicts arises with the air traffic electronic facilities during the planning phases of proposals, the FAA emphasizes the need for conserving the navigable airspace for aircraft; preserving the integrity of the National Airspace System, and protecting air navigation facilities from either electromagnetic or physical encroachments that would preclude normal operation. In the case of such a conflicting demand for airspace by the proposed construction or alteration, the first consideration is to change the proposal.
- 5) The Sponsor is responsible for the overall expenses for the relocation and/or replacement of modifications to FAA air traffic control and air navigation facilities or components when:
 - a) Class I facilities must be relocated, replaced or modified because the proposed project impairs the technical and operational characteristics of FAA facilities.
 - b) Class I facilities must be relocated, replaced or modified to permit the extension of runways or construction of new runways and taxiways or other improvements to the existing airport facilities; for example: expansion of roadways, parking areas, terminal buildings, and aircraft service areas.
 - c) The FAA has a lease, permit, license, or other document covering Class II facilities that gives FAA a legal basis for requesting that the airport owner or sponsor assume the cost of relocation and other modifications required for safety of public airports and protection of navigable airspace.

IFR IMPACTS

Point 9R-PT5:

Runway 27R Proposed – Departure ICA penetrated. Requires note identifying height and location of obstruction. MTA: 720. Penetrates by 2 feet.

Point 9R-PT6:

Runway 27R Proposed – Departure ICA penetrated. Requires note identifying height and location of obstruction. MTA: 712. Penetrates by 7 feet.

Point 4R"G"-PT3:

Runway 22L – Departure ICA penetrated. Requires note identifying height and location of obstruction. MTA: 681. Penetrates by 11 feet.

Point 14R-PT3:

Runway 27R Proposed – Departure ICA penetrated. Requires note identifying height and location of obstruction. MTA: 693. Penetrates by 3 feet.

No IFR Effects for all other points identified in this feasibility study.

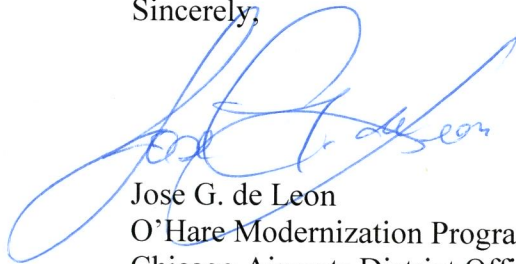
If the above points are reduced by the amount of the penetration, there should no longer be any IFR effects. This is subject to change based on the necessity to formally request an airspace study prior to the start of construction.

PART 77 PENETRATIONS

See attached **Tables 1 – 4** for the results of the FAR Part 77 Penetrations for the proposed Elgin O'Hare – West Bypass Feasibility Study.

If you have any questions or require further clarification, please contact Richard Kula at (847) 294-7507 or me at (847) 294-8409.

Sincerely,



Jose G. de Leon
O'Hare Modernization Program Manager
Chicago Airports District Office

cc: Mr. Michael Boland, City of Chicago
ORD ATCT/ATM
ORD ATCT/NPPM
AGL 600
AGL 200
AGL 500
AGL FPO
AGL 471

TABLE 1
Chicago O'Hare International Airport
Feasibility Study - Elgin O'Hare West Bypass
FAA Part 77 Analysis - 2008-AGL-1862-NRA
Critical Points for Height Restrictions

Penetrations are measured in Feet

NA represents Not Applicable

Point	Runway 9L/27R			Future Runway 9C/27C				Future Runway 9R/27L			
	Runway 9L		Runway 27R	Primary	Runway 9C		Runway 27C	Primary	Runway 9R		Runway 27L
	Primary	Approach	Primary		Approach	Transition	Primary		Approach	Transition	Primary
9L-PT0	1	NA	5	NA	NA	NA	NA	NA	NA	NA	NA
9L-PT1A	NA	7	NA	NA	NA	NA	NA	NA	NA	NA	NA
9L-PT1B	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9L-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9L-PT3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9C-PT0	NA	NA	NA	1	NA	NA	17	NA	NA	NA	NA
9C-PT1A	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9C-PT1B	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9C-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9C-PT3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT0	NA	NA	NA	NA	NA	NA	NA	1	NA	NA	19
9R-PT1A	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT1B	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT4	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT5	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT6	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT7	NA	NA	NA	NA	NA	NA	NA	NA	NA	2	NA

TABLE 2
Chicago O'Hare International Airport
Feasibility Study - Elgin O'Hare West Bypass
FAA Part 77 Analysis - 2008-AGL-1862-NRA
Critical Points for Height Restrictions

Penetrations are measured in Feet

NA represents Not Applicable

Point	Runway 10/28				Future Runway 10C/28C				Future Runway 10R/28L			
	Primary	Runway 10		Runway 28	Primary	Runway 10C		Runway 28C	Primary	Runway 10R		Runway 28L
		Approach	Transition	Primary		Approach	Transition	Primary		Approach	Transition	Primary
10L-PT0	1	NA	NA	22	NA	NA	NA	NA	NA	NA	NA	NA
10L-PT1	NA	13	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10L-PT2	NA	15	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10L-PT3	NA	15	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10L-PT4	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10C-PT0	NA	NA	NA	NA	1	NA	NA	20	NA	NA	NA	NA
10C-PT1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10C-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10C-PT3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10C-PT4	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10R-PT0	NA	NA	NA	NA	NA	NA	NA	NA	18	NA	NA	22
10R-PT1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10R-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10R-PT3	NA	NA	NA	NA	NA	NA	NA	NA	NA	2	NA	NA
10R-PT4	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	6	NA

TABLE 3
Chicago O'Hare International Airport
Feasibility Study - Elgin O'Hare West Bypass
FAA Part 77 Analysis - 2008-AGL-1862-NRA
Critical Points for Height Restrictions

Penetrations are measured in Feet

NA represents Not Applicable

<u>Point</u>	<u>Runway 4R/22L</u>		
	<u>Runway 4R</u>		<u>Runway 22L</u>
	<u>Primary</u>	<u>Approach</u>	<u>Primary</u>
4R"E"-PT0	1	NA	8
4R"E"-PT1	NA	3	NA
4R"E"-PT2	NA	8	NA
4R"E"-PT3	NA	NA	NA
4R"F"-PT0	1	NA	8
4R"F"-PT1	NA	6	NA
4R"F"-PT2	NA	5	NA
4R"F"-PT3	NA	8	NA
4R"G"-PT0	1	NA	8
4R"G"-PT1	NA	9	NA
4R"G"-PT2	NA	NA	NA
4R"G"-PT3	NA	22	NA

TABLE 4
Chicago O'Hare International Airport
Feasibility Study - Elgin O'Hare West Bypass
FAA Part 77 Analysis - 2008-AGL-1862-NRA
Critical Points for Height Restrictions

Penetrations are measured in Feet

NA represents Not Applicable

Point	<u>Runway 14L/32R</u>		<u>Runway 14R/32L</u>		<u>Future Runway 28L</u>	
	<u>Runway 14L</u>	<u>Runway 32R</u>	<u>Runway 14R</u>	<u>Runway 32L</u>	<u>Runway 28L</u>	
	Primary	Approach	Primary	Approach	Primary	Approach
28L-PT0	NA	NA	NA	NA	NA	NA
28L-PT1	NA	NA	NA	NA	NA	NA
28L-PT2	NA	NA	NA	NA	NA	NA
14L-PT0	1	NA	5	NA	NA	NA
14L-PT1	NA	NA	NA	NA	NA	NA
14L-PT2	NA	NA	NA	NA	NA	NA
14L-PT3	NA	NA	NA	NA	NA	NA
14L-PT4	NA	NA	NA	NA	NA	NA
14L-PT5	NA	NA	NA	NA	NA	NA
14L-PT6	NA	NA	NA	NA	NA	NA
14L-PT7	NA	NA	NA	NA	NA	NA
14L-PT8	NA	NA	NA	NA	NA	NA
14R-PT0	NA	NA	NA	1	17	NA
14R-PT1A	NA	NA	NA	NA	NA	NA
14R-PT1B	NA	NA	NA	NA	NA	NA
14R-PT2	NA	NA	NA	NA	NA	NA
14R-PT3	NA	NA	NA	NA	NA	NA
14R-PT4	NA	NA	NA	NA	NA	NA
14R-PT5	NA	NA	NA	NA	NA	NA

Appendix H
Wetland Impacts

APPENDIX H

Wetland Impact Table

TABLE H-1

Potential Wetland Impacts Associated with Alternatives 203 and 402

Wetland ID	Wetland Type ^a	Jurisdictional Status ^{b,c}	Watershed	Impact (ac) ^d		Size ^{d,e} (ac)	% Impact	
				Alt 203	Alt 402		Alt 203	Alt 402
WL1.2	vegetated drainage ditch/channel	USACE jurisdictional	Willow Creek	0	--	0.1	21.4	--
WL3.1	vegetated drainage ditch/channel	USACE jurisdictional	Willow Creek	0.1	0.1	5.4	1.8	1.8
WL3.3	emergent	Isolated	Willow Creek	0	0	0	100	100
WL3.4	emergent	Isolated	Willow Creek	0.5	0.5	0.6	90.9	90.9
WL3.5	wooded wetland	Isolated	Willow Creek	0.1	0.1	0.2	23.8	23.8
WL4.1	vegetated drainage ditch/channel	USACE jurisdictional	Willow Creek	1.1	0.1	1.4	78.3	5.6
WL10.3	emergent	USACE jurisdictional	Salt Creek	2.8	2.8	67.2	4.1	4.1
WL10.4	wet old field	Isolated	Salt Creek	0.1	0.1	0.1	100	100
WL10.5	scrub-shrub	Isolated	Salt Creek	0.5	0.5	0.5	100	100
WL10.6	emergent	Isolated	Salt Creek	0.5	0.5	0.6	87.2	87.2
WL10.8	scrub-shrub	Isolated	Salt Creek	1.3	1.3	1.3	100	100
WL10A	emergent	USACE jurisdictional	Willow Creek	1.1	--	4.5	25.2	--
WL11.2	emergent	Isolated	Salt Creek	0.4	0.4	0.4	100	100
WL12.8	emergent	isolated	Salt Creek	0.1	0.1	0.1	100	100
WL12.9	emergent	USACE jurisdictional	Salt Creek	0.4	0.4	0.4	100	100
WL12.10	emergent	USACE jurisdictional	Salt Creek	2.0	2.0	2.0	100	100
WL14.1	wet old field	isolated	Salt Creek	0	0	0	100	100
WL14.2	wet old field	isolated	Salt Creek	0.1	0.1	0.1	100	100
WL14.4	wet old field	USACE jurisdictional	Salt Creek	0.8	0.8	0.8	100	100
WL15.1	wet old field	USACE	Salt Creek	3.6	3.6	259.1	1.4	1.4

