

## APPENDIX D

# List of Letters

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**TABLE D-1**  
List of Federal Agency Letters

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



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

RECEIVED  
NOV 14 2007  
FEDERAL HIGHWAY ADMINISTRATION  
ILLINOIS DIVISION

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



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

Illinois Division

November 9, 2007

3250 Executive Park Drive  
Springfield, Illinois 62703

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

In Reply Refer To:  
HPER-IL

Dear Mr. Klima:

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

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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.

**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

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- Does not intend to submit comments on 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



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.

**MOVING THE  
AMERICAN  
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;
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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. Hamm, 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-II

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.

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MOVING THE  
**AMERICAN**  
**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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Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller  
Environmental Programs Engineer

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

cc:

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



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

**Illinois Division**

November 9, 2007

3250 Executive Park Drive  
Springfield, Illinois 62703

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

In Reply Refer To:  
HPER-IL

Dear Ms. Simon:

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

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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.

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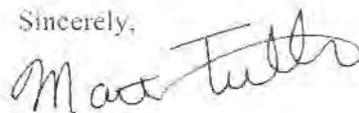
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Sincerely,



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

**MOVING THE  
AMERICAN  
ECONOMY**

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

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

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
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.

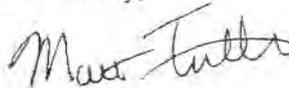
Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to December 10, 2007. If your agency declines to be a participating agency, the response should state your reason for declining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

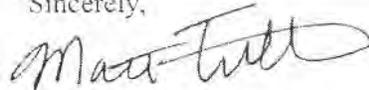
Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to December 10, 2007. If your agency declines to be a participating agency, the response should state your reason for declining 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 1 Engineer



U.S. Department  
of Transportation

**Federal Highway  
Administration**

**Illinois Division**

November 9, 2007

3250 Executive Park Drive  
Springfield, Illinois 62703

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

In Reply Refer To:  
HPER-IL

Dear Mr. Cooper:

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

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



U.S. Department  
of Transportation

**Federal Highway  
Administration**

Illinois Division

November 9, 2007

3250 Executive Park Drive  
Springfield, Illinois 62703

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

In Reply Refer To:  
HPER-IL

Dear Mr. Isoe:

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

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:

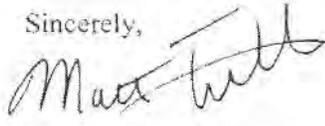
1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate; and
3.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

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

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

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

Thank you for your cooperation and interest in this project.

Sincerely,  


Matt Fuller  
Environmental Programs Engineer

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

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



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

**Illinois Division**

November 9, 2007

3250 Executive Park Drive  
Springfield, Illinois 62703

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 1 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 Reuss Fell".

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

DEC 5 2007



Transportation  
Security  
Administration

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

RECEIVED  
DEC 10 2007  
ILLINOIS  
DIVISION

Dear Mr. Fuller:

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

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

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

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

I hope this information is helpful.

Sincerely yours,

  
Charlotte Peed  
Acting General Manager for Airports  
Transportation Sector Network Management

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



# United States Department of the Interior

National Park Service

Midwest Region  
601 Riverfront Drive  
Omaha, Nebraska 68102-4226



DEC 05 2007

ER-07/0943

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

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

Dear Mr. Stoner:

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

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

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

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

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



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

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

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

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

We appreciate the opportunity to provide these comments.

Sincerely,



Ernest Quintana  
Regional Director

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



## United States Department of the Interior

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

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

February 5, 2008

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

Dear Mr. Harmet:

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

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

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

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

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

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

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

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

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

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

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

Mr. Peter E. Harmet

3

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

Sincerely,

John D. Rogner  
Field Supervisor



FEMA

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

FEB 7 2008

BUREAU OF PROGRAMS  
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,

A handwritten signature in cursive script that reads "Terry Rouss Fell". The signature is written in black ink and is positioned above the typed name.

