

TABLE D-3
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Village of Itasca

550 WEST IRVING PARK RD. ITASCA, IL 60143
PHONE: 630/773-0835 FAX: 630/773-2505
e-mail: mayor@itasca.com
www.itasca.com

DEPT. OF PROGRAMMING
RECEIVED
JUN 15 2007
DISTRICT 07

June 15, 2007

VIA FACSIMILE & U.S. MAIL

Mr. Peter Harmer, P.E.
Bureau Chief of Programming
Illinois Department of Transportation
Division of Highways - District One
201 West Center Court
Schaumburg, IL 60196-1096

RE: Thorndale Avenue & Cherry Street
Itasca, Illinois

Dear Mr. Harmer:

Please accept this letter as a follow-up to your correspondence to Mr. Edward Zak of SEC Group, Inc., dated May 21, 2007 and phone conversation of several weeks ago with Village Engineer Al Stefan and Village staff. As was discussed at that time, the Village of Itasca is seeking confirmation of the required access between the existing Cherry Street right-of-way and Thorndale Avenue, east of Interstate 290 and west of Arlington Heights Road. The access is required to service the proposed Hidden Oaks development west of Cherry Street as well as the approved five-story office development proposed for the vacant parcel immediately east of the Cherry Street right-of-way.

Pursuant to a request from the Village of Itasca, owners of both properties agreed to share access to Thorndale within the Cherry Street right-of-way in lieu of multiple individual curb-cuts at Thorndale Avenue. The Village of Itasca initiated the request for access to Thorndale at Cherry Street and supports its construction for the following reasons:

- The single restricted access point at Cherry Street can be utilized in lieu of three separate access drives onto Thorndale Avenue (a single access for the office building and an additional two existing curb-cuts on the Hidden Oaks property)
- Connection of either the office or residential developments to Arlington Heights Road through Theodore Lane is not a viable option as a section of the south portion of the Cherry Street right-of-way was vacated and a private parking lot has since been constructed upon the property (see attached Exhibit 1).

Mr. Peter E. Harmet
June 15, 2007
Page 2 of 2

- The five-story office development with zoning approval proposed for the parcel immediately east of Cherry Street requires some access to Thorndale Avenue, ideally shared with the adjacent development at the proposed intersection of Cherry Street and Thorndale Avenue. (see attached Exhibit 2)
- It is my understanding that the proposed access at Cherry Street and Arlington Heights Road and proposed developments immediately east and west of Cherry Street are located outside the proposed right-of-way of the Elgin-O'Hare Expressway.

Please consider the additional information provided above as a supplement to previous correspondence directed to you regarding this access. Please feel free to contact Village Administrator, David Williams at (630)773-5575 or Village Engineer, Al Stefan at (815)482-9150 should you have any questions or concerns or should you require any additional information. Thank you for your assistance and attention to this matter.

Very truly yours,

VILLAGE OF ITASCA

Claudia "Gigi" Gruber
Village President

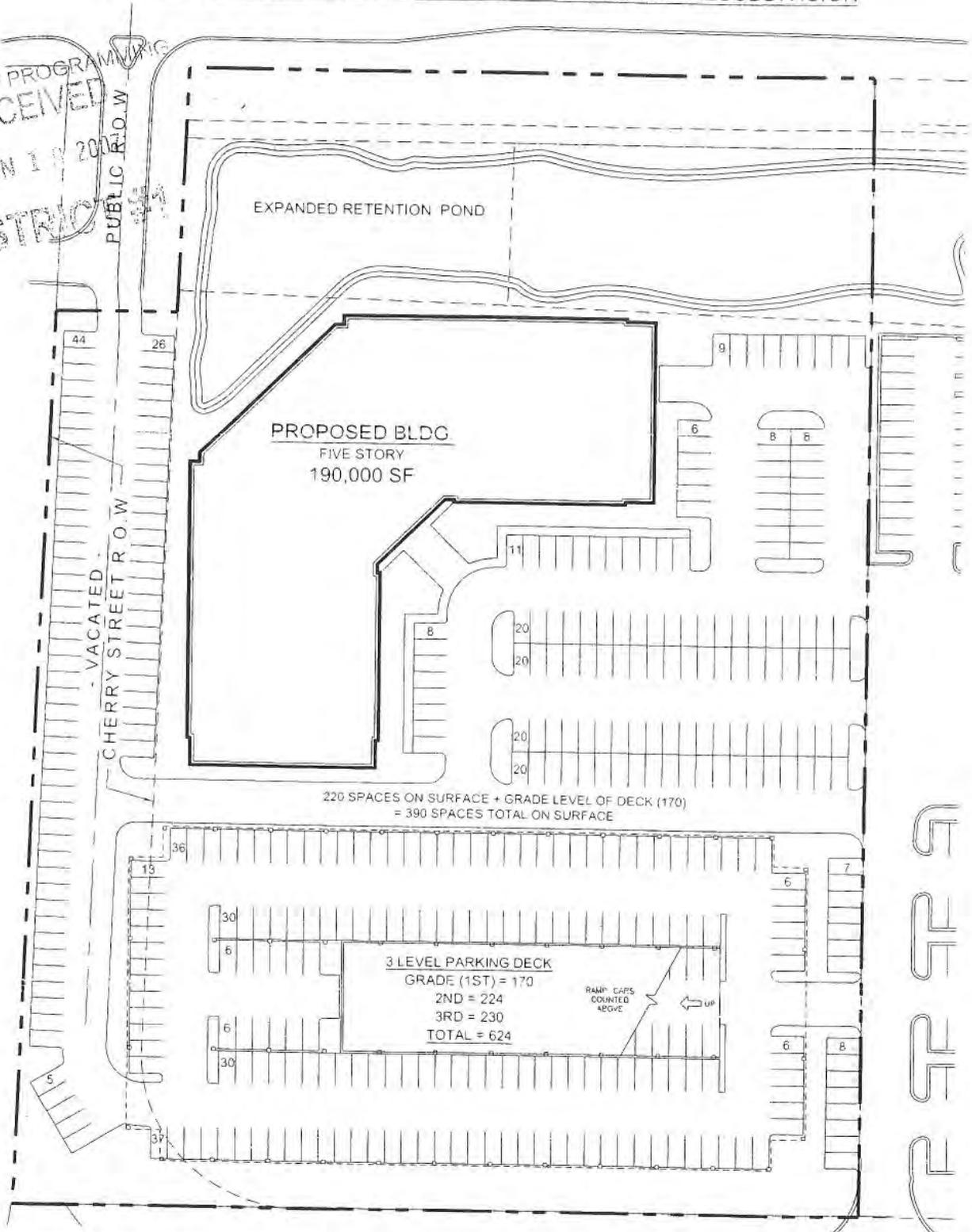


By:
Nicole P. Aranas
Director of Community Development

cc: David Williams, Village Administrator
Al Stefan, Village Engineer
Mr. John Kos, DuPage County Department of Transportation
Mr. Robert Kolar, DuPage County Department of Transportation

DEVELOPMENT SITE - LOT 1 - ARLINGTON THORNDALE RESUBDIVISION

RECEIVED
 JUN 11 2007
 DISTRICT



APPROVED DEVELOPMENT FOR - LOT 1
 APPROVED 5 STORY BUILDING = 190,000 SF
 APPROVED 3 LEVEL PARKING DECK

REVISED SITE PLAN - LOT 1
 PROPOSED BUILDING
 100 x 380 = 38,000 SF
 5 STORY = 190,000 SF
 @ 4/1000 = 730 SPACES REQUIRED