TABLE H-1

Potential Wetland Impacts Associated with Alternatives 203 and 402

Wetland ID	Wetland Type ^a	Jurisdictional Status ^{b,c}	Watershed	Impact (ac) ^d		Size ^{d,e} (ac)	% Impact	
				Alt 203	Alt 402		Alt 203	Alt 402
		jurisdictional						
WL16.1	wooded wetland	isolated	Willow Creek	0.1	0.1	0.1	100	100
WL16.3	wet old field	isolated	Willow Creek	0.2	0.2	0.2	100	100
WL16.4	wet old field	isolated	Willow Creek	0.4	0.4	0.4	100	100
WL16.5	emergent	isolated	Willow Creek	0	0	0	100	100
WL16.6	scrub-shrub	isolated	Willow Creek	0.1	0.1	0.1	100	100
WL16.7	scrub-shrub	isolated	Willow Creek	0.3	0.3	0.3	100	100
WL16.8	emergent	isolated	Willow Creek	0.5	0.5	0.5	100	100
WL16A	wet old field	isolated	Willow Creek	0	--	1.5	0.1	--
WL17.1	vegetated drainage ditch/channel	USACE jurisdictional	Willow Creek	0.5	0.5	1.4	35.8	35.8
WL17.7	wet old field	isolated	Willow Creek	0	0	0	100	100
WL17.8	vegetated drainage ditch/channel	isolated	Willow Creek	0.1	0.1	0.1	100	100
WL18.1	OMP	isolated	Willow Creek	0.4	--	0.4	100	--
WL18.2	emergent	USACE jurisdictional	Willow Creek	0.5	0.5	0.5	98.0	98.0
WL18.3	wet old field	isolated	Willow Creek	0.2	0.2	0.2	100	100
WL18.4	emergent	USACE jurisdictional	Willow Creek	5.0	5.0	5.0	99.8	99.8
WL18.5	emergent	isolated	Willow Creek	0.7	0.7	0.7	100	100
WL18.6	vegetated drainage ditch/channel	USACE jurisdictional	Willow Creek	0.3	0.3	1.1	22.9	22.9
WL20.1	wooded wetland	isolated	Willow Creek	1.9	1.9	2.6	74.2	74.2
WL20.2	wooded wetland	isolated	Willow Creek	0	0	0	100	100
WL20.9	OMP	USACE jurisdictional	Des Plaines River	0	0	0.10	2.8	2.8
WL22.5	OMP	USACE jurisdictional	Des Plaines River	0	0	0.1	33.3	33.3
WL38A	wet old field	isolated	Salt Creek	0	0	0	1.2	1.2
WL40.1	vegetated drainage ditch/channel	USACE jurisdictional	Salt Creek	0.3	0.3	0.4	85.7	85.7

TABLE H-1

Potential Wetland Impacts Associated with Alternatives 203 and 402

Wetland ID	Wetland Type ^a	Jurisdictional Status ^{b,c}	Watershed	Impact (ac) ^d		Size ^{d,e} (ac)	% Impact	
				Alt 203	Alt 402		Alt 203	Alt 402
WL40.2	vegetated drainage ditch/channel	USACE jurisdictional	Salt Creek	0.1	0.1	0.1	100	100
WL42.1	scrub-shrub	isolated	Salt Creek	0.1	0.1	0.8	9.5	9.5
WL42.2	wooded wetland	USACE jurisdictional	Salt Creek	0	0	0.5	8.5	8.5
WL42.4	emergent	USACE jurisdictional	Salt Creek	0.3	0.3	1.2	27.6	27.6
WL42.6	emergent	isolated	Salt Creek	0	0	0	6.9	6.9
WL43.1	wooded wetland	isolated	Salt Creek	0.2	0.2	0.4	39.5	39.5
WL43.2	emergent	isolated	Salt Creek	0.2	0.2	3.7	4.6	4.6
WL45.2	emergent	USACE jurisdictional	Salt Creek	0	0	2.2	0	0
WL45.5	emergent	isolated	Salt Creek	0.1	0.1	2.3	4.7	4.7
WL45.6	emergent	isolated	Salt Creek	0.1	0.1	0.1	100	100
WL45.9	scrub-shrub	USACE jurisdictional	Salt Creek	0.1	0.1	0.5	10.9	10.9
WL45.10	wet old field	Isolated	Salt Creek	0.4	0.4	0.4	100	100
WL45.11	vegetated drainage ditch/channel	USACE jurisdictional	Salt Creek	0	0	0.4	5.6	5.6
WL46.2	scrub-shrub	isolated	West Branch DuPage River	0	0	0	50.0	50.0
WL46.5	emergent	isolated	Salt Creek	0.1	0.1	4.7	1.3	1.3
WL46.7	emergent	isolated	West Branch DuPage River	0	0	0	100	100
WL46.8	emergent	isolated	Salt Creek	0.2	0.2	0.2	100	100
WL50.1	emergent	isolated	West Branch DuPage River	0.5	0.5	8.9	5.2	5.2
EOM1	mitigation site	USACE jurisdictional	Salt Creek	0	0	5.8	0	0
EOM3	mitigation site	USACE jurisdictional	West Branch DuPage River	0.1	0.1	1.4	6.6	6.6
EOM4	mitigation site	USACE jurisdictional	West Branch DuPage River	0	0	3.2	0.9	0.9
M9	mitigation site	USACE jurisdictional	Salt Creek	0.2	0.2	18.2	0.8	0.8

TABLE H-1

Potential Wetland Impacts Associated with Alternatives 203 and 402

Wetland ID	Wetland Type ^a	Jurisdictional Status ^{b,c}	Watershed	Impact (ac) ^d		Size ^{d,e} (ac)	% Impact	
				Alt 203	Alt 402		Alt 203	Alt 402
WLB12.3	wetland basin	exempt	Salt Creek	2.4	2.4	2.4	100	100
WLB12.4	wetland basin	exempt	Salt Creek	1.5	1.5	1.5	100	100
WLB12.5	wetland basin	exempt	Salt Creek	0.3	0.3	0.3	100	100
WLB12.6	wetland basin	exempt	Salt Creek	1.7	1.7	4.7	35.0	35.0
WLB15.2	wetland basin	exempt	Salt Creek	1.6	1.6	1.9	87.1	87.1
WLB16.1	wetland basin	exempt	Willow Creek	0.1	0.1	0.1	100	100
WLB16.3	wetland basin	exempt	Willow Creek	0	0	0	100	100
WLB17.1	wetland basin	exempt	Willow Creek	0.1	0.1	0.1	100	100
WLB17.2	wetland basin	exempt	Willow Creek	0.2	0.2	0.2	100	100
WLB17.3	wetland basin	exempt	Willow Creek	0.4	0.4	0.4	100	100
WLB23A	wetland basin	exempt	Willow Creek	0.7	0.7	0.7	100	100
WLB33A	wetland basin	exempt	Salt Creek	0	0	1.4	2.8	2.8
WLB46.1	wetland basin	exempt	Salt Creek	0	0	0	100	100
WLB46.2	wetland basin	exempt	Salt Creek	0.1	0.1	0.1	100	100
Total				38.7	36.1			

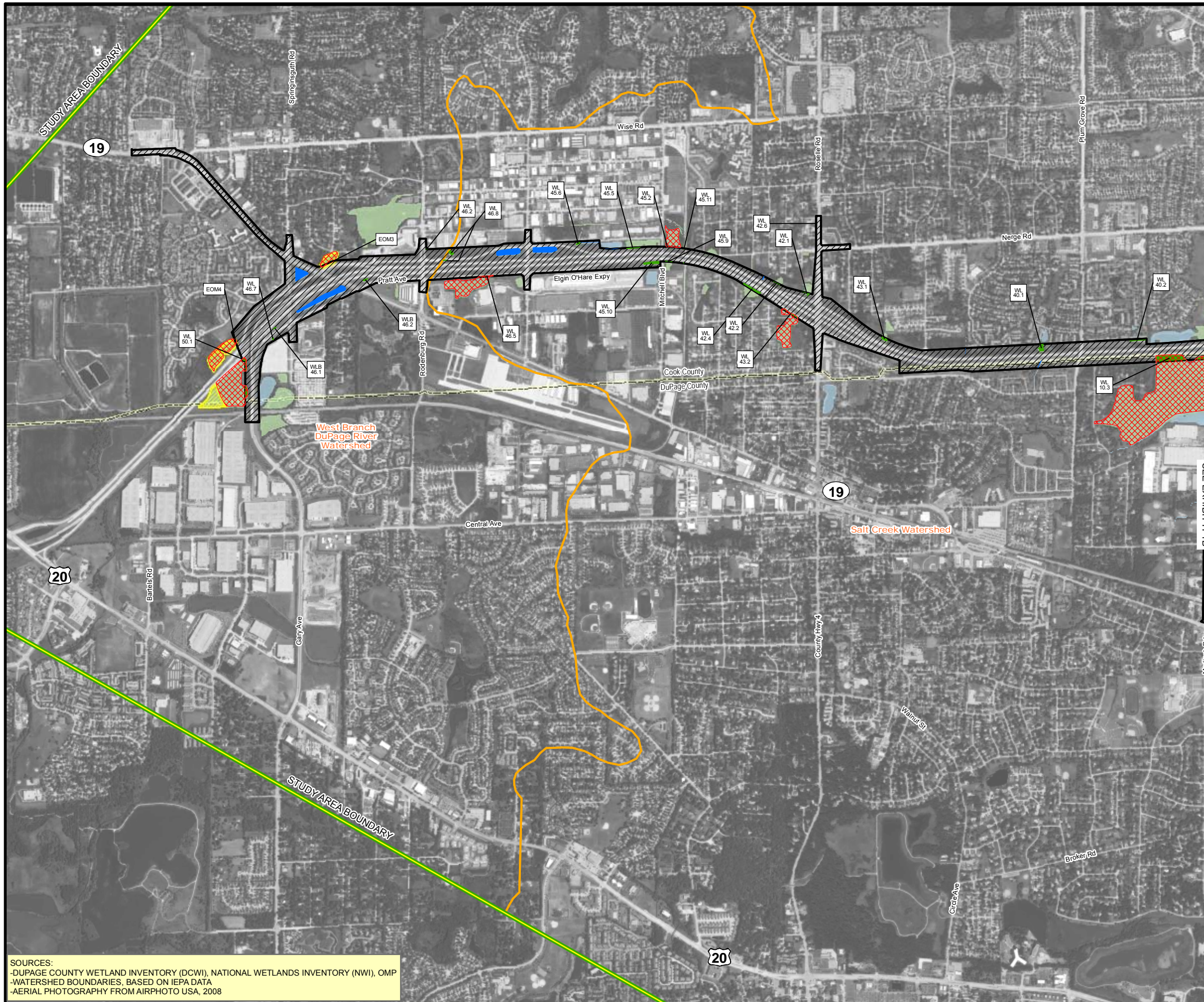
^a Some wetlands include more than one community type or contain areas of open water. The dominant community type is listed.

^b Jurisdictional status is based on preliminary assessment and is subject to change pending more detailed studies to be completed as part of the Tier Two environmental studies and following a USACE jurisdictional determination. Mitigation sites were assumed to be USACE jurisdictional.

^c Exempt areas include man-made wetland bottom stormwater management facilities (i.e., wetland basins) where wetland impacts may not be regulated by the USACE and/or IDNR. Subject to regulatory concurrence.

^d Approximate wetland acreage, impacts, and percentages are rounded; "0" represents a value of less than 0.05. Percentages and impact totals for each alternative were calculated prior to rounding. "--" represents no impact.

^e Wetland acreages are approximate. Acreage is based on preliminary field reconnaissance and available wetland resources as discussed in Section 2, *Affected Environment*. Wetland boundaries may vary from those that are mapped.



Study Area

ILLINOIS

Legend

	Wetland Impact ¹		County Boundary
	Waters Impact ¹		OMP Acquisition Area ⁶
	Mitigation Sites ^{1,2}		Watershed Boundary
	Wetlands ^{1,3}		Alternative 203
	Waters ^{1,3}		Alternative 402
	OMP Wetlands/Waters ⁴		Option A
	Higher Quality Wetlands ⁵		Option D

NOTE:

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2. ONLY MITIGATION SITES NEAR PROPOSED IMPROVEMENTS ARE SHOWN.