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



U.S. Department  
of Transportation

**Federal Highway  
Administration**

Illinois Division

3250 Executive Park Dr.  
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

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

Dear Mr. Barrett:

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

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

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

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

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

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

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

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

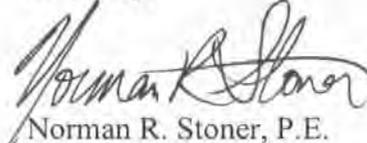
1. Provide meaningful and early input on defining the project's purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. Participate in coordination meetings and joint field reviews, as appropriate;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

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

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

Thank you for your cooperation and interest in this project.

Sincerely,



Norman R. Stoner, P.E.  
Division Administrator

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



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

Illinois Division

3250 Executive Park Dr.  
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

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

Dear Mr. Buffalo:

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

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

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

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

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

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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:

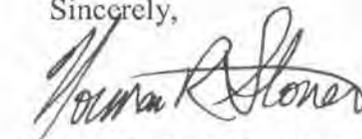
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Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a participating agency and a consulting party prior to March 17, 2008. Pursuant to SAFETEA-LU Section 6002, a non-Federal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

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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:

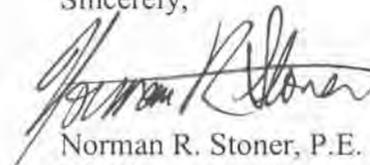
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Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a participating agency and a consulting party prior to March 17, 2008. Pursuant to SAFETEA-LU Section 6002, a non-Federal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



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

Illinois Division

3250 Executive Park Dr.  
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

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

Dear Mr. Froman:

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

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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:

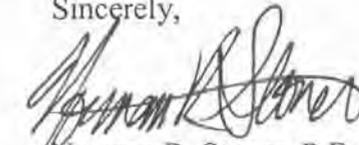
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Thank you for your cooperation and interest in this project.

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

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

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

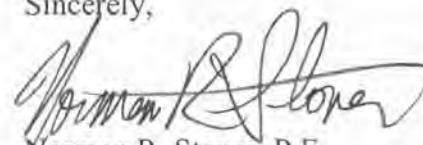
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Thank you for your cooperation and interest in this project.

Sincerely,



Norman R. Stoner, P.E.  
Division Administrator

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



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:

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

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

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

Thank you for your cooperation and interest in this project.

Sincerely,



Norman R. Stoner, P.E.  
Division Administrator

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



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

Illinois Division

3250 Executive Park Dr.  
Springfield, IL 62703

February 13, 2008

Refer To: HDA-IL

Mr. John 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.

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 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:

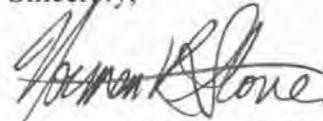
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Sincerely,



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

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:

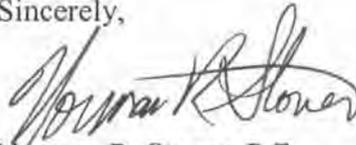
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Thank you for your cooperation and interest in this project.

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

Dear Mr. Pilcher:

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

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

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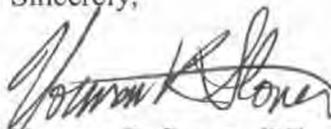
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Thank you for your cooperation and interest in this project.

Sincerely,



Norman R. Stoner, P.E.  
Division Administrator

cc: Mr. Eric Harm, Division of Highways, IDOT  
Ms. Diane O'Keefe, Region One, IDOT  
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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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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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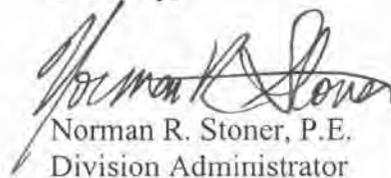
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Thank you for your cooperation and interest in this project.

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. 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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Thank you for your cooperation and interest in this project.