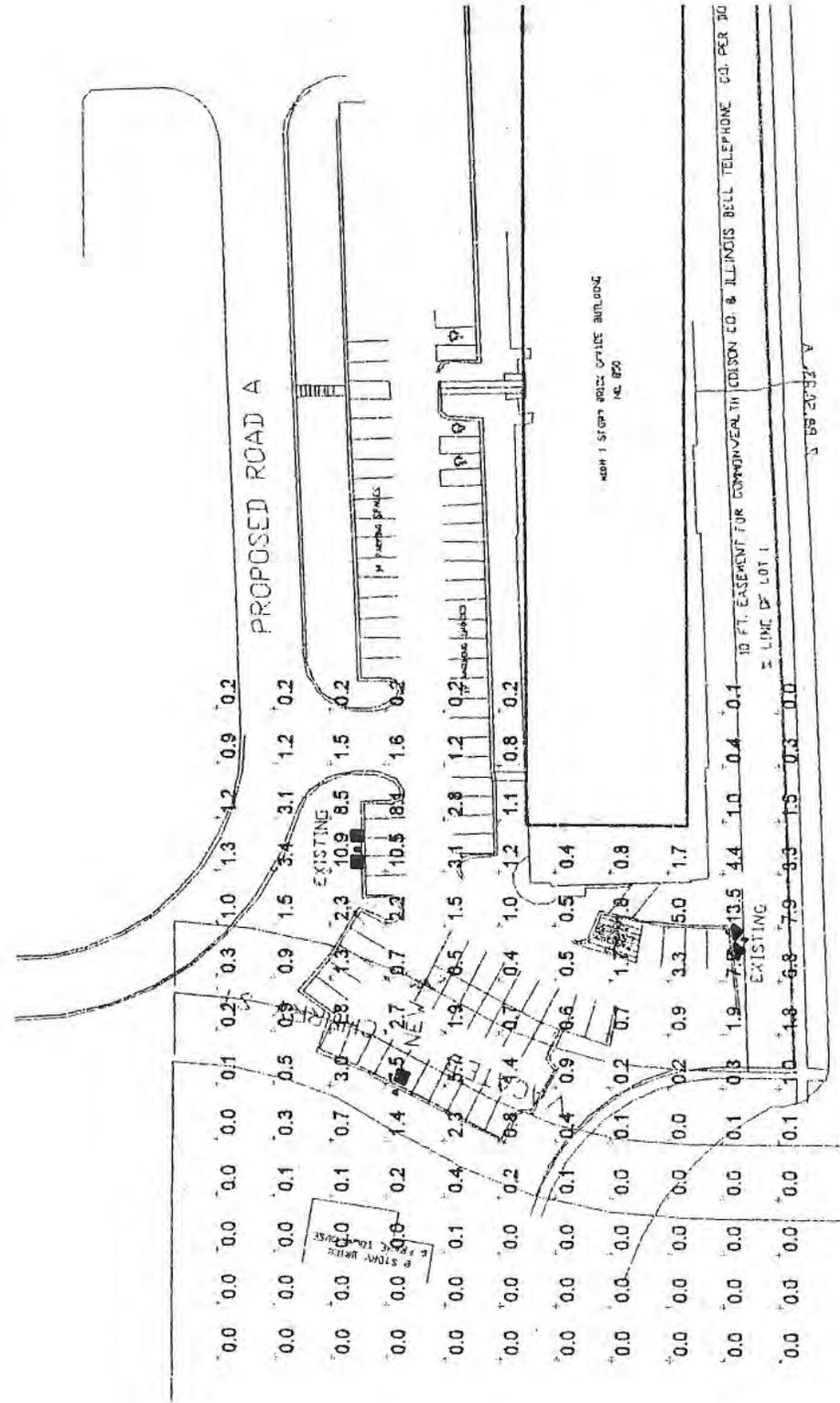
PARKING
 844 SPACES TOTAL
 MINUS 88 EXISTING / COMMITTED
 756 SPACES - 16 HC SPACES = 740
 TOTAL PROVIDED = 740 (INCL. 16 HC)
 = 4.06 /1000 ACTUAL RATIO

LUMINAIRE SCHEDULE

Symbol	Label	Qty	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts
■	A	1	CIM-400-MH-XX-3S	MEDIUM ARCHITECTURAL AREA LUMINAIRE - TYPE III DISTRIBUTION	400-WATT CLEAR ED-28 METAL HALIDE	CIM40M3S.IES	36000	1.00	400
■	C	1	CIM-400-MH-XX-3S	MEDIUM ARCHITECTURAL AREA LUMINAIRE - TYPE III DISTRIBUTION	400-WATT CLEAR ED-28 METAL HALIDE	CIM40M3S.IES	36000	1.00	800
■	D	1	CIM-400-MH-XX-3S	MEDIUM ARCHITECTURAL AREA LUMINAIRE - TYPE III DISTRIBUTION	400-WATT CLEAR ED-28 METAL HALIDE	CIM40M3S.IES	36000	1.00	800

NOTES

1. THE SINGLE HEAD POLE IS THE ONLY NEW POLE TO THIS PARKING LOT EXPANSION. BOTH TWO HEADED POLES ARE EXISTING.
2. THE NEW PARKING LOT AREA IN QUESTION IS THE AREA THROUGH VACATED CHERRY STREET. THE REMAINING PARKING LOT IS EXISTING.





City of Chicago
Richard M. Daley, Mayor

O'Hare Modernization Program

Rosemarie S. Andolino
Executive Director

P.O. Box 66848
10510 W. Zemke Road
Chicago, Illinois 60666

(773) 462-7300
(773) 462-8552 (FAX)

<http://www.oharemodernization.org>

November 16, 2007

Mr. Charles F. Tokarski, P.E.
County Engineer
421 N. County Farm Road
Wheaton, IL 60187

2007 NOV 26 AM 9:26

Re: CH8/York Road and Illinois 19 Grade Separation
At CPRR/Relocated UPRR
Section 05-00171-01-ES

Dear Mr. Tokarski:

This is in response to your letter dated October 9, 2007 wherein you requested updated information on the City's intentions/progress with regard to the "east leg" (UPRR rail grade separation of Irving Park Road) of the Intersection Project.

As you are aware, the City of Chicago is committed to a site development schedule that would relocate the UPRR as depicted in Alternate 1-4.1 before mid 2010. Based on our understanding of the County's schedule for the intersection improvements at York and Irving Park Roads, the UPRR relocation should occur in advance. Therefore, it would be the first bridge to be implemented for the overall Intersection Project and the relocation of the CPRR.

The OMP has been studying the implementation of the overall improvements to the intersection in two distinct projects. This will require raising the elevation of the present configuration of Alternate 1-4.1 to allow the construction of the UPRR grade separation at this location without impacting the current at-grade railroad crossing of the CPRR at the intersection of York and Irving Park Roads.

Further, the revised profiles for the railroad and the depressed road will avoid the need for a pump station and therefore rely on gravity flow for storm drainage.

The City has coordinated with UPRR on the proposed railroad grade change from 0.30% to the current 0.47%. We have received a verbal approval in principle from UPRR. This approval is subject to their review of additional information recently requested (compensated grade calculations, V/L at the vertical curves). We anticipate receiving a formal approval from UPRR on the modified alignment parameters by the end of November of 2007.



Richard M. Daley, Mayor

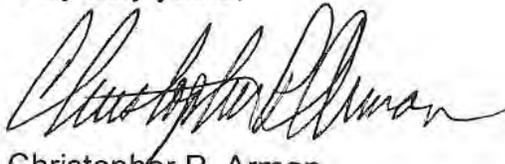


The City has also coordinated with the Federal Aviation Administration (FAA) regarding an increase in the proposed end elevation of Runway 10R/28L to accommodate the proposed elevated UPRR railroad profile. The OMP has studied this change to the airfield and proven that it is feasible to raise the west end of Runway 10R/28L enough to compensate for the raised elevation of the roadway and rail. The OMP vetted the revised runway geometry with the FAA and confirmed its feasibility. The FAA has raised no objections to this proposed change.

The City will advise your office as soon as we are in receipt of an official approval from UPRR. The City is prepared to proceed expeditiously in implementing the "east leg" portion of the Intersection Project and will coordinate with IDOT in securing a permit for the project.

The OMP is looking forward to working with your agency in getting this project to a successful completion. Should you have any questions or comments in the material included herein, please do not hesitate to call me directly at (773) 462-7311.

Very truly yours,

A handwritten signature in black ink, appearing to read "Christopher P. Arman". The signature is fluid and cursive, written over a light blue horizontal line.

Christopher P. Arman
Deputy Director, OMP



Village of Itasca

550 WEST IRVING PARK RD. ITASCA, IL 60143
PHONE: 630/773-0835 FAX: 630/773-2505
e-mail: mayor@itasca.com
www.itasca.com

December 7, 2007

2007 DEC 10 P 12:34
ILLINOIS DEPARTMENT OF TRANSPORTATION

VIA FACSIMILE & U.S. MAIL

Secretary Milton Sees
Illinois Department of Transportation
2300 Dirksen Parkway
Springfield, IL 62764

RE: Western Access to O'Hare Airport

Dear Secretary Sees:

On behalf of the Village of Itasca, I would like to thank you for taking time to meet with our Village Administrator, David Williams, and me on the topic of Western Access to O'Hare International Airport. This issue is of preeminent importance to the Village of Itasca given that the potential impacts of western access upon the Village, its businesses and residents are far-reaching and immense.