3. INCLUDES POTENTIALLY JURISDICTIONAL STORMWATER MANAGEMENT FACILITIES.

4. WETLANDS WITHIN OMP LIMITS ARE SHOWN SEPARATELY. A SECTION 404 CLEAN WATER ACT PERMIT WAS OBTAINED TO FILL ALL OMP WETLANDS.

5. INCLUDES MODERATE TO HIGH QUALITY WETLANDS BASED ON PRELIMINARY FIELD RECONNAISSANCE AND AVAILABLE DATA. QUALITY DESIGNATIONS ARE ONLY PROVIDED FOR POTENTIALLY IMPACTED WETLANDS, AND ARE SUBJECT TO CHANGE.

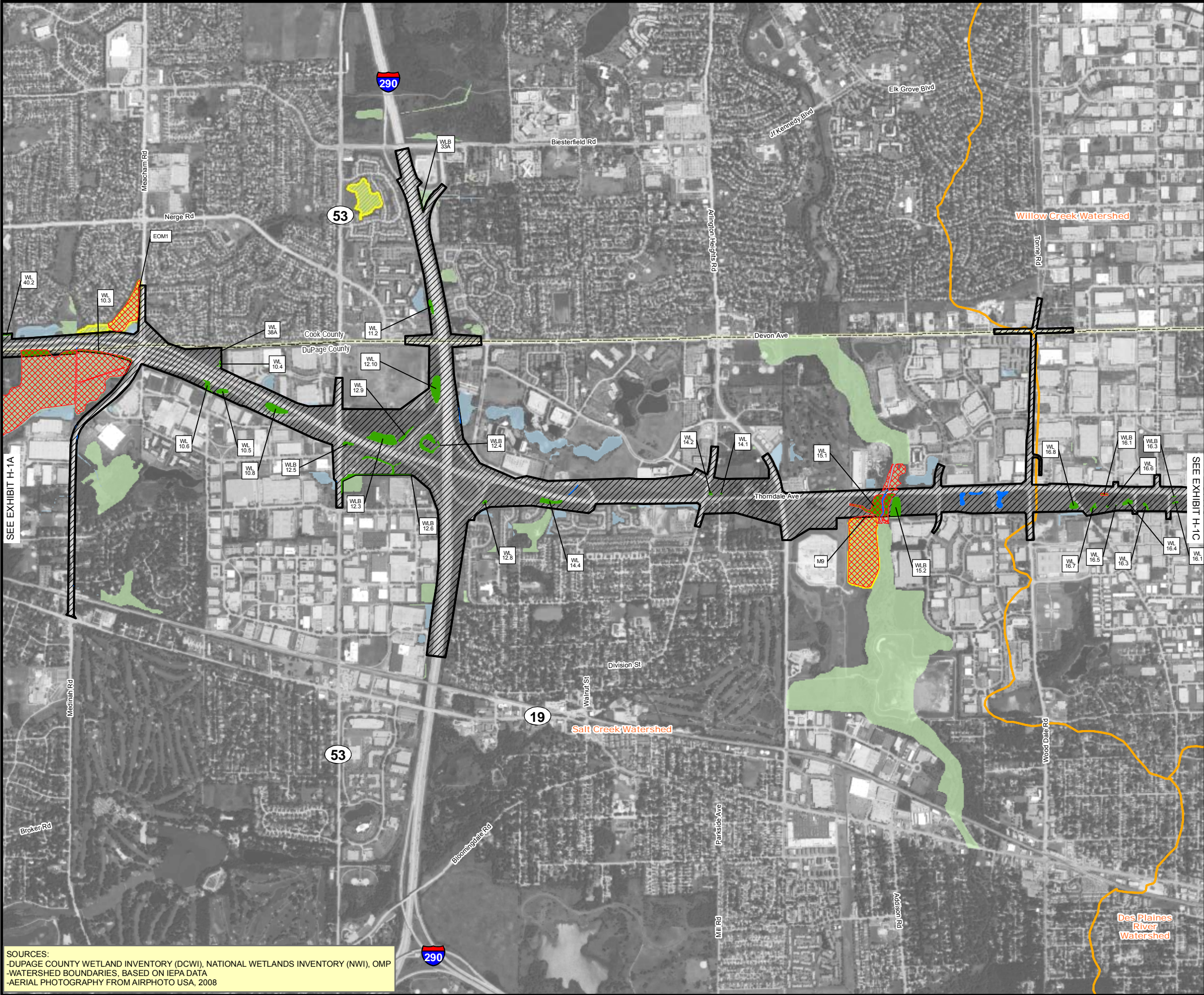
6. IMPACTS OCCURRING WITHIN OMP ACQUISITION AREA HAVE ALREADY BEEN ACCOUNTED FOR IN THE OMP ACTION.

Exhibit H-1A

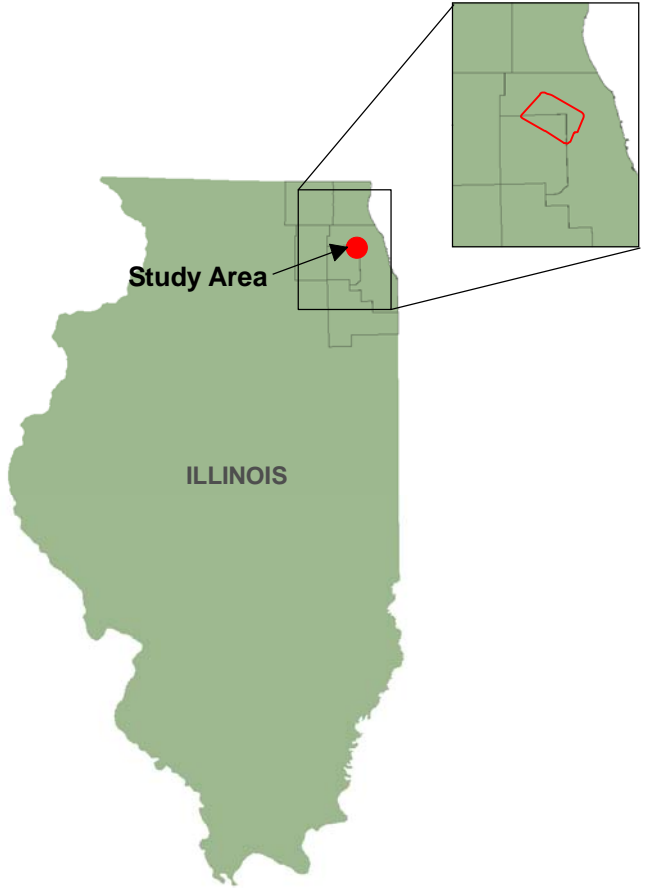
Potentially Impacted Wetlands - Detailed View

SOURCES:

- DUPAGE COUNTY WETLAND INVENTORY (DCWI), NATIONAL WETLANDS INVENTORY (NWI), OMP
- WATERSHED BOUNDARIES, BASED ON IEPA DATA
- AERIAL PHOTOGRAPHY FROM AIRPHOTO USA, 2008



SOURCES:
-DUPAGE COUNTY WETLAND INVENTORY (DCWI), NATIONAL WETLANDS INVENTORY (NWI), OMP
-WATERSHED BOUNDARIES, BASED ON IEPA DATA
-AERIAL PHOTOGRAPHY FROM AIRPHOTO USA, 2008



Legend

	Wetland Impact ¹		County Boundary
	Waters Impact ¹		OMP Acquisition Area ⁶
	Mitigation Sites ^{1,2}		Watershed Boundary
	Wetlands ^{1,3}		Alternative 203
	Waters ^{1,3}		Alternative 402
	OMP Wetlands/Waters ⁴		Option A
	Higher Quality Wetlands ⁵		Option D