Sincerely,



Norman R. Stoner, P.E.  
Division Administrator

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

## Participating Agencies Responses

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



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

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

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

March 6, 2008

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



Dear Mr. Harmet:

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

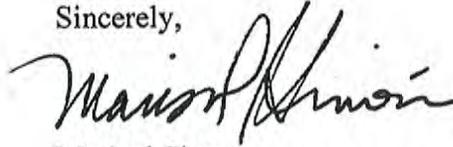
As you know, the study area of the EO-WB has an extensive collection of transportation routes. These include three Metra Rail lines; the Chicago Transit Authority Rail Blue Line; and various PACE Bus routes. Also of note is the Metra Star Line New Starts analysis that is currently taking place. If approved,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

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

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

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

Sincerely,

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

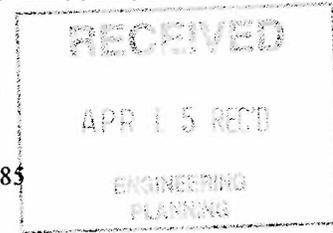
Marisol Simon  
Regional Administrator

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



## United States Department of the Interior

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



IN REPLY REFER TO:  
FWS/AES-CIFO

April 10, 2008

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

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

Dear Mr. Harm and Ms. LaPorte:

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

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

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

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

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

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

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

Sincerely,

A handwritten signature in black ink that reads "John D. Rogner". The signature is written in a cursive, flowing style.

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

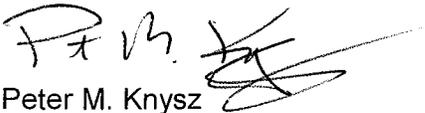
most likely to occur. The Illinois Department of Natural Resources (IDNR) provided information on State-listed species within the study area; the eastern massasauga was not included in this information. We understand that IDNR may have updated their database, and we are in the process of obtaining relevant 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



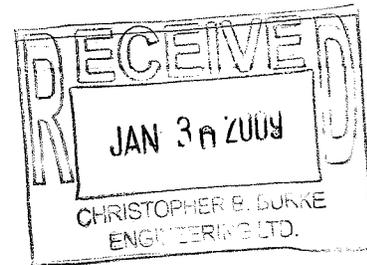
## United States Department of the Interior

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.

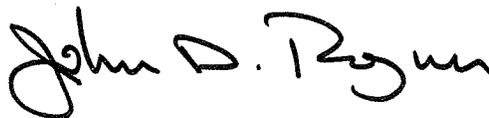
When more definitive routes for this proposed project are decided, we recommend that you submit them to this office along with information on the quality of the wetlands that may be impacted, for a more thorough review.

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

DEPUTY WHIP

COMMITTEE ON WAYS AND MEANS

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OVERSIGHT

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[www.roskam.house.gov](http://www.roskam.house.gov)

**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.

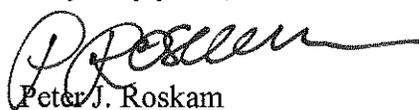
Not only would Alternative A have the greatest adverse impact on the adjacent residential community, it would also be the most damaging in terms of commercial/industrial structures and businesses taken. Alternative A eliminates a significant number of jobs and tax revenues in the Village of Bensenville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

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

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

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

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

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

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

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*NEPA/404 Merger Information Packet*

# **Elgin O'Hare – West Bypass Project**

## **Preferred Alternative Concurrence Point**

Prepared for  
**Illinois NEPA/404 Merger Group**

November 2009



**CH2MHILL**

# Introduction

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

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

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

December 12, 2007 - Scoping meeting.

January 11, 2008 - Supplementary scoping meeting.