Although we were unable to discuss some of our specific local concerns during our meeting, a summary of Itasca's local issues follows below. Additionally, an exhibit bearing an aerial photograph of the project limits within Itasca and highlighting these areas of concerns is attached hereto and was submitted to the Department and its consultants during the first open house for the Phase I engineering project.

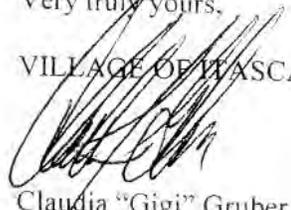
- **Direct Access to Hamilton Lakes** – The Chancellory at Hamilton Lakes Office Development is a regional employment center, consisting of nearly four hundred (400) acres, located immediately adjacent to I-290 and Thorndale Avenue. Hamilton Lakes possesses more than three million square feet (3,000,000 sq. ft.) of office and commercial space housing more than 10,000 employees and hundreds of businesses. At complete buildout, this development will contain up to an additional three and one half millions square feet (3,500,000 sq. ft.) of office and commercial space with potential for an additional 30,000 vehicles per day. Maintaining direct and convenient access to and from this development will be critical to the vitality of the local and regional economy.
- **Light Rail** – Future planning and design of roadway improvements should provide for multiple modes of transportation, specifically light rail. Roadway improvements should be designed to accommodate future transit within the median and transit stations to service the businesses and residents of the Village of Itasca within or in proximity to the Hamilton Lakes development along Thorndale Avenue.

- **Access at Rohlwing Road (IL Rt. 53)** – Rohlwing Road (IL Rt. 53) is the primary point of access for the many employees, businesses and commercial trucks and vehicles located within more than seven hundred (700) acres of adjacent industrial and manufacturing properties. The commercial trucks and vehicles within this area require functional and proper access to proposed roadway improvements. Without proper access to Rohlwing Road (IL Rt. 53), these vehicles will be forced to find alternative local routes to the expressway and the airport, resulting in local traffic conflicts, local congestion and accelerated wear and deterioration of local streets.
- **Quality of Life & Environmental Considerations** – Given the scope and magnitude of impacts from a possible expressway extension, every effort should be made to minimize potential negative impacts on the quality of life for local residential populations. The proposed expressway extension should be depressed below grade to minimize the impacts of sound and vibrations upon adjacent residential properties. Landscaping, noise walls, sight screens and other mitigating design elements should be incorporated into proposed improvements to preserve the local environment from adverse impacts.
- **Process and Coordination** – As key stakeholders, the Village of Itasca and local business partners request continued input and participation throughout the design and planning process as well as the coordination of planning, construction and design of roadway improvements with the City of Chicago, the O'Hare Modernization Program, other local agencies and interest groups.

Western access to O'Hare International Airport must be designed and planned as something more than just an expressway to the airport. Through careful consideration of local impacts and access, the development will represent tremendous opportunities for the Village of Itasca, local businesses, residents and the entire region. Thank you again for your time and attention to this very important matter. Please do not hesitate to contact me should you wish to discuss this matter in further detail.

Very truly yours,

VILLAGE OF ITASCA



Claudia "Gigi" Gruber
Mayor

cc: David Williams, Village Administrator
Diane O'Keefe, IDOT District 1 Engineer

Enclosure



Mayer
CRAIG B. JOHNSON

Village Clerk
ANN I. WALSH

Village Manager
RAYMOND R. RUMMEL

Village Trustees
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PATTON L. FEICHTER
JEFFREY C. FRANKE
SAMUEL L. LISSNER
JAMES P. PETRI
CHRIS PROCHNO

December 14, 2007

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways
Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196

Dear Ms. O'Keefe:

I am writing regarding the proposed "western access" expressway. Thank you for the information you forwarded to me from the U.S. Department of Transportation, Federal Aviation Administration (FAA).

Elk Grove Village is pleased that the FAA has acknowledged that the undeveloped, 300 foot wide set-a-side property fully contained on existing airport property, shown on the Airport Layout Plan (ALP) and approved by both the FAA and the Transportation Security Administration (TSA), can be used for the roadway/expressway construction purposes.

In addition, we are pleased to learn that plans for the construction of a roadway within this undeveloped set-a-side property can be completed by simply meeting the design criteria of the FAA and coordinating design and construction activities with the FAA, TSA and City of Chicago.

Given this widespread agreement on a non-destructive routing by means of the 300 foot wide set-a-side within the western boundary of the airport, Elk Grove Village urges IDOT to quickly approve the 300 foot wide set-a-side within the western boundary of the airport as the route for the proposed "Ring Road."

Further, with this widespread agreement on Chicago's proposed 300 foot wide set-a-side routing, we believe it is imperative for IDOT to settle on this route now — as opposed to prolonged consideration and debate on alternative routings that would route the Ring Road through Elk Grove's Business Park — destroying hundreds of millions of dollars of regionally important businesses.

Clearly, the most cost-effective alternative for the construction of roadway and rail improvements proposed along the west side of the airport is within the 300 foot set-a-side presently contained on airport property and shown on the approved ALP. It is foolhardy to construct an expressway that would destroy our Business Park when there is an agreed-upon route for an expressway and railway that can be constructed on vacant land, fully set-a-side for that purpose. The displacement of any Elk Grove business and associated jobs would be a travesty for both the State and the region considering the green grass, set-a-side alternative available for the transportation use.



D_3-10

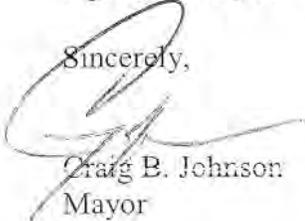


Finally, given the availability of this non-destructive 300 foot wide set-a-side routing it makes no sense to leave our Business Park in a years' long limbo of economic indecision. We urge IDOT to make the routing decision for the Ring Road now to utilize Chicago's 300 foot wide set-a-side.

We look forward to hearing back from you in the next few weeks to publicly state that the locally preferred alternative is the 300 foot set-a-side.

Again, thank you for providing such encouraging information to my community.

Sincerely,

A handwritten signature in black ink, appearing to read "Craig B. Johnson". The signature is fluid and cursive, with a large initial "C" and "J".

Craig B. Johnson
Mayor

c: Board of Trustees
Village Manager
Deputy Village Manager
Director of Engineering & Community Development



January 18, 2008

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways
Region One Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196

Dear Ms. O'Keefe:

Thank you for responding to our mutual desire to utilize the 300 foot set-aside green space property to address the western by-pass locally preferred alternative (LPA) process.

We fully understand the contact sensitive solution and locally preferred alternative analysis process work of the Elgin-O'Hare West Bypass task force. Elk Grove Village has participated in every meeting.

However, due to the obvious detriment to the region, we cannot support any plan for development as a locally preferred alternative that fails to fully utilize the 300 foot open space property – property that was left undeveloped in the O'Hare Master Plan (OMP) to mitigate the destruction of thriving businesses for mass transit and/or highway purposes. The 300 foot corridor exists for a purpose. That purpose must be part of any locally preferred alternative.

Any construction driven alternative alignment that fails to utilize this 300 foot set-aside green space corridor will needlessly result in the destruction of existing business. This in turn will result in many negative implications to the region. These negative consequences include the following:

- Significantly higher construction costs due to the need to acquire developed property currently selling at \$20 per square foot versus property set-aside and available at no cost;
- Elimination of a large number of existing businesses;
- Loss of high paying jobs that currently exist;
- Significant reductions in the property tax base that supports regional educational programs along with many other governmental services;
- Considerable loss in associated business funding to the State and local governments including lost income taxes, sales taxes, food and beverage taxes, and real estate transfer taxes; and
- Finally, a loss of funding for mass transit both in terms of lower ridership/farebox recovery as well as sales taxes that fund mass transit services.

These negative implications are extremely serious to the region and they cannot be ignored while we work through the LPA process. A cost-benefit analysis of the utilization of the 300 foot green corridor versus purchasing/destroying/and constructing any alternative within developed areas demonstrates why the 300 foot corridor is the locally preferred alternative, regardless of which alternative (short of nothing) is ultimately selected as the LPA.