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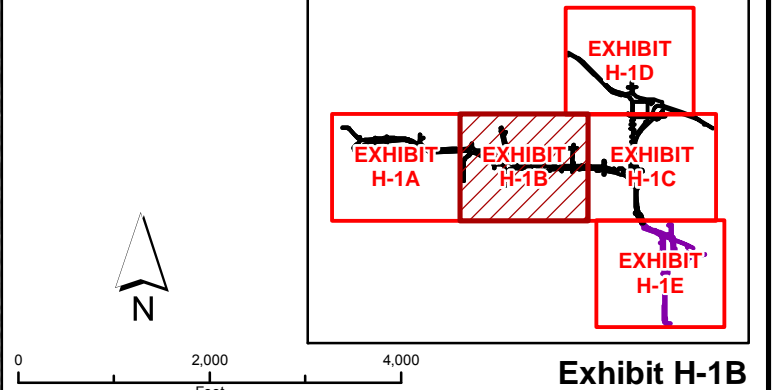
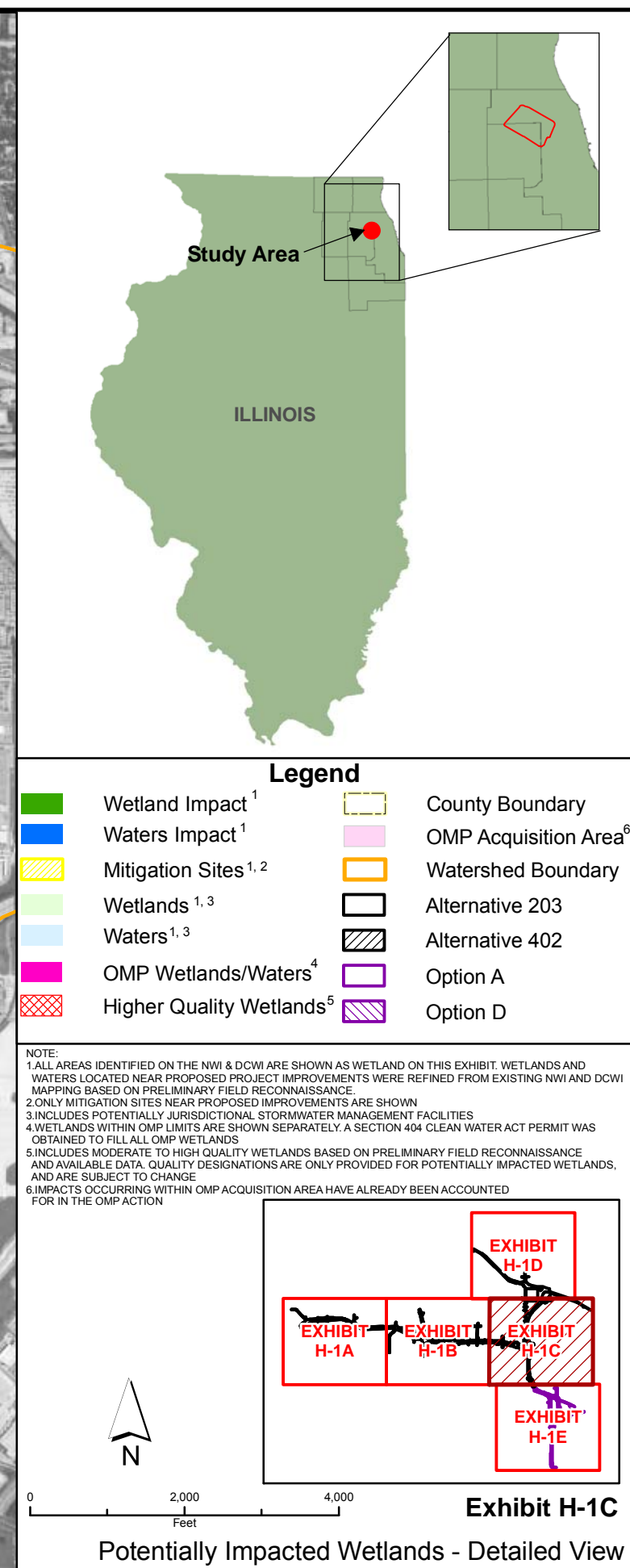
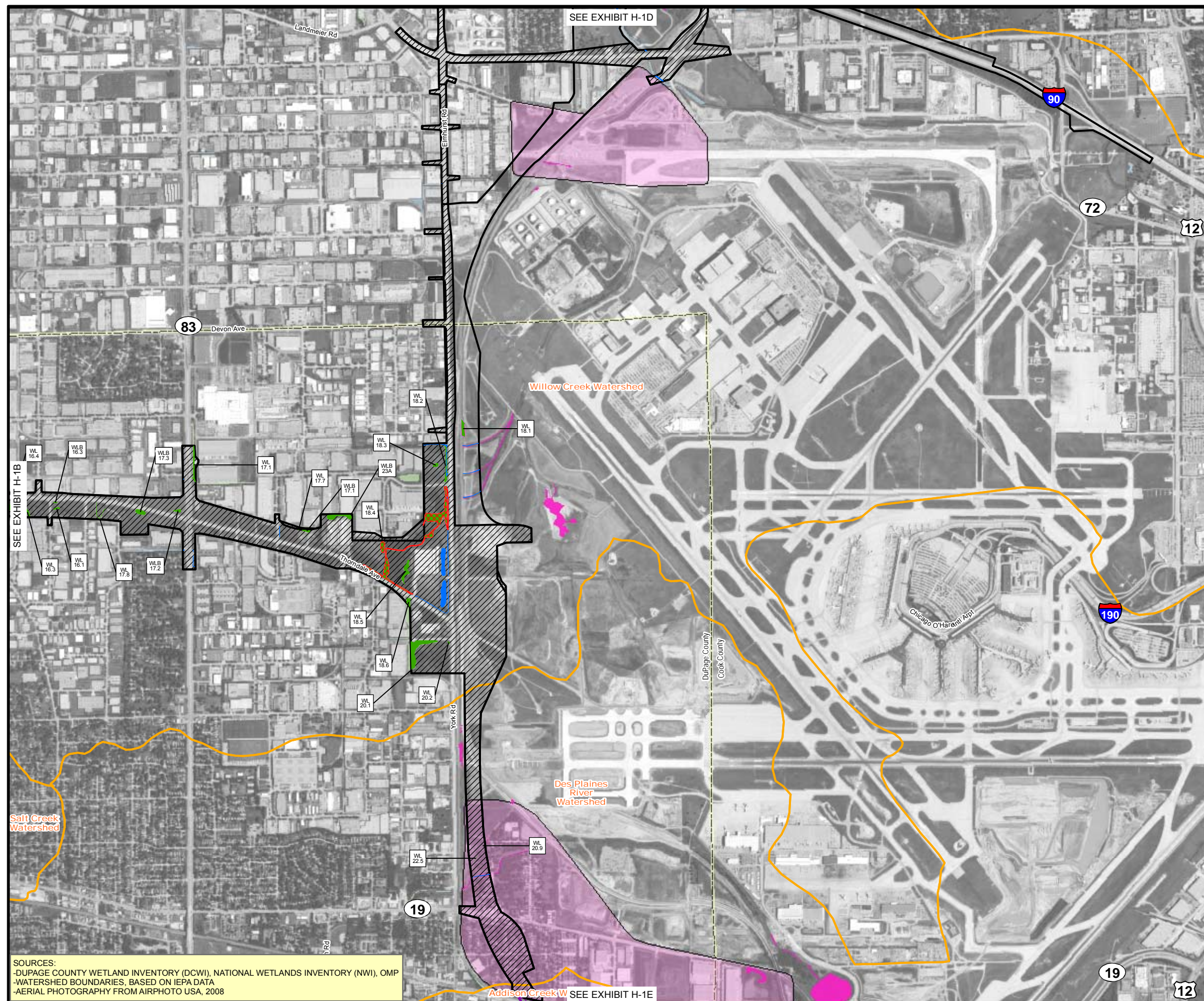
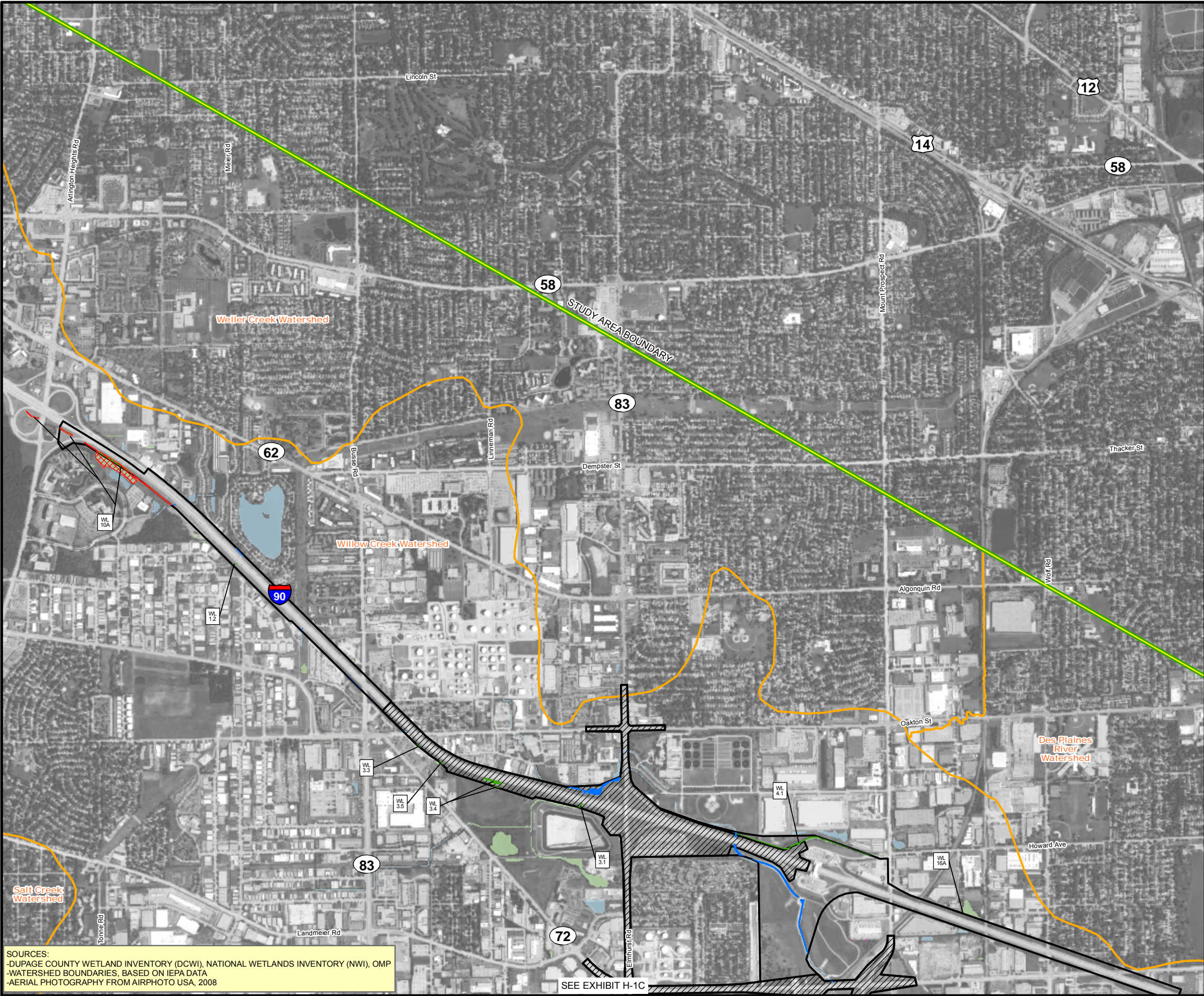
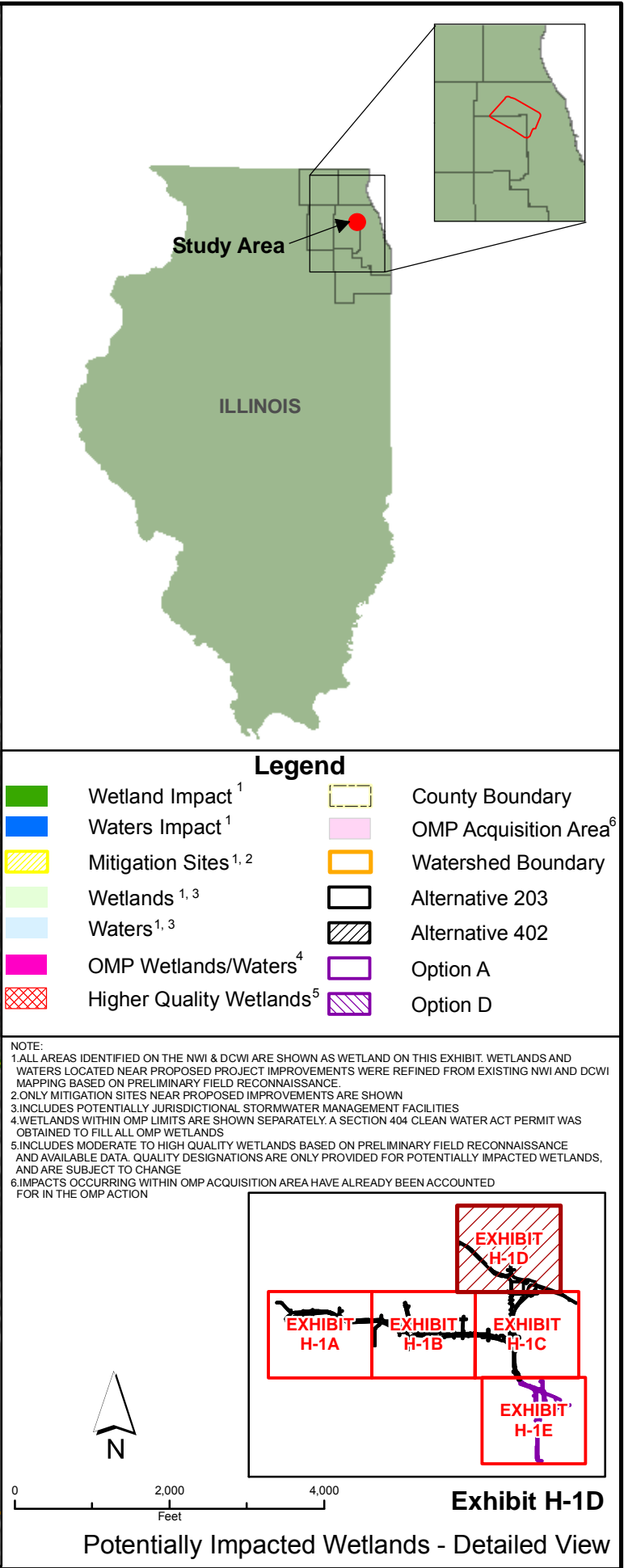


