

**Federal Letters**

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U.S. 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 21 2007  
DISTRICT #1

In Reply Refer To:  
HPER-IL

Dear Mr. Westlake:

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

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

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

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

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

**MOVING THE  
AMERICAN  
ECONOMY**

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



US 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.

MOVING THE  
**AMERICAN**  
**ECONOMY**

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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ECONOMY**

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.

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

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ECONOMY

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:

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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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Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller  
Environmental Programs Engineer

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

cc:

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



US Department  
of Transportation

**Federal Highway  
Administration**

Illinois Division

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.

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**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:

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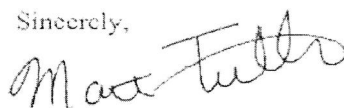
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Thank you for your cooperation and interest in this project.

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



US 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 12<sup>th</sup> 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.

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**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.

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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



US 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.

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**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.

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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.

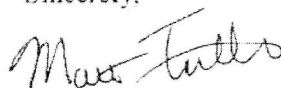
Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to December 10, 2007. If your agency declines to be a participating agency, the response should state your reason for declining 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 I Engineer

C\_1-14





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;
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.

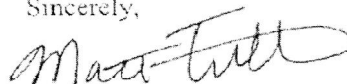
Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to December 10, 2007. If your agency declines to be a participating agency, the response should state your reason for declining 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 I 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.

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

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

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

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

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

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

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller  
Environmental Programs Engineer

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

cc:

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



US Department  
of Transportation

**Federal Highway  
Administration**

Illinois Division

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.

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

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

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.

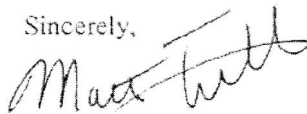
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- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

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. Edward G. Buikema, Regional Director  
Federal Emergency Management Agency  
536 South Clark Street, 6<sup>th</sup> 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.

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.

**MOVING THE  
AMERICAN  
ECONOMY**

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 I Engineer



### Participating and Cooperating Agency Responses

<b>Agency Name</b>	<b>Requested Role</b>	<b>Agency Response</b>
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 9<sup>th</sup> 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 Reiss Fell".

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

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

DEC 5 2007



Transportation  
Security  
Administration

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

**RECEIVED**  
DEC 10 2007  
**ILLINOIS  
DIVISION**

Dear Mr. Fuller:

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

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

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

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

I hope this information is helpful.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Charlotte Peed".

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 08 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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IN AMERICA** 

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/nml/>

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. Harnet

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  
RECEIVED

FEB 8 2008

DISTRICT #1

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

Dear Ms. O'Keefe:

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

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

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

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

Sincerely,



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



U.S. Department  
of Transportation

**Federal Highway  
Administration**

Illinois Division

3250 Executive Park Dr.  
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

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

Dear Mr. Barrett:

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

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

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

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

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



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

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

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

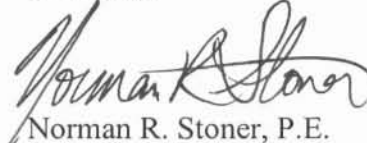
1. Provide meaningful and early input on defining the project's purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate;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

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

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

Thank you for your cooperation and interest in this project.

Sincerely,



Norman R. Stoner, P.E.  
Division Administrator

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



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

Illinois Division

3250 Executive Park Dr.  
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

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

Dear Mr. Buffalo:

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

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

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

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

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

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

The FHWA and IDOT identified the Sac and Fox 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:

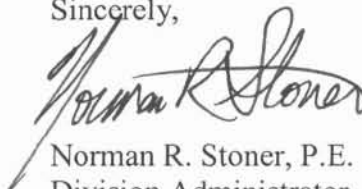
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3. Participate and comment on appropriate Section 106 documentation.

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

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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 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:

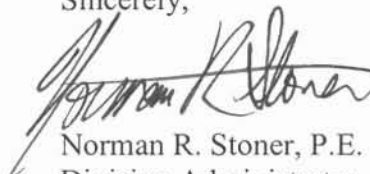
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Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a participating agency and a consulting party prior to March 17, 2008. Pursuant to SAFETEA-LU Section 6002, a non-Federal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

Illinois Division

3250 Executive Park Dr.  
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

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

Dear Mr. Froman:

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

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

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

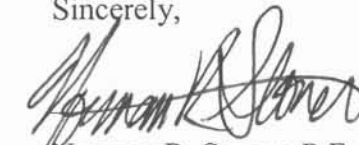
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3. Participate and comment on appropriate Section 106 documentation.