Mayor
CRAIG B. JOHNSON

Village Clerk
ANN I. WALSH

Village Manager
RAYMOND R. RUMMEL

Village Trustees
NANCY J. CZARNIK
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CHRIS PROCHNO



We all realize that the 300 foot green space corridor does not have termini to either I-90 or I-294, and that a give and take process will occur regarding recommendations for construction in those developed corridors. However, there is no need to compound this politically charged and technically complicated issue. The additional complications are easily avoided by indicating that the 300-foot green space, set-aside corridor will be utilized in addition to whichever corridor is selected for the north-south termini connections.

We fully expect that usage of the 300 foot green space will be the Illinois Department of Transportation's intended objective through the contact sensitive solution process. We need to use as much undeveloped, set-aside, green space land as possible to achieve the I-90 to I-294 connection. This is the only reasonable solution to benefit the region.

With the obvious benefits of utilizing the green corridor, why not make that green corridor the locally preferred alternative now? The failure to do so needlessly concerns government leaders from schools to mass transit, and it frightens property owners, business owners, and business employees in the area.

Many businesses within the study's north-south corridor are highly concerned with the outcome of your study. All that we request is that the 300-foot set-aside corridor be recommended now as the locally preferred corridor regardless of the final selected transit alternative. IDOT can then give its assurance to us that we have been seeking: that any mass-transit or highway improvements will be constructed on existing O'Hare property specifically set-aside for that purpose in the plan approved by the FAA.

I look forward to your expeditious review and hearing back from you in the next couple weeks.

Sincerely,



Craig B. Johnson
Mayor

c: Board of Trustees
Village Manager
Deputy Village Manager
Director of Engineering & Community Development
Director of Health & Community Services



VILLAGE OF BENSENVILLE

Village Board

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John C. Geils

Trustees
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Patricia A. Johnson
Hank Mandziara
Marianne Trakowski
John "Jeff" Williams

Village Manager
James A. Johnson

May 19, 2008

JOHN C. MURILLO
737 W MEMORIAL ROAD
BENSENVILLE, IL 60106

Dear Bensenville Resident or Business Owner:

Public Hearing
Re: Irving Park/York Road Intersection Improvement
Thursday, May 29, 2008
3:00 PM to 7:00 PM
Monty's Banquets
703 S. York Road
Bensenville, Illinois 60106

Next Thursday May 29, 2008 from 3: 00 PM to 7:00 PM at Monty's Banquets in Bensenville, the DuPage County Division of Transportation will hold a public hearing on the proposed modifications to the York Road and Irving Park Intersection, and the adjoining railroad crossing. As you may recall, this project has been financed by a combination of the Illinois Department of Transportation, DuPage County and the City of Chicago, and has been under study for several years.

The Village of Bensenville was asked to participate in the study process, by regularly attending meetings, making recommendations and commenting on the various alternatives, as they were proposed. This placed us in a difficult position because it assumes that whatever alternative that comes out of the process has our endorsement.

Nevertheless, at the insistence of Christopher Burke Engineering, the prime contractor on the project, the Village had several staff members involved in the process and the meetings, in order to protect the interests of you – the residents of Bensenville.

As a result, public input is being sought on an alternative that has been greatly modified from the one originally proposed by Chicago as part of the O'Hare Modernization Program (OMP.) Chicago's plan would have required additional taking of land west of York Road (including some homes, potentially) and rendered the intersection useless

The current proposal keeps all of the development and expansion east of York Road and maintains the existing curb line west of the intersection along York and Irving Park Roads.

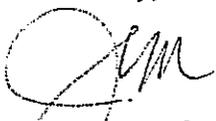
This saves the Shell station, Walgreen's, the other businesses along Irving Park, and most importantly, **requires no additional residential acquisition west of York Road!** This includes all of the homes along the 100 block of south York Road and the Town Center Condominiums – **these properties are not touched by this proposal.**

While there are positive aspects to this plan, we stop short of endorsing it. The recommended alternative calls for the construction of two train bridges over Irving Park Road. Irving Park Road would be lowered five feet at the railroad tracks and the existing Canadian Pacific railroad tracks would be raised approximately fifteen feet. A second bridge, about a block further east, would raise the Union Pacific railroad tracks, nearly an equal amount, allowing Irving Park to run beneath it. This would be done once UP tracks are moved from their existing location on the south end of the airport as part of O'Hare expansion.

Our official position is that we still prefer a solution which raises the existing Canadian Pacific railroad tracks over Irving Park Road at its current location, and does not acquire any additional property within Bensenville. We still maintain that the acquisition of this property and the relocation of the UP Railroad, are unnecessary, and that the full build out of the O'Hare Modernization Plan will never occur. After all, in the final analysis, there is no funding for any of these projects, beyond the design phase, and therefore it is highly unlikely that funding will be available in the foreseeable future.

We encourage you to attend this hearing, listen to the presentations, study the proposed plan and provide your comments, criticisms and insights. Rest assured that Village President John Geils and the Village Board of Trustees are doing everything in their power to insure your homes, businesses and property values are being protected.

Sincerely,



James A. Johnson
Village Manager

**FOR ADDITIONAL INFORMATION PLEASE CALL THE VILLAGE HALL AT
630-350-3399**



SMALL TOWN FEEL WITH A WORLD AT ITS TOUCH

BUREAU OF PROGRAMMING
RECEIVED

AUG 19 2008

DISTRICT #1

9526 WEST IRVING PARK ROAD
SCHILLER PARK, ILLINOIS 60176-1984
TELEPHONE 847 678-2550
FAX 847 671-3564

August 18, 2008

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

RE: Elgin O'Hare West Bypass Analysis

Dear Mr. Harmet:

This is a follow-up to our meeting on August 7, 2008. First, I would like to thank you, Larry Martin and Ron Krall for coming out to meet with us and discuss the various options. As we discussed, the Village of Schiller Park is very concerned about several of the options presented. These will be discussed in turn.

In regards to option "501", the Village believes this will be of limited value because the improvements only add lanes to existing roadways, without reducing the distance traveled, particularly for access to the southbound Tri-State Tollway. If the design calls for simply improving Irving Park Road west of Mannheim, such that it becomes the bypass route to the south, the Village would be concerned about the traffic impact on Irving Park Road to the east (through Schiller Park). Right-of-Way needs could cause economic damage to major properties on the south of Irving Park east of Mannheim. Otherwise, it would seem to have little direct impact on Schiller Park.

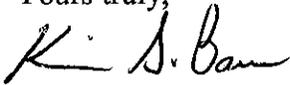
In regards to option "F", the negative impact on Schiller Park would be more expansive. It appears this route would take out some businesses on Mannheim Road, possibly impact the O'Hare Oasis (which provides tax revenue for Schiller Park) and impact Schiller Park and Franklin Park residents, particularly in the "Sexton Landfill" area. On a more global scale, it does not appear to be the most efficient access for southbound traffic to the Tri-State.

Option "G" is totally unacceptable to the Village. It appears it would take out all or most of the industrial area to the southwest of Irving Park and Mannheim. As a guess, this would take out millions of dollars in property value and hundreds of jobs. The loss of

property to the southeast of Irving Park and Mannheim would be even worse. The immediate intersection is planned for development, which would of course be lost. The Four Points Sheraton facility would be lost. This facility contains almost 300 rooms plus banquet facilities, and is responsible for hundreds of thousands of dollars in annual revenue to the Village. The loss of this property would be devastating. It also appears that a substantial portion of the residential neighborhood northeast of Irving Park and the Tri-State would be taken. Again, this would be a disaster for Schiller Park. Beyond these impacts, Option "G" seems the least efficient means of meeting the project objectives. It appears to be the most expensive to build, and is easily the worst option for providing access to the southbound Tri-State.

Again, thank you for meeting with us and allowing our input on these options. I hope you take our concerns into consideration as the process moves forward. If you have any questions regarding this correspondence or the Village's position, please feel free to contact me at (847) 671-8510.