Exhibit H-1B
Potentially Impacted Wetlands - Detailed View



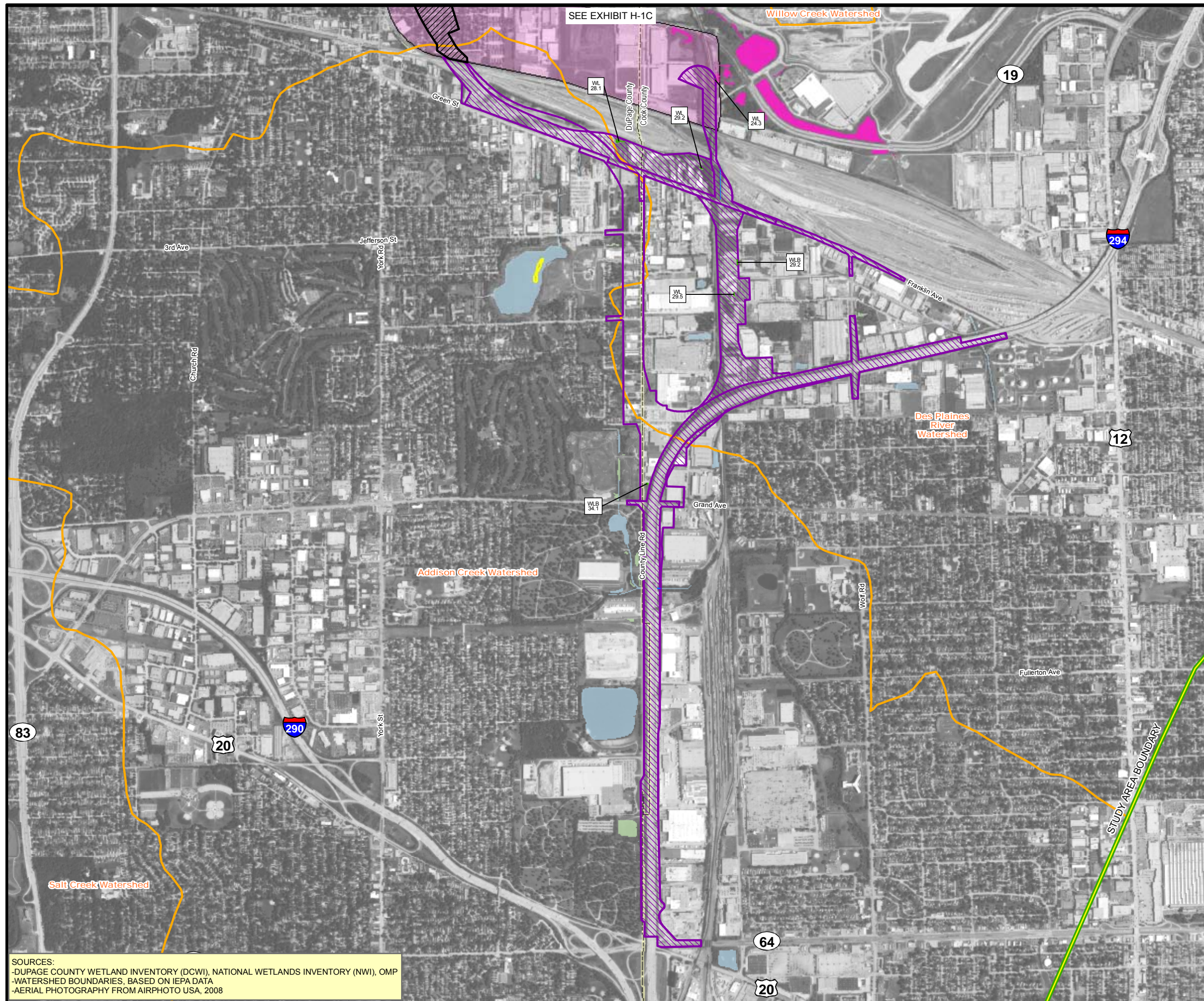


SOURCES:
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-WATERSHED BOUNDARIES, BASED ON IEPA DATA
-AERIAL PHOTOGRAPHY FROM AIRPHOTO USA, 2008

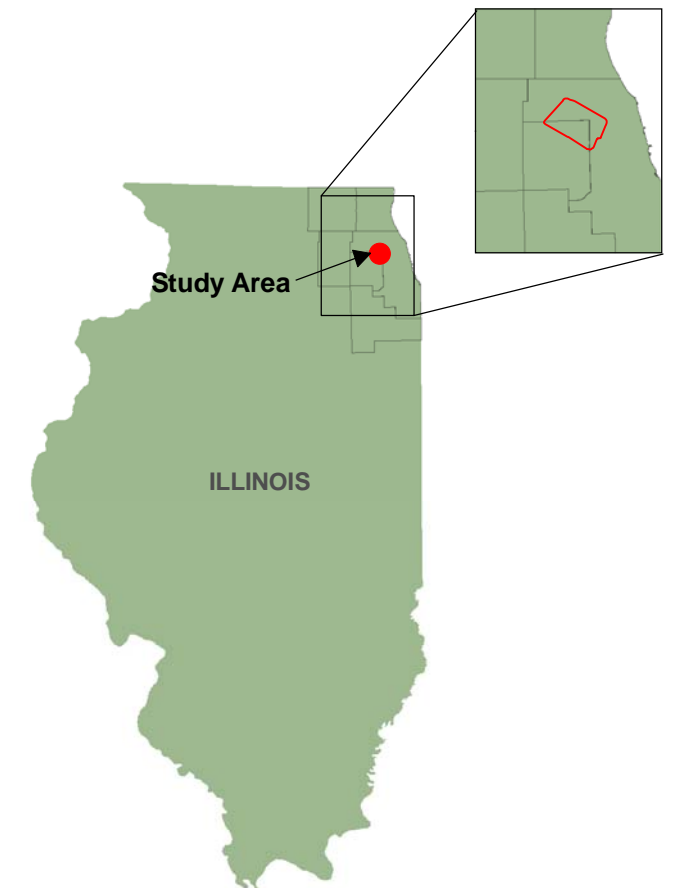


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6. IMPACTS OCCURRING WITHIN OMP ACQUISITION AREA HAVE ALREADY BEEN ACCOUNTED FOR IN THE OMP ACTION

Exhibit H-1D
Potentially Impacted Wetlands - Detailed View



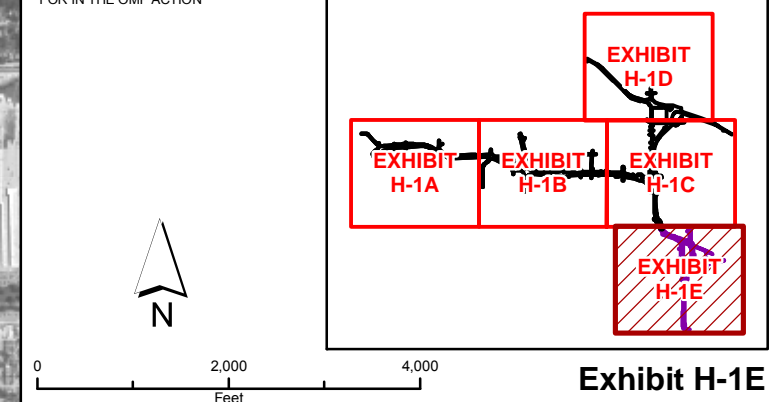
SOURCES:
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 -WATERSHED BOUNDARIES, BASED ON IEPA DATA
 -AERIAL PHOTOGRAPHY FROM AIRPHOTO USA, 2008



Legend

	Wetland Impact ¹		County Boundary
	Waters Impact ¹		OMP Acquisition Area ⁶
	Mitigation Sites ^{1,2}		Watershed Boundary
	Wetlands ^{1,3}		Alternative 203
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	OMP Wetlands/Waters ⁴		Option A
	Higher Quality Wetlands ⁵		Option D

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Potentially Impacted Wetlands - Detailed View

Appendix I
Scoping Summary and Agency Scoping Meeting
Minutes



Scoping Summary

Prepared for
Illinois Department of Transportation

August 2008

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Elgin O'Hare – West Bypass Study Scoping Summary

A. Introduction and Background

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT), will prepare a Tier One Environmental Impact Statement (EIS) for the Elgin O'Hare – West Bypass study in Cook and DuPage Counties, Illinois. The study area is generally bordered by Interstate 90 (I-90) on the north, IL 53/I-290 on the west and south, and I-294 on the east, and covers an area of 104.8 square miles. The study area is densely developed with a mix of residential, commercial, and industrial land uses. The location of the study area, relative to existing employment centers and major transportation facilities, provides both unique benefits and challenges to each community. The area is home to thousands of local, national, and international businesses that employ hundreds of thousands of people.

The Elgin O'Hare – West Bypass study area has been the subject of needed transportation improvements for years. Past major transportation initiatives in the study area, include the following:

- The Elgin O'Hare Expressway was originally proposed in the early 1960s, and corridor approval was granted in 1970. Early design work commenced shortly thereafter, but was discontinued by 1972.
- Preliminary design and an EIS for the Elgin O'Hare Expressway project were completed in 1990. Construction of a section of the expressway between US 20 (Hanover Park) and I-290 was completed in the mid-1990s.
- The O'Hare West Bypass concept originated from a recommendation in the Illinois State Toll Highway Authority (ISTHA) 1987 Annual Toll Revenue Report to address growing congestion and capacity concerns.
- In 1989, the O'Hare West Bypass was identified in the 2010 Transportation System Development Plan for the region.
- In 1995, the Illinois Legislature authorized ISTHA to design and construct the O'Hare West Bypass.
- In 2005, the Federal Aviation Administration (FAA) approved the EIS for the O'Hare Modernization Program (OMP) and associated Airport Layout Plan (ALP). The OMP EIS identifies a potential 300-foot corridor on the west side of the airfield for a future O'Hare West Bypass.

- In 2006, DuPage County completed the DuPage County West O'Hare Corridor Economic Development Study, assessing opportunities for development in this region and creating an overall vision for the area.

The current project constitutes a fresh look at transportation issues and community concerns through an open and comprehensive planning process. Although this project begins with a clean slate, stakeholder issues and objectives identified through earlier planning efforts will be acknowledged and appropriately considered as part of the current project effort.

Planning for this proposed project will meet state and federal requirements meant to integrate environmental values and public interaction into transportation improvements. The requirements include the National Environmental Policy Act (NEPA), The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU),¹ and Context Sensitive Solutions (CSS).

To meet these requirements, an early and open "scoping" process, involving coordination with the public and environmental resource and regulatory agencies, was used to determine the scope of issues to be addressed and to identify significant issues for the Elgin O'Hare – West Bypass study. In addition, effort was made to identify key community issues and interests through early outreach with project stakeholders, community officials, and various community groups and municipalities in the area.

This document provides a summary of the public information process and scoping activities that were completed, and lists the core transportation problems raised by stakeholders through the scoping process.

B. Description of the National Environmental Policy Act & Scoping

As a proposed federal action, the Elgin O'Hare – West Bypass project must comply with the National Environmental Policy Act (NEPA) of 1969, as amended. NEPA requires that federal policies, regulations, and laws be interpreted and administered in accordance with environmental protection goals, to the fullest extent possible. NEPA also requires that potential consequences to the social and natural environment as a result of a proposed action be considered, that analyses be documented, and that this information be made available to the public for comment prior to implementation.