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. 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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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 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:

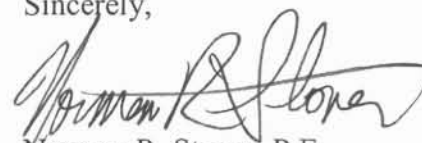
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If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller of my staff at (217) 492-4625, or Barbara H. Stevens,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

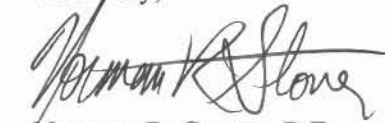
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If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller of my staff at (217) 492-4625, or Barbara H. Stevens, 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 Miller  
Chair, Pokagon Band of Potawatomi Indians  
58620 Sink Road  
Dowagiac, MI 49047

Dear Mr. Miller:

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

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

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

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

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

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

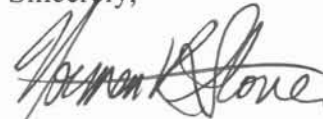
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Division Administrator

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

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

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

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

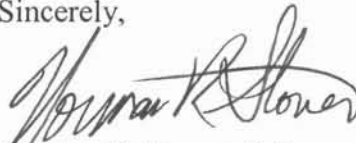
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Sincerely,



Norman R. Stoner, P.E.  
Division Administrator

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



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

Illinois Division

3250 Executive Park Dr.  
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

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

Dear Mr. Pilcher:

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

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

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

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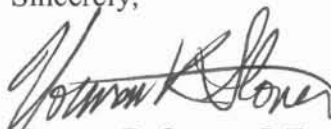
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Thank you for your cooperation and interest in this project.

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Norman R. Stoner, P.E.  
Division Administrator

cc: Mr. Eric Harm, Division of Highways, IDOT  
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U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Illinois Division

3250 Executive Park Dr.  
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

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

Dear Ms. Rhoades:

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

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

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

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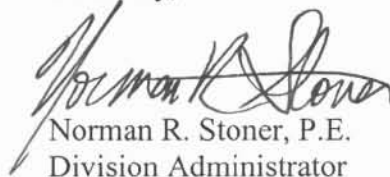
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Division Administrator

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



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

Illinois Division

3250 Executive Park Dr.  
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

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

Dear Mr. Shopodock:

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

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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

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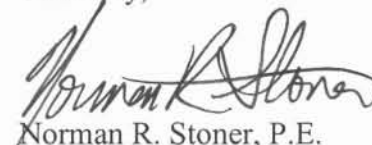
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Division Administrator

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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)

RJR 3/12/08  
FTA file

March 6, 2008

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

BUREAU OF PROGRAMMING  
RECEIVED  
MAR 10 2008  
DISTRICT #1

Dear Mr. Harmet:

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

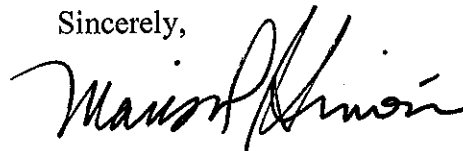
As you know, the study area of the EO-WB has an extensive collection of transportation routes. These include three Metra Rail lines; the Chicago Transit Authority Rail Blue Line; and various PACE Bus routes. Also of note is the Metra Star Line New Starts analysis that is currently taking place. If approved,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

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

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

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

Sincerely,



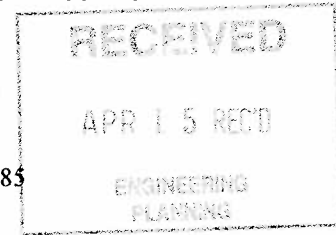
Marisol Simon  
Regional Administrator

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



## United States Department of the Interior

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



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 that reads "John D. Rogner". The signature is written in a cursive style with a large initial "J" and a stylized "R".