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

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

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

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

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

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

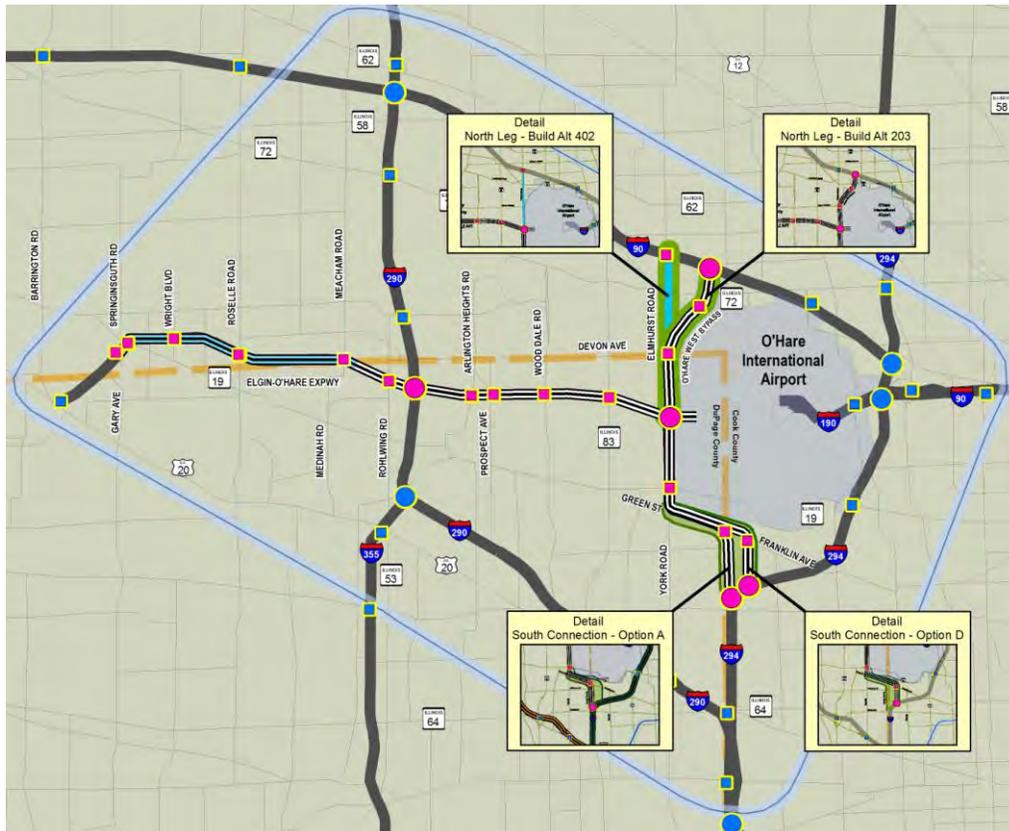
October 5, 2009 – Meeting with USACE, USEPA, and USFWS to discuss the findings of the Draft EIS, and to discuss the process for identifying the preferred alternative and expectations for the Tier Two process.

## Alternatives Carried Forward

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

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

**Alternatives Carried Forward**



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

**Elgin O’Hare Expressway**



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

**O’Hare West Bypass**



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

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

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

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

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

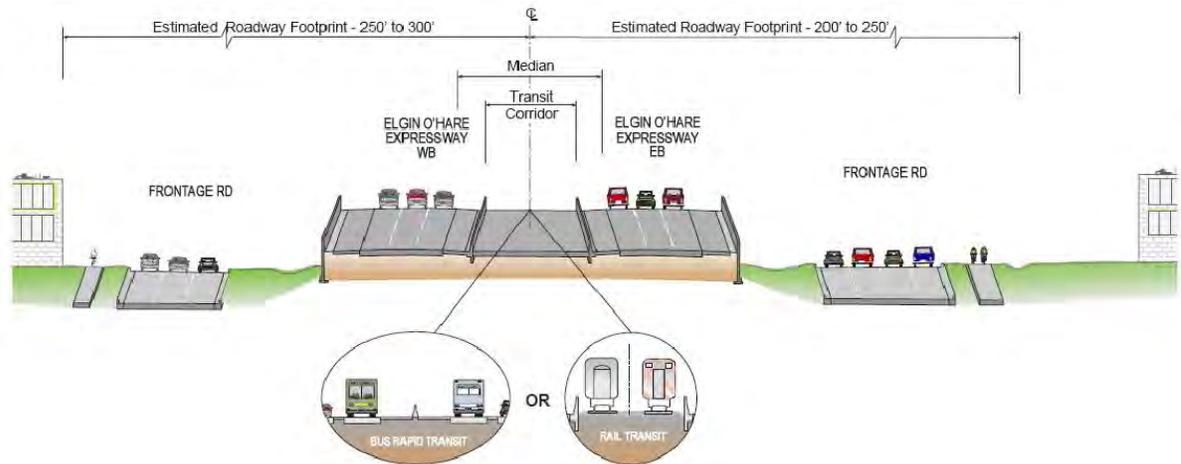
Considerable effort was made during the process to develop transit and non-motorized improvements as part of the overall plan for the area. These improvements are common to both roadway alternatives described above. Proposed transit improvements include commuter rail service, rail or bus rapid transit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