FHWA and IDOT, acting as joint lead agencies will complete a Tiered EIS for the Elgin O'Hare – West Bypass project. The EIS will be advanced in two phases, or tiers, that build upon one another. A Tiered EIS is applicable to projects where a single transportation solution for the study area has not been identified with respect to mode (e.g., roadway or transit) and/or location. The Tier One EIS includes an examination of the overall transportation system improvement needs, a study of alternatives to satisfy them, and broad consideration of potential environmental and social impacts of the possible alternatives. The Tier One evaluation is completed at a sufficient level of engineering and environmental detail to assist decision makers in

¹ Pub. L. 109-59, 119 Stat. 1144, Section 6002; codified as 23 USC §139

selecting a preferred transportation system alternative(s). Tier One includes preparing a draft and final EIS that will disclose potential environmental and social effects (evaluated at a planning level) of the proposed improvements. The final EIS will conclude with a Record of Decision (ROD) by FHWA that states the preferred transportation system alternatives to be carried forward into Tier Two.

The Tier One EIS will produce the following outcomes:

- Approval of the preferred transportation system alternative(s) for the study area; and,
- Identify components of the overall transportation system alternative that can be advanced independently by various agencies through Tier Two studies.

Following completion of the Tier One process, Tier Two environmental studies will focus on specific project corridors and modes. For each Tier Two project, detailed engineering and environmental studies will be performed to define the general layout, preliminary design and footprint of the project, as well as associated right-of-way requirements. Additionally, Tier Two will include detailed studies of possible methods to avoid, minimize, and mitigate impacts on environmental resources within the project footprint. The Tier Two environmental documents will serve as the basis for a decision on whether to proceed with the design and possible construction of each project.

The NEPA process requires federal agencies to integrate environmental values into their decision-making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to these actions. The project development process is an approach to balanced transportation decision-making that considers both potential environmental impacts and the need for safe and efficient transportation.

NEPA requires “scoping” and encourages early and frequent coordination with the public and resource agencies throughout the project development process. Scoping facilitates public and agency participation and provides the opportunity for their input during preparation of the EIS. The scoping process for this project is following the scoping guidelines within the Council on Environmental Quality (CEQ) Regulations, 40 CFR § 1501.7, which provide that “there shall be an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed action.”

C. Description of Context Sensitive Solution Policies

This project is being developed using the principles of Context Sensitive Solution (CSS) per the IDOT CSS Policy and Procedural Memorandum 48-06. CSS is an interdisciplinary approach that seeks effective, multi-modal transportation solutions by working with stakeholders² to develop, build, and maintain cost-effective

² Per IDOT’s CSS procedures, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. This includes property owners, business owners, state and local officials, special interest groups, and motorists who utilize the facility.

transportation facilities that fit into and reflect the project's surroundings – its “context.” Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

The CSS approach will provide stakeholders with the tools and information they require to effectively participate in the study process including providing an understanding of the NEPA process, transportation planning guidelines, design guidelines, and the relationship between transportation issues (needs) and project alternatives. In other words, using the CSS process should provide all project stakeholders a mechanism to share comments or concerns about transportation objectives and project alternatives, as well as improve the ability of the project team to understand and address concerns raised. This integrated approach to problem solving and decision-making will help build community consensus and promote involvement through the study process.

As identified in IDOT's CSS policies, stakeholder involvement is critical to project success. The CSS process strives to achieve the following:

- Understand stakeholder's key issues and concerns;
- Involve stakeholders in the decision-making process early and frequently;
- Establish an understanding of the stakeholder's project role;
- Address all modes of transportation; and,
- Apply flexibility in design to address stakeholder's concerns whenever possible.

Additional information regarding Stakeholder Involvement Methods is summarized below and is provided in greater detail in the Stakeholder Involvement Plan (SIP).

D. Stakeholder Involvement Plan

FHWA and IDOT developed a SIP to meet the requirements of CSS and to address the Coordination Plan requirements of 23 USC 139(g) within the context of the NEPA process. A copy of the SIP can also be viewed at <http://www.elginohare-westbypass.org>.

IDOT has invited stakeholders to participate in project working groups for the study, consisting of a Project Study Group (PSG), Corridor Planning Group (CPG), and Task Forces. Project working groups are described in detail in the SIP.

The purpose of the SIP is to provide a guide for implementing stakeholder involvement for the Elgin O'Hare – West Bypass project. The SIP will be used as a blueprint for defining methods and tools to educate and engage all stakeholders in the decision-making process for this project. The SIP has been designed to ensure that stakeholders are provided a number of opportunities to be informed and engaged as the project progresses.

The goal of the SIP is to actively seek the participation of communities, agencies, individual interest groups, and the general public throughout the project development process. The SIP provides the framework for achieving consensus and communicating the decision-making process between the general public, public agencies, and governmental officials to identify transportation solutions for the project.

E. Public Involvement Process

Public Outreach Meetings

Stakeholder involvement for the Elgin O'Hare - West Bypass project will be an ongoing process from project initiation through completion. In addition to the Corridor Planning Group and Task Force meetings described below, various other meetings will be held throughout the project development process to provide outreach opportunities to all stakeholders. Additional meeting opportunities are listed below.

Project Study Group and Project Management Team

Per IDOT's CSS procedures, IDOT has formed a Project Study Group (PSG), an interdisciplinary team, for developing the Elgin O'Hare – West Bypass project. The PSG will make the ultimate project recommendations to the leadership of IDOT and FHWA (project decision-makers). This group consists of a multidisciplinary team of representatives from IDOT, FHWA, Chicago Metropolitan Agency for Planning (CMAP), ISTHA, and the project consultants. The membership of the PSG will evolve as the understanding of the project's context is clarified.

The PSG has primary responsibility for the project development process. This group will meet throughout the study process to provide technical oversight and expertise in key areas including study process, agency procedures and standards, and technical approaches. The PSG also has primary responsibility for ensuring compliance with the SIP.

Other responsibilities of the PSG include the following:

- Expediting the project development process;
- Identifying and resolving project development issues;
- Promoting partnership with stakeholders to address identified project needs;
- Working to develop consensus among stakeholders; and,
- Providing project recommendations to the joint lead agencies.

IDOT has also formed a Project Management Team (PMT) comprised of representatives from IDOT, FHWA, and the project consultants. The PMT has primary responsibility for managing the project and setting the project schedule. This group will meet throughout the study process to track the project schedule, organize and set workshop agenda, define and assign deliverables, and oversee the preparation and review of technical documents. Based on stakeholder input and recommendations by the PSG and other working groups, the PMT will also be responsible for defining the project purpose and need, developing alternatives, and

considering the potential environmental and social impacts of the possible alternatives.

Corridor Planning Group

The Corridor Planning Group (CPG) is a group consisting of community leaders (one from each of the 25 communities in the study area) and representatives from DuPage County and Cook County. The CPG will represent the views of all of the communities and counties within and adjacent to the project study area. The responsibilities of this group include providing input to the study process and consensus at key project milestones (e.g., project purpose and need, range of system alternatives to be advanced for detailed study, and the recommended system alternative[s]). This group will consist of the Mayor or Manager from each community, who may also identify an alternate representative to attend the CPG meetings in the event of schedule conflicts. DuPage and Cook County, as well as the City of Chicago, have been asked to designate an appropriate department head for the CPG.

The CPG will meet both independently of, as well as jointly with, project Task Force groups during the course of the project. The meeting program will be designed to encourage timely and meaningful opportunities for CPG input, and to encourage information sharing and collaboration between the CPG, Task Forces, and the PSG. Details regarding the meeting program are provided in Section 5 of the SIP.

Any community outside the study area that shows interest in the project, that is not a part of the CPG, will be added to the stakeholder list upon request, ensuring they will receive newsletters, meeting invitations, and project updates. These communities also have the option to be on a Task Force as an at-large member. The project team will also be available to meet with any community on a one-on-one basis throughout the project. In addition, communities will be informed about the project website where they can access information and submit comments.

Task Forces

The project Task Forces provide a means for obtaining structured advisory input from a diverse set of stakeholders. Three Task Forces have been designated for the Elgin O'Hare – West Bypass study (i.e., Environmental, Land Use, and Transportation). The three Task Forces will focus on technical aspects of the project development process and will provide external subject-matter information and input with respect to environmental, land use, and transportation issues.

A description of the three different Task Forces is provided below:

- Environmental Task Force: The Environmental Task Force will assist in identifying, evaluating, and making recommendations with respect to various environmental issues and concerns within the study area. This includes providing advisory input to the development of environmental impact evaluation criteria and the evaluation of environmental impacts.

- Land Use Task Force: The Land Use Task Force will assist in identifying, evaluating, and making recommendations with respect to various land use and economic issues within the study area. This includes advisory input regarding existing land use patterns, the effects of various alternatives on existing land use and economic centers, and the compatibility of alternatives with the overall land use and economic development goals and objectives in the study area.
- Transportation Task Force: The Transportation Task Force will provide advisory input to help identify, evaluate, and make recommendations with respect to various transportation issues within the study area. This includes advisory input for the existing transportation system performance evaluation, transportation system performance measures to be used to evaluate alternatives considered, and evaluation of the performance of system alternatives.

The Task Forces will be comprised of stakeholders with expertise or a particular interest in these areas. The Task Force members may represent one of the communities or counties in the study area, an interest group, a resource agency, a transportation agency, or consist of an individual with a particular expertise or interest. Task Force members will be identified by the PSG, with input from the CPG. Other Task Forces may be formed for this project if determined necessary by the PSG.

Task Forces will meet throughout the project development process. Task Force input will be considered and will be shared with the CPG. Task Force members may be asked to address the CPG to help communicate technical subject-matter issues. The meeting program will be designed to provide timely and meaningful Task Force input into the project development process. Details regarding the meeting program are provided in Section 5 of the SIP.

Other Mechanisms for Public Involvement

In addition to the meeting opportunities described in the preceding sections, there will be several other methods for the public to obtain information about the project, such as:

- Media Briefings;
- Mailing List;
- Public Web site: <http://www.elginohare-westbypass.org>; and,
- Newsletters and Brochures.

These other methods will provide information and opportunity for feedback regarding upcoming public meeting events, project schedule, and general project status updates within the study area. Additional information on these other methods can be found in the SIP.

F. Notice of Intent to Prepare the Tier One EIS and Conduct Scoping

In accordance with NEPA, FHWA published a Notice of Intent (NOI) in the Federal Register for the Elgin O'Hare – West Bypass study. The NOI was issued on October 29, 2007. The NOI contained a brief description of the proposed project, provided an approximate date for the scoping meeting along with contacts for further information, and introduced the CSS policy.

G. Scoping Events

CPG Meeting #1

The first meeting of the CPG for the Elgin O'Hare – West Bypass study was held on October 3, 2007, at the Doubletree Hotel, 1200 Mittel Boulevard, Wood Dale, Illinois, from 7:00 p.m. to 9:00 p.m. The purpose of the meeting was to provide CPG members with an overview of the project and an opportunity for members to provide input regarding transportation issues and concerns in the study area. Members of the CPG were also asked to complete Part 1 of the Community Context Audit.

The Community Context Audit is a means to identify unique community characteristics. For the Elgin O'Hare – West Bypass project, this information helped to define the purpose and need of the proposed transportation improvements based on community goals and local plans for future development. The Community Context Audit was conducted in two parts. Part 1 addressed existing transportation features and transportation issues within the Elgin O'Hare – West Bypass study. Part 2 addressed existing and proposed community characteristics. Member communities and counties on the CPG were asked to complete Part 1 of the Community Context Audit at the CPG meeting on October 3, 2007, and were asked to complete Part 2 at the CPG meeting February 13, 2008.