John D. Rogner  
Field Supervisor

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



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

December 15, 2008

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

Attention: Cathy Pollack

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

Dear Ms. Pollack:

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

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

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

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

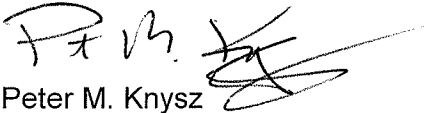
most likely to occur. The Illinois Department of Natural Resources (IDNR) provided information on State-listed species within the study area; the eastern massasauga was not included in this information. We understand that IDNR may have updated their database, and we are in the process of obtaining relevant updates from IDNR. Based on information provided by the Forest Preserve District of DuPage County (FPDDC), the eastern massasauga is considered a "historical record" in the study area at Wood Dale Grove Forest Preserve<sup>1</sup>. 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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<sup>1</sup> 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	TWP	RNG	SEC	TWP	RNG	SEC
42	10	34	41	10	34	40	12	29
42	10	35	41	10	33	40	12	30
42	10	36	41	10	32	40	11	25
42	11	31	41	10	31	40	11	26
41	10	2	41	9	36	40	11	27
41	10	1	40	12	2	40	11	28
41	11	6	40	12	3	40	11	29
41	11	5	40	12	4	40	11	30
41	11	4	40	12	5	40	10	25
41	11	10	40	12	6	40	12	33
41	11	11	40	11	1	40	12	32
41	11	9	40	11	2	40	12	31
41	11	8	40	11	3	40	11	36
41	11	7	40	11	4	40	11	35
41	10	12	40	11	5	40	11	34
41	10	11	40	10	1	40	11	33
41	10	10	40	11	6	40	11	32
41	11	14	40	10	2	39	12	5
41	11	13	40	10	3	39	12	6
41	11	15	40	10	4	39	11	1
41	11	17	40	10	5	39	11	2
41	11	16	40	10	6	39	11	3
41	11	18	40	9	1	39	11	4
41	10	13	40	12	11	39	12	7
41	10	14	40	12	10	39	12	8
41	10	15	40	12	9	39	11	12
41	10	16	40	12	8	39	11	11
41	12	20	40	12	7			
41	12	19	40	11	12			
41	11	24	40	11	11			
41	11	23	40	11	10			
41	11	22	40	11	9			
41	11	21	40	11	8			
41	11	20	40	11	7			
41	11	19	40	10	12			
41	10	24	40	10	11			
41	10	23	40	10	10			
41	10	22	40	10	9			
41	10	21	40	10	8			
41	10	20	40	10	7			
41	12	27	40	12	14			
41	12	28	40	12	15			
41	12	29	40	12	16			
41	12	30	40	12	17			
41	11	25	40	12	18			
41	11	26	40	11	13			
41	11	27	40	11	14			
41	11	28	40	11	15			
41	11	29	40	11	16			
41	11	30	40	11	17			
41	10	25	40	10	13			
41	10	26	40	11	18			
41	10	27	40	10	14			
41	10	28	40	10	15			
41	10	29	40	10	16			
41	10	30	40	12	22			
41	12	35	40	12	21			
41	12	34	40	12	20			
41	12	33	40	12	19			
41	12	32	40	11	24			
41	12	31	40	11	23			
41	11	36	40	11	22			
41	11	35	40	11	21			
41	11	34	40	11	20			
41	11	33	40	11	19			
41	11	32	40	10	24			
41	10	36	40	10	23			
41	11	31	40	12	27			
41	10	35	40	12	28			

**Latitude:**  
North 41.979764

**Longitude:**  
West 87.991284



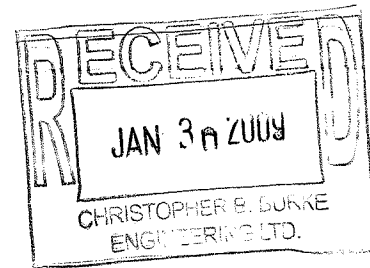
## United States Department of the Interior

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.

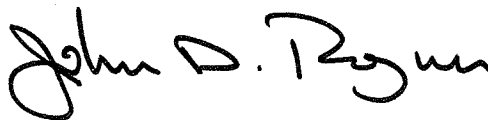
When more definitive routes for this proposed project are decided, we recommend that you submit them to this office along with information on the quality of the wetlands that may be impacted, for a more thorough review.

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 that reads "John D. Rogner". The signature is written in a cursive style with a large, prominent "J" and "R".

John D. Rogner  
Field Supervisor

**PETER J. ROSKAM**

6TH DISTRICT, ILLINOIS

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

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.

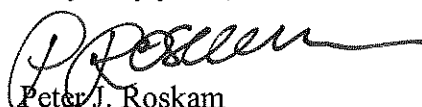
Not only would Alternative A have the greatest adverse impact on the adjacent residential community, it would also be the most damaging in terms of commercial/industrial structures and businesses taken. Alternative A eliminates a significant number of jobs and tax revenues in the Village of Bensenville 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](mailto:pknysz@cbbelcom)

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

Pete,

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

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

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

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

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

Cathy

\*\*\*\*\*

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

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