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

**Alternative 402**



## Median Reservation for Transit



## Selection of the Preferred Alternative

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

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

### South Bypass Connection Options

#### Design Performance

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

#### Travel Performance

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

## Environmental Impacts

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

**TABLE 1**  
Environmental Consequences of Options A and D

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

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

## Social Impacts

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

**TABLE 2**  
Socio-economic Consequences of Options A and D

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

## Stakeholder Input

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

## Conclusion

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

## Alternatives 203 and 402

### Travel Performance

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

**TABLE 3**  
Build Alternatives Systemwide Travel Performance Comparisons

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

### Environmental Impacts

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

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

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

**TABLE 4**  
Summary of Environmental Consequences

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

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

### Socioeconomic Impacts and Costs

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

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

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

**TABLE 5**  
Summary of Socioeconomic Impacts and Benefits

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

### Stakeholder Input

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

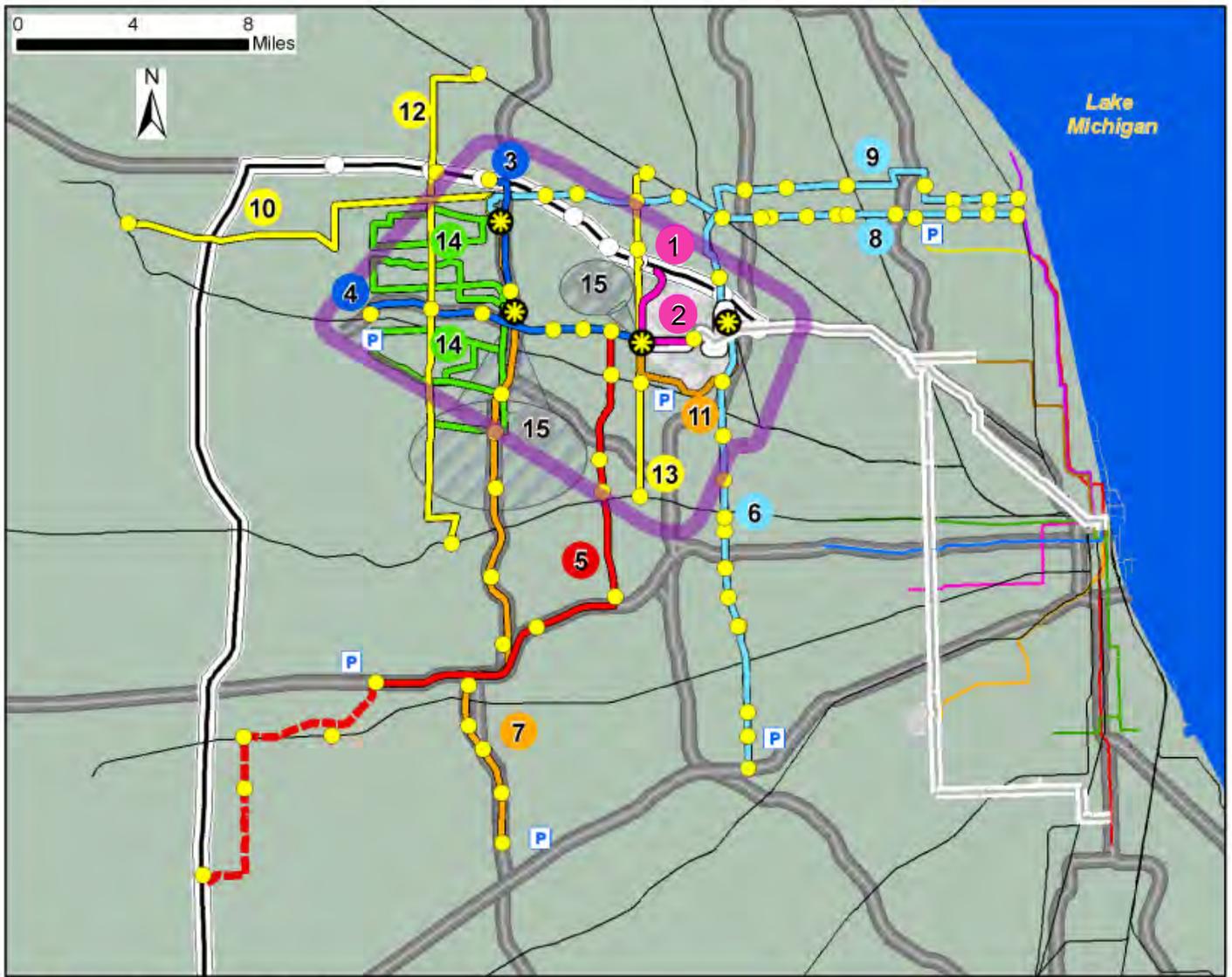
on the Draft EIS, with virtually all comments relevant to details that should be addressed in the Tier Two document. No comments require reconsideration of the range of alternatives considered or the technical analyses contained in the document. The USEPA assigned a rating of “Lack of Objections” to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