Public Information Meeting #1

Public scoping was accomplished through Public Information Meetings. The first Public Information Meeting for the Elgin O'Hare – West Bypass study was held on November 14, 2007, at the Oak Meadows Golf Club, 900 N. Wood Dale Road, Addison, Illinois, from 4:00 p.m. to 7:00 p.m. A total of 394 people attended based on the meeting sign-in sheets. Based on the sign-in sheets, a majority of the attendees ($\pm 91\%$) recorded their address as within a community that is either partially or entirely located in the Elgin O'Hare – West Bypass study area.

The meeting was publicized through advertisements in newspapers, on various municipality websites, and in a newsletter. Over 200 newsletters were mailed to individual public officials, organizations, and citizens. An additional 450 newsletters were sent to local communities and were made available to residents. An ad appeared in the Daily Herald on October 23 and again on November 6, 2007. There were also articles or calendar items in the following papers: Daily Herald, Chicago Tribune, Chicago Sun-Times, Journal-Topics, and The Business Ledger.

The purpose of the Public Information Meeting was to provide an introduction and overview of the project and elicit information from the people who live and work in the area. Information regarding the study objectives, process and schedule was presented. Additionally, the public was invited to review aerial exhibits of the study area and to identify transportation issues, sensitive community features, and

sensitive environmental features on the exhibits (Public Information Meeting #1 Summary).

The meeting was an open-house format, preceded by an informational video that provided a brief project summary. Personnel from IDOT and their consultants were present to answer questions and receive comments about the project. An interpreter was available to accommodate Spanish speaking individuals, as necessary. A court reporter was also present and available to record verbal comments for the project record. In addition to the summary presentation, attendees received a handout and comment form and also had an opportunity to study and discuss the project exhibits with project staff. Meeting materials consisting of the handout, comment form, exhibits, and the presentation are included in Section 3 of the Public Information Meeting #1 Summary.

Comments were accepted through December 5, 2007. A total of 31 written comments were received, and those comments as well as the IDOT responses are included in Section 5B (Public Comments Received) of the Public Information Meeting #1 Summary. Several verbal comments were compiled by the court reporter (see Section 5A, Public Meeting Transcript). Additionally, a summary of transportation issues, sensitive community features, and sensitive environmental features recorded on the aerial exhibits was prepared and is included in Section 5C (Responses to Public Comments). A summary of public comments received is included in Section 5C of the Public Information Meeting #1 Summary.

Several articles were written after the public meeting took place. Articles appeared in the following newspapers: Chicago Tribune, Bensenville Press, Pioneer Press, and Journal-Topics. Copies of those articles are included in Section 4 (Media Coverage) of the Public Information Meeting #1 Summary.

Agency Scoping Meetings

An agency scoping meeting was conducted on December 12, 2007, at the IDOT – District One Office, 201 West Center Court, Schaumburg, Illinois, at 1:00 p.m. to approximately 3:00 p.m. A supplemental agency scoping meeting was conducted on January 11, 2008, at the U.S. Army Corps of Engineers – Chicago District Office, 111 N. Canal Street, Suite 600, Chicago, Illinois, from 11:00 a.m. to 1:00 p.m. The purpose of the meetings was to identify important environmental issues and concerns to be considered in the EIS for the Elgin O'Hare – West Bypass study. The agency scoping meetings each began with an overview of the project including a discussion of the project organization, purpose, study area, Tiered EIS process and results, CSS, schedule, and the SIP. Following the study overview, a presentation regarding the Geographic Information System (GIS) database developed for the project, its structure, and potential uses was shown.

At both agency meetings, individuals were provided the opportunity to comment on behalf of their agency/organization.

Additional comment regarding Special Flood Hazard Areas and the proposed Elgin O'Hare – West Bypass project was provided by the U.S. Department of Homeland

Security, Region V, FEMA, Chief Hazard Identification and Risk Assessment Branch in a letter dated February 7, 2008.

In a letter dated April 10, 2008, the U.S. Fish & Wildlife Service (USFWS) stated that the Indiana bat (*Myotis sodalis*) is not likely present in northeastern Illinois and that specific transportation projects are not likely to adversely affect the species. USFWS will concur with individual (project) conclusions. This procedure is valid through the summer of 2012.

Task Force Meeting #1 and Stakeholder Workshop #1

The Elgin O'Hare – West Bypass Task Force Kick-off Meeting and Stakeholder Workshop #1 was held on December 13, 2007, at the Oak Meadows Golf Club, 900 N. Wood Dale Road, Addison, Illinois, from 1:00 p.m. to 5:00 p.m. The initial Task Force Kickoff Meeting was a Joint Task Force meeting with all three Task Forces. The purpose of the meeting was to provide Task Force members with an overview of the project, to allow Task Force members the opportunity to provide input regarding transportation issues (problems), and to identify potential project goals based on the identified transportation issues.

Following the Task Force meeting, stakeholder workshop exercises were conducted in small groups. The stakeholder workshop was conducted as a means to obtain stakeholder input regarding various project issues and potential system solutions. Workshop group participants are listed on the sign-in sheet. Two exercises were completed. The first exercise (Exercise #1) would be an effort to expand, validate, and prioritize transportation issues in the study area. The second exercise (Exercise #2) was completed to identify potential project goals based on the results of Exercise #1.

Meeting attendees are listed on the sign-in sheet.

CPG Meeting #2

A second CPG meeting was held on February 13, 2008, at the Oak Meadows Golf Club, 900 N. Wood Dale Road, Addison, Illinois, from 6:00 p.m. to 8:00 p.m. The purpose of the meeting was to provide CPG members with a project update, initial Transportation System Performance information, an overview of the Planning Framework and Alternatives Development Process, and to obtain their input on various alternatives development tools. Members of the CPG were also asked to complete Part 2 of the Community Context Audit, which focused on important environmental and social features within their communities.

H. Conclusion/Core Transportation Problems Raised by Stakeholders

IDOT has reached out to stakeholders in the study area including community leaders, the public, other regional transportation providers, and regulatory agencies in an effort to gain their insight and perspective on transportation issues and concerns in the study area. Through initial outreach efforts, stakeholders identified forty-seven (47) key issues in the study area. By summarizing the top ranked issues, the project team developed the following nine (9) core transportation problems. These core transportation problems were presented for concurrence at

the CPG Meeting #2 and the Joint Task Force Meeting #2. The core transportation problems include:

- Public transit is not currently a realistic mode choice: enhanced service options and improved infrastructure is required (#1 most important issue identified by stakeholders);
- Need for a transportation solution that protects the quality and integrity of communities while maximizing the economic viability of the area;
- Poor access and connectivity in the study area;
- Lack of access to O'Hare Airport;
- Travel delays caused by at-grade railroad crossings;
- Congestion on major routes;
- Reduced truck/freight mobility;
- Improved pedestrian & bicycle access to transit stations; and,
- Increase emphasis on travel management strategies.

References

- CH2M HILL. Agency Scoping Meeting Summary. December 17, 2007.
- CH2M HILL. Community Context Audit Summary, Parts 1 and 2. October 2007 and February 2008.
- CH2M HILL. CPG Meeting #1 Summary. October 2007.
- CH2M HILL. CPG Meeting #2 Summary. February 2008.
- CH2M HILL. List of CPG Members. Undated.
- CH2M HILL. List of Task Force Members. Undated.
- CH2M HILL. *Public Information Meeting #1 – Meeting Summary*. July 2008.
- CH2M HILL. *Stakeholder Involvement Plan*. November 2007. Updated March 2009.
- CH2M HILL. Stakeholder Workshop Meeting #2 Summary. April 16, 2008.
- CH2M HILL. Supplemental Agency Scoping Meeting Summary. January 14, 2008.
- CH2M HILL. Task Force Meeting #1 Summary. December 21, 2007.
- Federal Highway Administration and IDOT. Notice of Intent. November 2, 2007.
- Illinois Department of Transportation. Letter to U.S. Department of Homeland Security, Region V, FEMA, Chief Hazard Identification and Risk Assessment Branch. March 14, 2008.
- U.S. Department of Homeland Security, Region V, FEMA, Chief Hazard Identification and Risk Assessment Branch. Letter to IDOT. February 7, 2008.
- U.S. Fish & Wildlife Service. Letter to IDOT. April 10, 2008.

FINAL MEETING SUMMARY

CH2MHILL

MEETING SUBJECT:	Elgin O'Hare – West Bypass Project –Agency Scoping Meeting	RECORDER:	Jeff Jackson Larry Martin
MEETING DATE & TIME:	December 12, 2007 @ 1:00 PM	PREPARATION DATE:	December 17, 2007
MEETING LOCATION:	IDOT – District 1 Office		
ISSUE STATUS:	<input type="checkbox"/> Draft for Review <input checked="" type="checkbox"/> Final		

On December 12, 2007 an Agency Scoping Meeting was held with Cooperating Agencies to identify the important environmental issues and concerns to be considered in the Environmental Impact Statement (EIS) for the Elgin O'Hare – West Bypass study. The meeting was also used to review the content of the GIS database developed for the project, its structure and potential analytical uses.

The meeting commenced with an overview of the project including a discussion of the project organization, purpose, study area, Tiered EIS process and results, Context Sensitive Solutions, schedule, and Stakeholder Involvement Plan (SIP). The overview of the study was followed by a GIS presentation. The GIS database components and structure were presented followed by a demonstration of how the GIS database could be used in the development and comparative analysis of various transportation system improvement alternatives.

Questions and comments were invited following the presentations and among the comments were:

- **How is the use of CSS different than other processes?**
 - Rather than starting with a specific plan of improvements for stakeholders to react, the EOWB will be a bottom – up approach. The CSS approach seeks public input into the process early and often starting with asking the question “what are the transportation problems”, and further “what are the transportation goals”. With the public's help in defining those key aspects, then alternatives can be developed that best satisfy those issues and goals. The CSS process will be integrated throughout the study process with repeated opportunities for the public to weigh in with their input and/or comments regarding transportation issues, goals, and alternative solutions.

The expectation for this process is to arrive at a consensus opinion on the preferred set of transportation improvements for the study area.

- **How does the eastern point of the Elgin O'Hare Expressway currently interact with Thorndale Avenue?**
 - The Elgin O'Hare Expressway currently ends with a traffic signal at the Park Boulevard intersection which is the first signal east of the Elgin O'Hare Expressway interchange with I-290.
- **The list of parks and forest preserves in the GIS database appear to have some missing information.**
 - The team will recheck the park and forest preserve data, as well as draw upon additional resources (including data and mapping from the USFWS) to add any missing parks or forest preserves to the GIS database.
- **The golf course information does not indicate whether they are publicly owned or private owned...their designation has a bearing on their potential as a 4(f) resource.**
 - Additional research will be done to designate all golf courses as either publicly or privately owned in the GIS database.
- **The varied analytical processes are interesting...for the composite weighting process it was the opinion of some that agreement on the weights for various resources will be difficult to achieve, and further would come under scrutiny by the public.**
 - The project team agreed and suggested additional discussion was needed about composite weighting before it would be considered further as an acceptable approach to all stakeholders for comparing alternative transportation solutions.
- **Consider using the weighting process when it may be the only approach for clearly distinguishing between alternatives.**
 - The project team agreed, but also suggested that if it was the only approach for clearly distinguishing alternatives, then those alternatives may be moved into Tier 2 for further detailed analysis before a final decision were made.
- **The Federal Aviation Administration (FAA) noted that particular attention to the O'Hare Modernization Program (OMP) Environmental Impact Statement (EIS) will be needed.**
 - The project team agreed to pay special attention to the OMP EIS.