Yours truly,



Kevin S. Barr
Village Manager

c: Mayor Montana
Paul Flood

BOARD OF COMMISSIONERS
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Cynthia M. Santos
Debra Shore
Patricia Young

Metropolitan Water Reclamation District of Greater Chicago

100 EAST ERIE STREET CHICAGO, ILLINOIS 60611-3154 312-751-5600

Joseph P. Sobanski, P.E.
Chief Engineer

September 18, 2008

312-751-7905 FAX 312-751-5681

Mr. Peter Harmet, P.E.
Chief, Bureau of Programming
ATTN: Mr. Ron Krall, P.E.
Illinois Department of Transportation, Division of Highways/District 1
201 West Center Court
Schaumburg, IL 60196-1096

BUREAU OF PROGRAMMING
RECEIVED
SEP 23 2008
DISTRICT #1

Subject: Elgin-O'Hare/West Bypass Project

Dear Mr. Harmet:

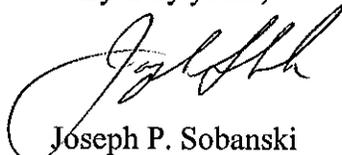
Reference is made to your task force meeting dated July 31, 2008, at Oak Meadow Golf Club, Addison, Illinois. At the referenced meeting, you presented alternatives being considered for the subject project, some of which would have an impact on District property and facilities. We are especially concerned about the following alternatives:

- North Connection, West Bypass, Alternatives C, D, E.
- South Connection, West Bypass, Alternatives F and G.

Also, for the North Connection, Illinois Route 83 Area, Alternative B, and the North Connection, West Bypass, Alternatives A and B, the District's lessee, the Mount Prospect Park District, would be affected.

We would like to discuss the alternatives in more detail in terms of potential construction and specific impacts on District facilities and property. Please contact Joe Schuessler, Principal Civil Engineer, at 312-751-3236, to schedule a meeting.

Very truly yours,


Joseph P. Sobanski
Chief Engineer

NV:AP:JMS

Village of Hanover Park

Municipal Building
2121 West Lake Street
Hanover Park, Illinois
60133-4398

630-372-4200
Fax 630-372-4215

Rodney S. Craig
Village President

Sherry L. Craig
Village Clerk

Marc G. Hummel
Village Manager

December 11, 2008



Ms. Diane O'Keefe, P.E., District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Dear Ms. O'Keefe:

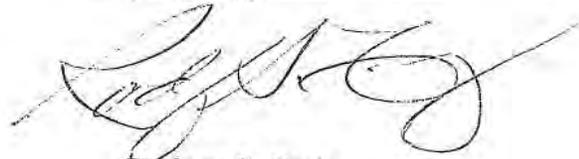
The Village of Hanover Park has been an active participant in the recent Elgin O'Hare – West Bypass project. This complex study analyzes an eastward extension of Elgin O'Hare Expressway coupled with transit, freight and pedestrian system improvements. The Village of Hanover Park understands the study boundary, on the west, is the west terminus of Elgin O'Hare Expressway at Lake Street in Hanover Park.

However, the 2030 traffic projections suggest substantial impact upon state, county and municipal roadways beyond the study area. For example, Lake Street, Irving Park Road, Greenbrook Boulevard/Stearns Road, Gary Avenue, Barrington Road/County Farm Road, Route 59 and local collectors are affected. Additionally, the advent of the Stearns Road Bridge across the Fox River increases east-west vehicle trips.

The Village is requesting IDOT undertake a separate regional study of the transportation system west of the Elgin O'Hare West Bypass study area. This proposed study will assist area communities in understanding the result of the west bypass improvements and aid communities in establishing long-term planning objectives. By copy of this letter to fellow area elected officials, I seek broader support for the proposed IDOT study.

I look forward to discussing this request with you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rodney S. Craig', written in a cursive style.

Rodney S. Craig
Village President

cc: Bartlett Village President Catherine Melchert
Streamwood Village President Billie Roth
Elgin Mayor Ed Schock
Illinois State Representative Fred Crespo
Illinois State Representative Randy Ramey
Illinois State Senator Michael Noland
Illinois State Senator John Millner

MGH:smk



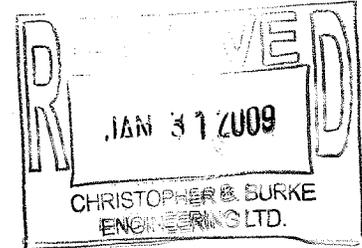
BENSENVILLE FIRE PROTECTION DISTRICT

500 S. York Road, Bensenville IL 60106
Non-Emergency (630) 350-3441 Fax (630) 350-3421

Chief Michael F. Spain

January 28, 2009

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



Mr. Knysz:

As you have requested, I am pleased to answer the questions posed to me relative to IDOT data collection for the Elgin O'Hara – West Bypass Study.

1. Location of fire stations and hospitals used:

Fire Station Locations:

Station 1 – Headquarters
500 South York
Station 2 – Sub Station
700 Foster

Hospitals:

Primary Hospital to receive patients

Elmhurst Hospital
200 North Berteau Avenue, Elmhurst,
Alexian Brothers Medical Center
800 Beasterfield Road, Elk Grove Village

Secondary Hospitals to receive patients

Loyola Medical Center, Maywood
Lutheran General Hospital, Park Ridge

2. What are the locations of the primary Routes:
Thorndale Drive, Devon Avenue, Hwy 83, Irving Park Road, Green Street, Grand Avenue, County Line Road, Church Road, York Road, Foster Avenue and Jefferson Street. (See attached map as outlined in orange)
3. What are the location of Secondary Routes:
See answer number 2. If one of the primary routes are blocked, then we simply adjust relative to which hospital the patient will be transported too. Most often the route taken as a primary back up both north and south is Hwy 83. This is do to the overpass at Irving Park Road.
4. What roads are avoided when possible (due to RR crossing, car and pedestrian Traffic, congested city centers):
See the map as marked as number 4 and in blue. The north, south roads avoided due to RR is York Road, Center Street, Addison Street and Church Road. When this happens our ONLY way to travel north and south is via Hwy 83 over Irving Park Road.
5. What is an acceptable response time:
By Federal (NFPA 1710) and State Fire and EMS (White Paper) regulations our primary response must be able to have a response time less then 6 minutes from the point of alert to arrival on scene. This is under normal weather conditions. Currently we have this ability within our Fire District to meet NFPA 1710 standard and the EMS White Paper of the early 1970's. Should all of our equipment be committed, we have mutual aid agreements with Elk Grove Village, Wooddale, Franklin Park, Leyden, Elmhurst, Addison, and Schiller Park.
6. What factors/obstacles influence how quickly responders can reach the emergency:
In addition to what as been addressed, travel directness do to roads not going through from north to south or east to west (Note industrial area in fire district number 2), road traffic congestion, speed limits. time of the day and day of the year (School starting and dismissing times), road congestion due to railroad transportation movement and rail cars modifications to the chain, and METRA RAIL.
7. Please provide a map of primary and secondary routes:
See the in closed map.

Page 3.

Lastly, if additional information is needed, please contact me.

Respectfully Yours:

A handwritten signature in black ink, appearing to read "Michael F. Spain". The signature is written in a cursive style with a large initial "M".

Michael F. Spain
Fire Chief



Mayor
CRAIG B. JOHNSON

Village Clerk
ANN I. WALSH

Village Manager
RAYMOND R. RUMMEL

Village Trustees
NANCY J. CZARNIK
PATTON L. FEICHTER
JEFFREY C. FRANKE
SAMUEL L. LISSNER
JAMES P. PETRI
CHRIS PROCHNO

March 2, 2009

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways/Region One Engineer
Illinois Department of Transportation
Division of Highways/District 1
201 West Center Court
Schaumburg, Illinois 60193-1093

Attention: Mr. Peter E. Harmet, P.E.
Bureau Chief of Programming

Subject: Elgin – O'Hare West Bypass
Existing Traffic Volume and 2030 Traffic Demand Data

Dear Mr. Harmet:

Once again the Village would like to thank you for the cooperation that IDOT has displayed in meeting and disseminating information regarding alternatives selection for the Elgin – O'Hare West Bypass roadways. During our February 13, 2009 meeting you distributed a packet of information that contained Finalist Roadway Alternatives Evaluation Results. The packet also contained several Traffic Demand exhibits which depicted the input and output traffic demand data for several Finalist Roadway Alternatives. Upon reviewing these exhibits, it is apparent that some of the existing average daily traffic (ADT) volume data which served as the input data for the travel demand modeling IDOT prepared was dramatically different than data the Village has acquired on area roadways. The Village also questions some of the results that the modeling produced. These data are critical factors in producing the measures of effectiveness by which the Finalist Roadway Alternatives are being compared, so it is important that they portray an accurate picture. The following are several comments and concerns the Village has regarding the traffic demand data:



- **Existing Traffic Data**

Elk Grove Village has conducted a number of traffic counts in the study area in conjunction with development of a Master Plan for the Elk Grove Business Park as well as several Federal-aid intersection and roadway improvements within the park. Attached for your information is an exhibit that was prepared for the Master Plan update which depicts Existing Average Daily Traffic volumes within the study area.

