

bypass connection option. Forty-one individuals communicated a preference for Alternative 203 and/or Option D. Others requested clarification on materials presented in the document or at the public hearing. Some individuals requested that considerations be made regarding such resources as bicycle/pedestrian accommodations, further roadway improvements, and classifying roadways near the south bypass connection options so as to allow usage by heavy trucks. Other stakeholders' comments (C-17 through C-74) can be found starting on page D_5-116.

IDOT provided information to those that requested materials and IDOT's response to individuals that stated a preference for an alternative and/or south bypass connection option is that Alternative 203 with Option D was identified as the Preferred Alternative. It was selected after comparing each alternative's ability to address the project's purpose and need, limit environmental and social effects, produce economic benefits to the local and regional economy, and benefit affected communities. Further, while both alternatives were comparable for travel performance and environmental impacts, the economic benefits of Alternative 203 are notably higher than Alternative 402.

In response to individuals who provided substantive comments, IDOT explained the agency's role in each of the topics and the ability of IDOT to explore the requests as design continues. IDOT's responses (R-22 through R-31) can be found starting on page D_5-120.

5.5 Results of Coordination Activities

The project team developed an outreach program that includes every stakeholder who has interest in or is affected by the proposed transportation improvements. Many venues have been provided, with the goal of establishing a genuine opportunity for stakeholders to participate, be heard, and influence the outcome of the process. Stakeholder involvement has helped to develop the foundation upon which this study rests – the purpose of and need for the transportation project within the study area. Stakeholders have helped to identify the type and location of improvements, information that serves as a starting point for developing the initial roadway and transit alternatives. Later they helped to devise the criteria that would be used to evaluate and compare alternatives. Stakeholders have voiced opinions about what is compatible with their community and what is not. This communication has shaped the alternatives. The participation of Elk Grove Village in public involvement activities resulted in the elimination of alternatives that involved IL 83. The participation of Wood Dale officials resulted in a design that improves access to important properties along Thorndale Avenue between Prospect and Wood Dale roads. Input from Itasca facilitated a conceptual design for the I-290/Thorndale Avenue interchange that optimizes access to adjacent properties and movement through the interchange. Coordination with Bensenville resulted in locating improvements to minimize damage to community resources.

Transportation service providers (ISTHA, Pace, RTA, Metra, CTA, DuPage County, OMP, CPRR, UPRR, and others) have provided valuable input regarding the development and evaluation of roadway and transit proposals, including refinements that would avoid conflicts with their respective plans and operations. Planning and resource agencies also have been integral to the process. CMAP and DuPage County helped in several technical aspects of the study. Both agencies assisted in the identification of transportation projects to be included in the No-Action Alternative. Also, these agencies provided assistance in the

methodology used to develop 2030 population and employment forecasts specific to the No-Action Alternative. The resources agencies – USACE, USFWS, IDNR, USEPA, and others – have partnered with the project sponsors from the beginning to guide the study through the three NEPA/404 concurrence points, and the analytical process used to measure natural and socioeconomic impacts. The overall result has been a successful, stakeholder-driven process and the identification of a preferred alternative that has received almost complete support across the many communities and stakeholders in the study area.