At the conclusion of questions and comments, a request by the project team was made to the participants about the appropriateness of the level of detail in the GIS database for comparing impacts of alternatives, and making decisions about transportation system solutions. All participants present at the meeting were in agreement and all were comfortable with this level of detail. It was noted that this level has been used in other similar studies.

The final part of the meeting was used to develop a list of concerns and topics of interest for EOWB EIS. The stated resource issue concerns were as follows:

1. Avoid or minimize impact to aquatic resources
2. Avoid or minimize impact to wetlands
3. Avoid or minimize impact to T&E species
4. Alternatives need to follow needs
5. Provide for western access to the airport
6. Need to look at the effects of OMP EIS “delayed” schedule, and the required timing of surface transportation improvements
7. Transportation forecasts beyond 2018 need to be closely coordinated with other agencies
8. Consider construction equipment that reduce diesel emissions
9. Explore mitigation concepts
10. Consider sustainable design measures
11. Seriously examine multi-modal options
12. Check forest preserve list for completeness, and naming convention
13. Avoid or minimize impacts to water resources i.e. water quality/quantity impacts
14. Avoid or minimize impact to fish and wildlife impacts
15. Consider innovative soil and erosion control measures
16. Consider environmental justice issues
17. Avoid or minimize displacement of residents, and businesses
18. Consider measures to reduce noise and air quality impacts
19. Minimize open water surfaces 10,000 feet from the end of runways

The meeting was adjourned at approximately 3:00 p.m.

FINAL MEETING SUMMARY**CH2MHILL**

MEETING SUBJECT: Elgin O'Hare - West Bypass Project
Supplemental Agency Scoping Meeting **RECORDER:** CBBEL/Peter
Knysz

MEETING DATE & TIME: January 11, 2008, 11:00 AM **PREPARATION DATE:** January 14, 2008

MEETING LOCATION: U.S. Army Corps of Engineers – Chicago
District Office

ISSUE STATUS: ☐ Draft for Review ☒ Final

ATTENDEE NAME	ORGANIZATION	E-MAIL
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John Baczek	IDOT-District 1	john.baczek@illinois.gov
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Kathy Cherich	USACE	kathy.g.cherich@usace.army.mil
Steve Hamer	IDNR	steve.hamer@illinois.gov
Tom Brooks	IDOT - Springfield	thomas.brooks@illinois.gov

On January 11, 2008 a supplemental scoping meeting for the Elgin O'Hare – West Bypass study was held with the U.S. Army Corps of Engineers (USACOE) and Illinois Department of Natural Resources (IDNR). A copy of the meeting agenda is attached.

The following is a summary of topics and issues discussed at the meeting and any action items determined/assigned.

1. Purpose of Meeting:

The purpose of this meeting was to identify important environmental issues and concerns to be considered in the Environmental Impact Statement (EIS) for the Elgin O'Hare – West Bypass study.

2. Project Overview:

The meeting began with an overview of the project including a discussion of the project organization, purpose, study area, Tiered EIS process and results, Context Sensitive Solutions, schedule, and the Stakeholder Involvement Plan (SIP).

3. GIS Database:

Following the study overview, a presentation regarding the Geographic Information System (GIS) database developed for the project and its structure was shown. That was followed by a brief demonstration of how the GIS database could be used in the development and comparative analysis of various transportation system improvement alternatives developed through the use of composite weighting. The project team agreed that additional discussion on composite weighting was needed before it would be considered any further as a tool for comparing alternative transportation solutions.

Following the GIS presentation, the project team requested that meeting participants comment on the appropriateness of the level of detail in the GIS database for comparing impacts of alternatives and

making decisions about transportation system solutions. Participants agreed that they were comfortable with the level of detail presented for Tier One. The USACOE staff stated that most of their comments would probably be raised once the project progressed to Tier Two and more detail is available.

4. Comments:

The list of comments and topics of interest from the scoping meeting held on December 12, 2007 were reviewed, and additional comments and questions were invited. After preliminary review, the participants stated that the list created at the December 12th scoping meeting appeared comprehensive for the Tier One EIS. A summary of additional comments is listed below in bold:

- **The USACOE expressed concern regarding the West Bypass and the Village of Bensenville's (Bensenville) opposition to the O'Hare Modernization Program (OMP).**
 - The USACOE concern was noted. The project team explained that Bensenville is a member of the Corridor Planning Group (CPG), Project Task Forces, and will be a focal point for stakeholder involvement.
- **Kathy Cherich (USACOE) is unavailable for the next Task Force meeting tentatively scheduled for February 21, 2008.**
 - Noted.
- **It was recommended that the source (and extent) of the Cook County soils information be checked. Jim Rospopo at the Natural Resources Conservation Service (NRCS) should be contacted at (847) 468-0071 with questions regarding digital soils information.**
 - The project team will review the source of the Cook County soils information and confirm the extent of the data. Jim Rospopo will be contacted as necessary.
- **It was recommended that Best Management Practice (BMP) considerations, especially water quality BMPs, be included in the EIS and project design. It was suggested that the project team consider reviewing the USACOE Regional Permit Program, and other resources, such as those available through the Northeastern Illinois Planning Commission (NIPC)/Chicago Metropolitan Agency for Planning (CMAP).**
 - Noted. Available resources will be reviewed and included as necessary in the Tier One process to determine applicable BMPs. The project team will consider the approximate area required for BMPs when determining corridors for future study and potential impacts.
- **The USACOE suggested that John Murray [(312) 751-7918] at the Metropolitan Water Reclamation District of Greater Chicago (MWRDGC) be invited to the Task Force Meetings and/or used as a resource, as necessary, especially pertaining to Salt Creek. John Murray is the USACOE's contact person at MWRDGC for the Cook County Watershed Management Ordinance.**
 - Noted. The project team will coordinate with John as necessary. It was noted that MWRDGC has been contacted about this project and a representative has attended the 12/13/07 Joint Task Force Meeting.

The meeting concluded at approximately 1:00 PM.

Appendix J
Distribution List

APPENDIX J

Final EIS Distribution List

The following entities received a copy of this Final EIS. Those recipients with an asterisk (*) before their names provided substantive comments on the Draft EIS. These comments and IDOT's responses are described in Section 5 and included in Appendix D of this document.

Federal Agencies

*U.S. Army Corps of Engineers, Chicago District
U.S. Department of Homeland Security, Transportation Security Administration
*U.S. Department of the Interior, Fish and Wildlife Service
U.S. Department of Transportation, Federal Aviation Administration
*U.S. Environmental Protection Agency, Region V – Office of Environmental Review
U.S. Environmental Protection Agency, Headquarters

State Agencies

Illinois Department of Agriculture, Department of Environmental Programs
*Illinois Department of Natural Resources, Division of Environment and Ecosystems
*Illinois Environmental Protection Agency, Director
Illinois Historic Preservation Agency, State Historic Preservation Officer
Illinois State Police

Elected Officials—Federal

Eighth Congressional District, Congresswoman Melissa Bean
Fifth Congressional District, Congressmen Mike Quigley
Fifty-Fifth Representative District, Representative Randy Ramey, Jr.
Fifty-Fourth Representative District, Representative Suzanne Bassi
Fifty-Sixth Representative District, Representative Paul Froehlich
Forty-Fifth Representative District, Representative Franco Coladipietro
Forty-First Representative District, Representative Bob Biggins
Forty-Forth Representative District, Representative Fred Crespo
Forty-Sixth Representative District, Representative Dennis Reboletti
Ninth Congressional District, Congresswoman Janice Schakowsky
Sixth Congressional District, Congressmen Peter Roskam
U.S. Senator Richard Durbin
U.S. Senator Roland Buris

Elected Officials—State

Seventy-Eighth Representative District, Representative Deborah Graham
Seventy-Seventh Representative District, Representative Angelo Saviano
Sixty-Fifth Representative District, Representative Rosemary Mulligan

Sixty-Sixth Representative District, Representative Mark Walker
Tenth Legislative District, Senator James DeLeo
Thirty-Ninth Legislative District, Senator Don Harmon
Thirty-Third Legislative District, Senator Dan Kotowski
Twentieth Representative District, Representative Michael McAuliffe
Twenty-Eighth Legislative District, Senator John Millner
Twenty-First Legislative District, Senator Dan Cronin
Twenty-Second Legislative District, Senator Michael Noland
Twenty-Seventh Legislative District, Senator Matt Murphy
Twenty-Third Legislative District, Senator Carole Pankau

Local Units of Government

Bloomington Township
Chicago Transit Authority
City of Chicago Department of Aviation
City of Chicago Department of Aviation, O'Hare Modernization Program
City of Chicago Department of Environment
City of Chicago Department of Streets and Sanitation
City of Chicago, Department of Transportation
*City of Des Plaines
*City of Elmhurst
City of Northlake
City of Park Ridge
City of Rolling Meadows
City of Wood Dale
Cook County President
DuPage County Department of Economic Development and Planning
DuPage County Division of Transportation
DuPage County Transportation Planning Group
Forest Preserve District of DuPage County
Kane-DuPage County Soil and Water Conservation District
*Metra
*Metropolitan Water Reclamation District of Greater Chicago
Pace Suburban Bus Service
Regional Transportation Authority
Village of Addison
Village of Arlington Heights
Village of Bartlett
Village of Bensenville
Village of Berkeley
Village of Bloomingdale
*Village of Elk Grove
*Village of Franklin Park
*Village of Hanover Park
Village of Hillside
Village of Hoffman Estates

Village of Itasca
Village of Melrose Park
Village of Mount Prospect
Village of Norridge
*Village of Roselle
Village of Rosemont
Village of Schaumburg
Village of Schiller Park
Village of Villa Park

Interested Groups and Individuals

Bensenville Chamber of Commerce
*Brian Arquette
*Brian Hatfield
Canadian Pacific Railroad
Chicago Metropolitan Agency for Planning
Chicago Wilderness Consortium
Chicagoland Bicycle Federation
Conservation Foundation of DuPage County
*DuPage Mayors & Managers Conference
Elmhurst Memorial Healthcare
Greater O'Hare Association of Industry and Commerce
*Henrik Freitag
Illinois State Toll Highway Authority
*Janice Pasquale
*Jeffrey Snyder
*Jim Hornacek
*Julie Seranko
*Mitchell Wyczessany
Northwest Municipal Conference
Salt Creek Watershed Network
*Terry LaPlante
*Tony Spencer
Union Pacific Railroad
West Central Municipal Conference
Wood Dale Chamber of Commerce

Public Libraries

Addison Public Library
Arlington Heights Memorial Library
Austin-Irving Chicago Public Library
Bartlett Public Library
Bensenville Community Library
Berkeley Public Library
Bloomington Public Library

City of Des Plaines Library
Elk Grove Village Public Library
Elmhurst Library
Franklin Park Public Library
Hanover Park Branch Library
Harold Washington Chicago Public Library
Hillside Public Library
Hoffman Estates Public Library
Itasca Community Library
Melrose Park Public Library
Mount Prospect Public Library
Northlake Public Library
Oriole Park Chicago Public Library
Park Ridge Library
Roden Chicago Public Library
Rolling Meadows Library
Roselle Public Library
Schaumburg Township Library
Schiller Park Public Library
Villa Park Public Library
West Addison Chicago Public Library
Wood Dale Public Library

Appendix K

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