A comparison of the IDOT 2007 ADT volumes shown on the Traffic Demand exhibits distributed at the February 13th meeting to the Village's existing ADT volumes shows some significant differences. The following is a comparison of existing traffic volumes from the two exhibits:

Roadway	Location	IDOT Existing ADT	EGV Existing ADT
<i>Arlington Heights Rd.</i>	<i>N. of Devon</i>	<i>16,400</i>	<i>24,000</i>
<i>Arlington Heights Rd.</i>	<i>N. of Landmeier</i>	<i>26,900</i>	<i>36,500</i>
<i>Tonne Rd.</i>	<i>N. of Devon</i>	<i>10,800</i>	<i>18,500</i>
<i>Lively Blvd.</i>	<i>N. of Pratt</i>	<i>1,800</i>	<i>7,000</i>
<i>IL Route 83</i>	<i>N. of Thorndale</i>	<i>38,900</i>	<i>*48,300</i>
<i>IL Route 83</i>	<i>N. of Pratt</i>	<i>40,100</i>	<i>*50,400</i>
<i>Elmhurst Rd.</i>	<i>N. of Devon</i>	<i>28,400</i>	<i>*35,600</i>
<i>Landmeier Rd.</i>	<i>W. of IL Route 83</i>	<i>18,300</i>	<i>21,500</i>
<i>Devon Ave.</i>	<i>E. of Arlington Hts. Rd.</i>	<i>17,400</i>	<i>31,000</i>
<i>Devon Ave.</i>	<i>E. of IL Route 83</i>	<i>19,500</i>	<i>25,500</i>

**These volumes obtained from IDOT's website*

Overall, the IDOT existing ADT data is 20% to 30% less than the Village's ADT data or, in some cases, ADT data available from IDOT's own website. The Village understands that future scenario travel demand models are built upon an existing model that must first be calibrated to replicate existing volumes. If the existing volumes are inaccurate, then the future model forecasts will also be inaccurate. We believe the existing traffic volume data IDOT has used for the travel demand modeling does not reflect current traffic volumes.

- **2030 Baseline Traffic Demand Forecasts**

The 2030 Baseline (or Project No-Action) traffic demand forecasts for most roadways in the study area show moderate increases in travel demand by 2030 compared to existing volumes. However, IL Route 83 in the center of the Business Park shows 2030 No-Action volumes that are about 15% lower than the IDOT 2007 existing volumes used in the modeling. In addition, 2030 Project No-Action Scenario traffic volumes for Lively Boulevard in the same area of the park show a 33% reduction from IDOT existing traffic volumes. We can find no 2030 Roadway Baseline Projects in the Transportation System Performance Report that would cause such a diversion of future traffic.

We believe these reductions in 2030 Baseline travel demand in the IL Route 83 corridor combined with underestimated 2007 existing traffic volumes would likely result in a significant underestimation of future travel demand in the IL Route 83 corridor.

- **2030 Trip Origin/Destination Data**

The Transportation System Performance Report estimates the following breakdown of study area trip origins and destinations:

External-External Trips	26%
External-Internal Trips	46%
Internal-Internal Trips	28%

Based on the above data, it can be assumed that about 26% of the vehicular trips in the IL Route 83 corridor would be diverted to the expressway lanes of Alternative 202. The remaining 74% of the trips in the corridor would likely have at least a portion of their trip on the frontage roads.

However, according to the Alternative 202 Traffic Demand exhibit, the 2030 travel demand model predicts a frontage road ADT of 16,400 vpd which is 48% of the 2030 Baseline volume. In other words, according to the model, 52% of the trips in the IL Route 83 corridor would be diverted to the expressway lanes. This is twice the external-external trip percentage.

Given the limited opportunities to enter and exit the expressway in Alternative 202, the Village believes that a much larger proportion of trips in the IL Route 83 corridor will use the frontage roads. Using the existing ADT volume on IL Route 83 of 50,400 vpd and assuming that 26% of that volume would be diverted to the expressway lanes, the frontage roads could carry more than 37,000 vpd. Two-lane frontage roads will be inadequate to carry volumes of that magnitude.

- **East-West Business Park Traffic Circulation**

At the present time, a total of nine east-west roadways allow traffic to circulate across IL Route 83. Under the Alternative 202 plan, east-west circulation will be restricted to only four locations. These restrictions will divert traffic onto the IL Route 83 frontage roads as well as concentrate traffic volumes at the four crossing locations. However, the traffic demand modeling does not show any increases in traffic volumes at these crossing locations and, in fact, shows significant decreases compared to 2030 Baseline traffic volumes. This result is counterintuitive to what one would expect to happen to traffic volumes at these crossing locations.

- **2030 Traffic Demand on Lively Boulevard**

Both the 202 and the 203 Traffic Demand models predict a reduction in traffic volumes on Lively Boulevard compared to existing volumes. These reductions range between 28% and 67%. This also seems counterintuitive given the collector street function and limited continuity of Lively Boulevard in the street network. The Village believes it is unlikely there would be any reduction in traffic volumes as a result of the Proposed Action. In fact there is potential for a dramatic increase in traffic on Lively Boulevard given the proposed locations of ramps on the Elgin-O'Hare Expressway. A full interchange is proposed for Lively Boulevard at the Elgin-O'Hare Expressway and there is limited interchange access to the Alternative 202 IL Route 83 expressway. It is possible that significant amounts of arterial street traffic with local trip origins or destinations could be diverted to Lively Boulevard in order to access the Elgin-O'Hare expressway ramps.

- **2030 Traffic Demand at Interchanges**

Alternative 202 will have interchange access along the IL Route 83 corridor at Landmeier Road (ramps to and from the south) and at Devon Avenue (ramps to and from the north). It will also have full interchange access at the Lively Boulevard interchange with the Elgin-O'Hare expressway. However, despite the proposed new interchange access, all of these locations show reductions in crossing arterial traffic volumes compared to Baseline conditions. Significant traffic volume increases are likely at these locations rather than reductions due to the new interchange access.

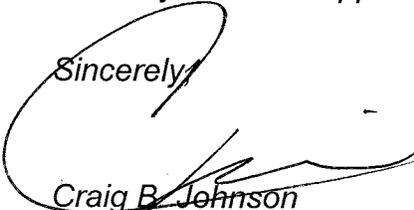
The same holds true for Alternative 203 where traffic volumes decrease or only increase slightly as a result of the new interchange ramps.

In light of the above inconsistencies, the Village would like the Department to reevaluate the traffic demand modeling results and produce updated measures of effectiveness. We believe using updated existing ADT volumes in the models will diminish the reported traffic operational benefits that Alternative 202 has over Alternative 203.

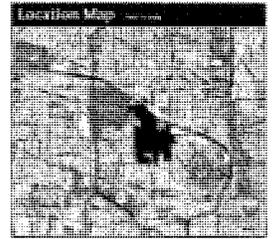
We also believe the footprint of Alternative 202 will be substantially larger than depicted in the exhibits we received at the our meeting once increases in crossing arterial traffic volumes are taken into consideration along with the need for three-lane frontage roads on IL Route 83. The Village is presently evaluating that proposed footprint and we will provide you with additional comments within the next two weeks.

Thank you for the opportunity to provide our input.