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

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

## Conclusion

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



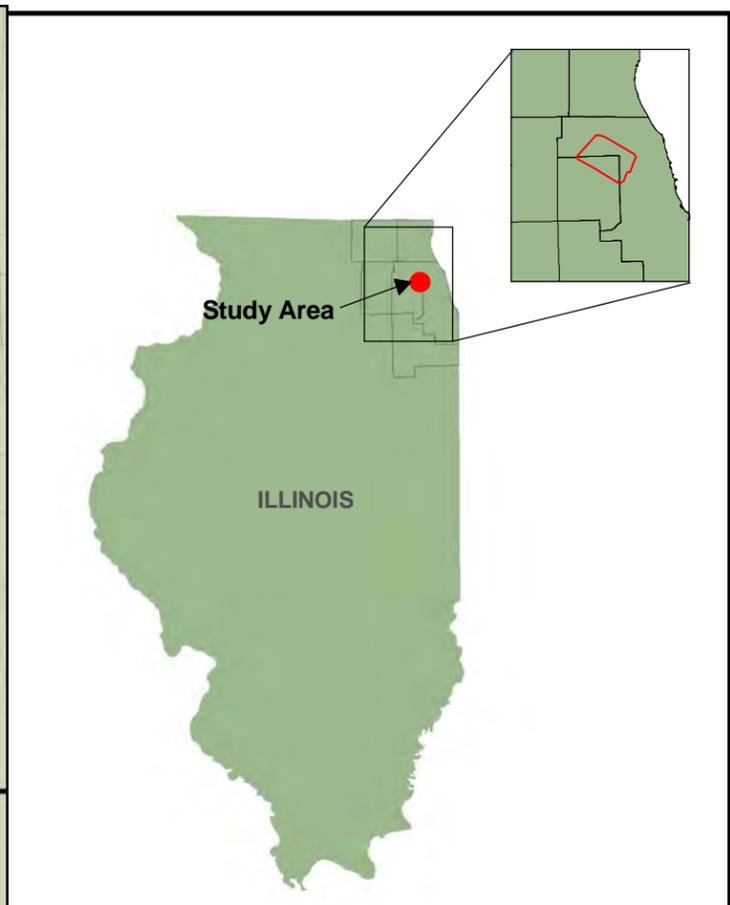
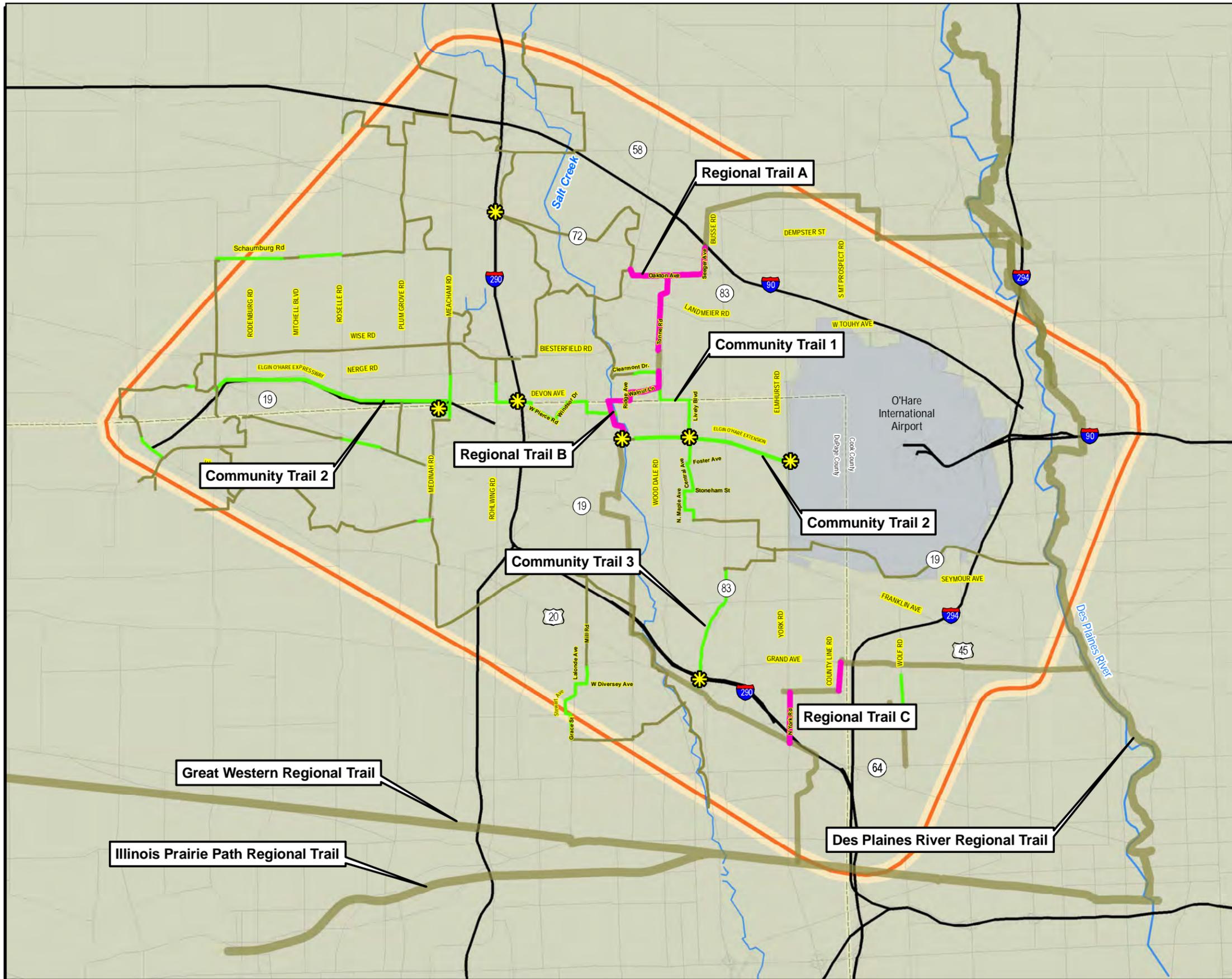
**Corridor Name (Mode)**

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

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

**Exhibit 1**

Transit Elements Proceeding to Level Three Screening



**Legend**

- Study Area
- Metra Station
- Existing and Planned Community Trails by Others

**Proposed EO-WB Community Trail Improvements**

- Community Trail Improvements
- Regional Trail Improvements
- Bicycle/Pedestrian Connector Crossings Improvements

**Exhibit 2**  
Bicycle/Pedestrian Improvements





South Bypass Connection Option D



South Bypass Connection Option A



**Exhibit 4**  
South Bypass Connection  
Options A and D

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

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

**To:** Fuller, Matt (FHWA)

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

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

Steve Hamer

Division of Ecosystems and Environment

One Natural Resources Way

Springfield, Illinois 62702-1271

Phone: 217-785-4862

Fax: 217-524-4177

No Concerns  
JEP Nov. 23, 2009

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NEPA/404 Merger Information Packet