Sincerely,

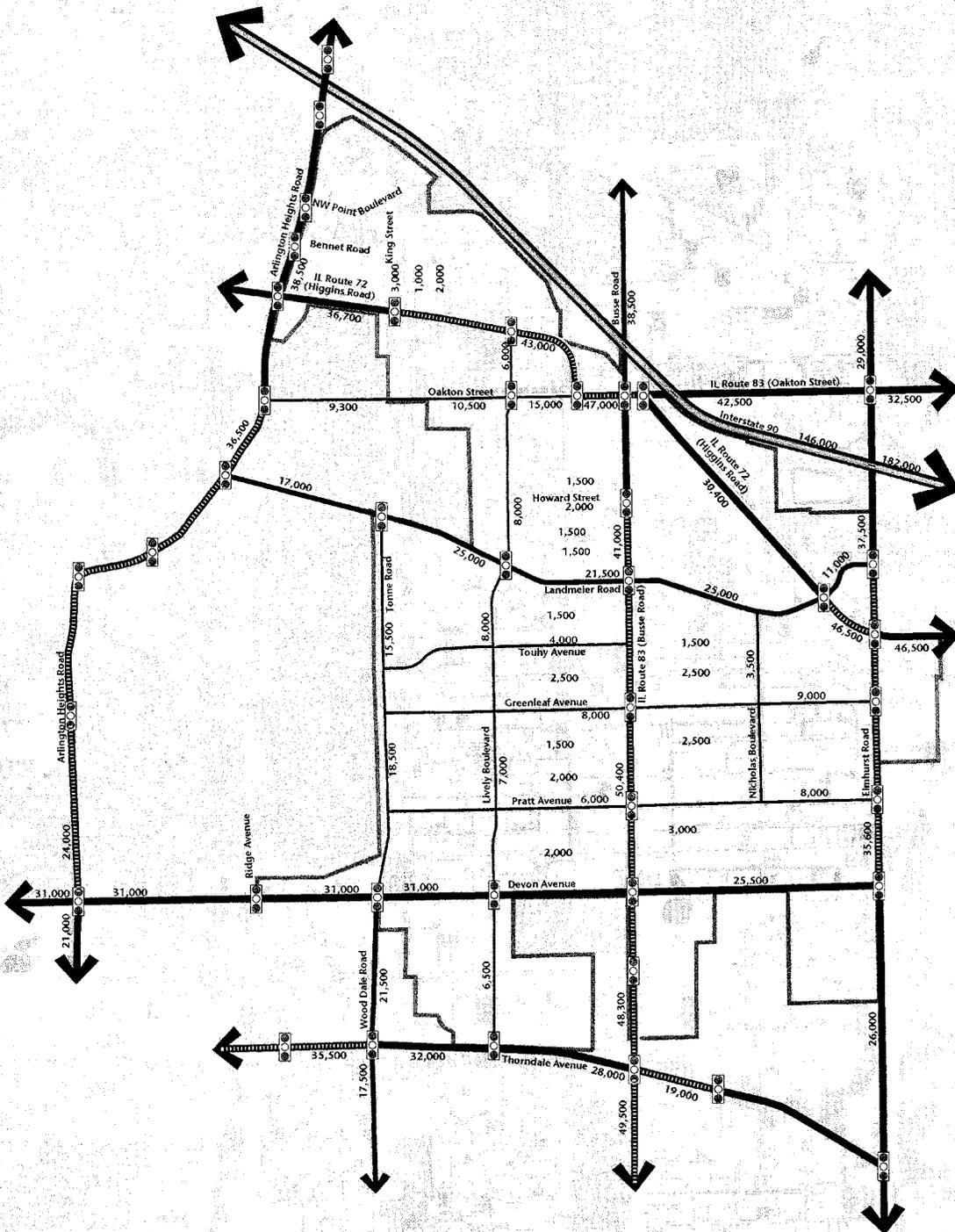

Craig B. Johnson
Mayor

*C: Board of Trustees
Village Manager
Director of Engineering
Director of Public Works*



Legend

- Business Park Boundary
- Expressway
- Major Arterial
- Minor Arterial
- Collector
- Class I Truck Route
- Class II Truck Route
- Existing Traffic Signal
- Interconnected Signal





Tasty Catering

THE CATERER FOR BUSINESS

March 6, 2009

Mr. Craig Johnson
Mayor, Village of Elk Grove Village
901 Wellington
Elk Grove Village, IL 60007

1900 Touhy Avenue, Elk Grove Village, IL 60007

P: (847) 593-2000 ♦ F: (847) 593-2114

tastycatering.com

Dear Mayor Johnson:

RE: Proposed Western Bypass North Connection "Alternate 203 - Option D"

Thank you for informing our community about the issues involved with the proposed "ring" road. Option D is the only option that will benefit our village. The alternative use of IL Route 83 would decimate our community and cause undo financial and lifestyle harm to the people that live, work, attend school and participate in our park districts.

The major disruptors are evident, but some ancillary disruptors include:

- Dust and dirt that would cause our kitchen to lose it's AIB Excellent rating without a major capital investment in air scrubbers
- Increased delivery times caused by construction which would restrict our delivery range because cooked food has a limited sanitary shelf life prior to consumption.
- The above would cause a decrease in sales
- The above would cause a decrease in sales tax which benefits the State and Village
- Post construction increased delivery time due to limited east/west access roads
- Higher real estate taxes caused by the elimination of large percentage of business properties resulting in the tax base absorbed by the fewer remaining businesses.
- Homes would not be displaced or eliminated, so there will be no decrease in the student population which would cause the remaining businesses to cover the cost of education.
- Limited or more expensive emergency services caused by a dividing highway.
- Instead of having two n/s roads - IL 83 and the ring road on O'Hare property, we would have one - this is nonsensical. There would be more traffic congestion instead of less.
- Loss of property value - equity would be lessened severely - while the impact of the Busse road construction would be investigated. Our building could not be sold at a value considered fair today until the outcome is guaranteed.
- Inability to secure funding for capital growth, line of credit or adjoining property acquisition due to the impact of the preceding bullet point.
- A loss in excess of \$125,000 annually from the following clients who would be displaced:

All Tile	American Eagle Wheel	Aquion	Bills Marathon
Clark Foods	Edwards Engineering	Dal Tile	Fidelity
Container	Hyundai Construction	Hynudai Construction #2	
Judge & Dolph	Kemco Trucking	Kuehne Nagel	
LA-CO industries	Metai Processing Systems	Nipson America	
Pilipuf-Grist	Revell Inc.	Ropack Central	Schiele Graphics
Schreder Lighting	Steiner Electric	Sunrise Transfer	
Topy Precision			
- The sale of our building and the cost of re-investing in a building in Bensenville due to traffic congestion and unburden able real estate tax increases. This would remove 55 full time and 135 part time employees from Elk Grove Village.

Please let me know if you would like some more points. These are but a few disruptors.

Sincerely,

Thomas J. Walter

ELK GROVE RURAL FIRE PROTECTION DISTRICT

1415 E. Algonquin Road, Arlington Heights, Illinois 60005
Telephone 847-364-4236 Fax 847-364-9746

Chief Michael E Nelson

March 9, 2009

Diane M O'Keefe
Deputy Director of Highways/Region I Engineer
Illinois Department of Transportation
201 W. Center Ct.
Schaumburg, IL 60196

Dear Diane M O'Keefe:

Please accept this letter as acknowledgement of my support for the West Bypass North Connection Alternate 203 "Option D" Proposal. "Option D" is the best option for our fire department because it doesn't negatively affect our fire district, as would the use of Route 83(Busse Road).

Our department is funded solely through property taxes and the other bypass proposals have plans to eliminate approximately 25 percent of our district, removing many businesses, thousands of jobs and lowering our Equalized Assessed Valuation by several million dollars. This will directly affect our budget and lead to a reduction in staffing, as well as deter from our 5 year plan to replace apparatus and equipment that is over 20 years old. Another unfavorable result of this choice will be the displacement of hundreds of residents from the manufactured home communities which borders Interstate 90 and Oakton Street.

The "Option D" proposal allows us to maintain our fire district, preserving our staff and allowing us to continue providing our residents and business owners the same superior service we provide today.

Sincerely,



Michael E Nelson
Fire Chief

To: Township High School District 214 Parents

From: David R. Schuler
Superintendent

At a special School Board meeting last Thursday, the Board of Education directed me to communicate with all staff, students and parents regarding a very serious matter that could have significant financial implications for our school and district. As a district, we have never done this before, and the reason for this unprecedented Board action is due to the potential devastating impact on our community and our district's revenues.

The Illinois Department of Transportation is developing plans for a new expressway around O'Hare Airport. There are currently two corridors under consideration. One would run the expressway right through the Village of Elk Grove's Industrial Park. According to Elk Grove Village officials, that option would eliminate hundreds of businesses and thousands of jobs. In addition, the Village estimates that our school district could lose at least \$5 million annually as a result of this option. The second option would place the expressway mostly on public property and that option would not have a significant impact on businesses, jobs or district revenues. While no community or governmental body has expressed opposition to the second option, it is still under consideration by the Illinois Department of Transportation.