# Elgin O'Hare - West Bypass Project

## Preferred Alternative Concurrence Point

# CONCUR

By: *Jan E. Haas*  
Deputy State Historic Preservation Officer

Date: Alternative 203 (pt. D) 12/9/09

Prepared for  
Illinois NEPA/404 Merger Group

November 2009



ELGIN O'HARE  
WEST BYPASS

**CH2MHILL**

ILLINOIS DEPARTMENT OF TRANSPORTATION

---

**From:** Shawn\_Cirton@fws.gov [mailto:Shawn\_Cirton@fws.gov]  
**Sent:** Tuesday, December 15, 2009 12:45 PM  
**To:** Matt.Fuller@dot.gov  
**Cc:** kathy.g.chernich@lrc02.usace.army.mil; westlake.kenneth@epa.gov; kamke.sherry@epa.gov; Haaker, Anne; Allison, James; Hamer, Steve; Savko, Terry; Zyznieuski, Walter G; Krall, Ronald D; Harmet, Pete E; Mike.Hine@dot.gov; Jon-Paul.Kohler@dot.gov; Janis.Piland@dot.gov; Jerry.Stevenson@dot.gov  
**Subject:** Re: Elgin O'Hare West Bypass - Request for Concurrence on Preferred Alternative

Matt,

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

Shawn

\*\*\*\*\*

Shawn Cirton  
Fish and Wildlife Biologist  
U.S. Fish and Wildlife Service  
Chicago Illinois Field Office  
1250 South Grove Avenue, Suite 103  
Barrington, IL 60010  
(847)381-2253 xt.19  
(847)381-2285 Fax  
[shawn\\_cirton@fws.gov](mailto:shawn_cirton@fws.gov)  
<http://midwest.fws.gov/chicago>

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

**From:** Savko, Terry [mailto:Terry.Savko@Illinois.gov]

**Sent:** Tuesday, December 22, 2009 10:14 AM

**To:** Fuller, Matt (FHWA)

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

Hi Matt,

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

---

**Terry Savko, Bureau of Land and Water Resources**

Illinois Department of Agriculture

State Fairgrounds, Springfield, IL 62794-9281

**217-785-4458** Fax 217-557-0993 [terry.savko@illinois.gov](mailto:terry.savko@illinois.gov)



REPLY TO  
ATTENTION OF:

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

**JAN 29 2010**

Technical Services Division  
Regulatory Branch  
LRC-2007-802

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

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

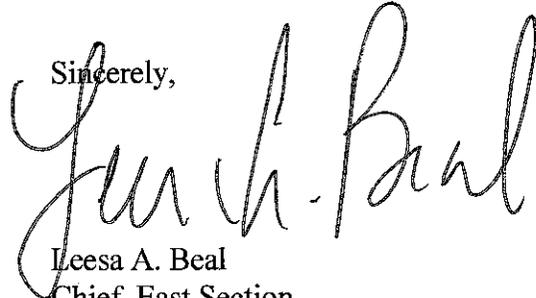
Dear Ms. O'Keefe:

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

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

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

Sincerely,

A handwritten signature in black ink that reads "Leesa A. Beal". The signature is written in a cursive style with a large initial "L" and "B".

Leesa A. Beal  
Chief, East Section  
Regulatory Branch

Copy Furnished

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



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**

REGION 5

77 WEST JACKSON BOULEVARD

CHICAGO, IL 60604-3590

FEB 02 2010

REPLY TO THE ATTENTION OF:

E-19J

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

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

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

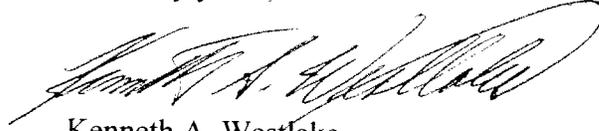
EPA previously reviewed the Draft Environmental Impact Statement (DEIS) for this project. The DEIS documents the transportation needs and analyzes multimodal transportation solutions for the project area. We previously provided concurrence with the project's purpose and need and with the range of alternatives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

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

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

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

Sincerely yours,

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

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