Below is a letter from the Elk Grove Village Mayor Craig Johnson for your review and consideration.

Thank you for considering this request. You can imagine the devastating impact on our schools and district from the arts to athletics to activities if we were to lose millions of dollars on an annual basis as a result of the elimination of hundreds of businesses and thousands of jobs throughout our community... especially during these challenging economic times.

Thank you in advance for your consideration of this request

Dear Township High School District 214 Parents:

Help us immediately save our taxes, businesses, and jobs. Time is critical! Action must be taken before March 11.

IDOT plans have called for an expressway through Elk Grove's business park. Although Elk Grove is closer to some district schools and further from others, that expressway will cost our school district millions in annual tax revenue. It will also eliminate hundreds of businesses and thousands of jobs for our region.

Fortunately, we have the chance to decide where to place the expressway through Elk Grove. One location is positive for School District 214. The second option is negative for School District 214. Those 2 expressway options are:

- ✓ The preferred alternative is called Alternative 203 – Option D: This is an expressway on a 300-foot corridor east of Elmhurst Road on O'Hare Airport property. The Ring Road expressway was planned for this location since 1984. It relieves traffic congestion while preserving our businesses, jobs, infrastructure, and tax base, and it includes a full interchange at Elmhurst Road.
- The negative alternative: Convert Busse Road into a limited access expressway. This plan results in the State condemning Elk Grove businesses, which eliminates our tax revenue.

This is our opportunity to influence the location of the new Ring Road expressway. All district 214 students and employees can help us.

Have your friends, neighbors, and relatives click on www.elkgrove.org/bypass.asp as soon as possible.

Please provide your comments stating your preference for the new expressway east of Elmhurst Road. Have each person visit the website and submit comments by clicking on the above link. The more individual responses, the better for our schools!

Thank you in advance for assisting District 214 and the region.

Sincerely,

Craig B. Johnson
Mayor



RECEIVED

MAR 11 2009

VILLAGE MANAGER'S OFFICE

March 10, 2009

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

Dear Ray:

On behalf of ProLogis, I am writing to express support for maintaining the western O'Hare bypass along Elmhurst Road as stipulated in Alternate 203-Option D. As one of the largest property owners in Elk Grove Village, Prologis is strongly opposed to any alignment that uses IL Route 83 (Busse Road) for this bypass.

ProLogis owns twenty-eight (28) distribution facilities in Elk Grove Village, totaling approximately 3.2 million square feet and housing forty-two (42) different businesses. A bypass road along Busse Road would sever local transportation routes for these buildings including truck routes, automobile routes, public transportation routes and railroad spurs.

ProLogis owns six (6) distribution facilities which are adjacent (within 900') of Busse Road in Elk Grove Village. These six buildings total 1.45 million square feet and have a combined value of approximately \$100,000,000. Additionally, these six building generate in excess of \$1.5 million in annual real estate taxes. Needless to say, a western bypass located along Busse Road would have significant financial impact on these facilities and Elk Grove Village.

Ray, please forward this letter to the appropriate people at Illinois Department of Transportation. We ask that any roadway options including Busse Road are quickly removed from consideration. Should you have any questions, please do not hesitate to contact me.

Sincerely,
PROLOGIS

David D. Riefe
Senior Vice President

CC: Doug Kiersey
John Picchiotti



VILLAGE OF BENSENVILLE

Village Board

President

John C. Geils

Trustees

John Adamowski

Patricia A. Johnson

Hank Mandziara

Abdon Medina

Marianne Tralewski

John "Jeff" Williams

Village Clerk

Carole Crowe Mantia

Village Manager

James A. Johnson

March 11, 2009

Milton R. Sees, P.E.

Secretary

Office of the Secretary

2300 South Dirksen Parkway

Springfield, Illinois 62764

Re: Elgin-O'Hare ByPass – Route Proposal Position

Dear Secretary Sees:

This letter is written on behalf of the Village of Bensenville Board of Trustees and the citizens of Bensenville in support of our position on the Elgin-O'Hare West Bypass route alternative for linkage to I-294. It is our understanding that the Illinois Department of Transportation ("Department") has identified four alternatives for that connection at this point. One (Alternative A) would pass through a residential/commercial/ industrial part of the Village of Bensenville. The other three alternatives (Alternatives B, C, and D) all pass through industrial areas of Franklin Park. Having reviewed the thus far identified impacts of each of these alternatives, it is clear that Alternative A which would pass through the Village of Bensenville is the least attractive and that one of the others should be selected by the Department for further evaluation.

Based on the most current publicly available assessment of social impacts, the Department has identified Alternative A as the only one with adverse noise effects and the only one that will eliminate homes. At least seven homes would be displaced and at least seventeen more would be adversely impacted by the noise created by this route by IDOT's calculations. The Village of Bensenville believes that a far greater number of homes will be adversely impacted by the noise, dust and runoff should Alternative A be built. In contrast, all three of the other alternatives have no noise impacts or residences displaced. Clearly, the consequences of retaining Alternative A for further consideration or selecting it as a final route are the most egregious of the alternatives identified.

Not only would Alternative A have the greatest adverse impact on the adjacent residential community, it would also be the most damaging in terms of commercial/industrial structures and businesses taken. Alternative A eliminates a significant number of jobs and tax revenues. In addition, Alternative A would require taking the most potentially developable land over compared to the other alternatives. Consequently, Alternative A would have long term detrimental impacts to the commercial/industrial health of the area not associated with any of the other possible route alternatives. Given the existence of viable alternatives, there is no reason to continue to consider Alternative A in this process.



Letter to Secretary Sees

Page 2

March 11, 2009

Having reviewed the information on the four alternatives, the Village of Bensenville strongly supports a route other than that depicted by Alternative A should be selected. The negative impacts on the Bensenville community attendant on Alternative A simply make that route the least attractive alternative currently under Departmental consideration. Of the remaining alternatives, IDOT has indicated that Alternative C has feasibility problems and, if so, the Village of Bensenville would prefer Alternative D.

Very truly,

A handwritten signature in black ink, appearing to be the initials 'JK' with a stylized flourish extending to the right.

cc: Peter Harnet
Ron Krall

ITASCA POLICE DEPARTMENT

540 W. Irving Park Road, Itasca, Illinois 60143
Administration 630-773-1004 Fax 630-773-2734
Investigations 630-773-3430 police@itasca.com



March 11, 2009

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

Dear Ms. O'Keefe:

Thank you for allowing the Itasca Police Department to submit comments on the proposed design of the Elgin O'Hare Expressway along the Thorndale Avenue corridor in Itasca. I appreciate the efforts of the Illinois Department of Transportation to understand the concerns of stakeholders when designing this project of major significance.

The Itasca Police Department is in support of Alternative 203. I feel this roadway design will allow the greatest public safety access, including police, fire and EMS, to the Elgin O'Hare Expressway (EOX). I also feel that Alternative 203 provides for the maximum number of entrance points to the Elgin O'Hare Expressway (EOX) in such a manner that allows quick ingress and egress to the roadway for emergency vehicles. Additionally, Alternative 203 should alleviate the challenges of responding to motor vehicle crashes, EMS requests, fires, hazardous materials spills or other types of emergency calls.

Thank you for the opportunity to submit these public comments. Should you have any questions, do not hesitate to contact me at any time.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Heher", is written over a horizontal line. The signature is fluid and cursive.

Scott Heher
Chief of Police

Cc: Mayor Gruber
Mr. Williams, Village Administrator
N. Aranas, Community Development
Al Stefan, Baxter & Woodman
Chief J. Mac Arthur, Itasca Fire Protection District



Mayor
CRAIG B. JOHNSON

Village Clerk
ANN I. WALSH

Village Manager
RAYMOND R. RUMMEL

Village Trustees
NANCY J. CZARNIK
PATTON L. FEICHTER
JEFFREY C. FRANKE
SAMUEL L. LISSNER
JAMES P. PETRI
CHRIS PROCHNO

March 19, 2009

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways/Region One Engineer
Illinois Department of Transportation
Division of Highways/District 1
201 West Center Court
Schaumburg, Illinois 60193-1093
Attention: Mr. Peter E. Harmet, P.E.
Bureau Chief of Programming

BUREAU OF PROGRAMMING
RECEIVED
MAR 2 2009
DISTRICT #1

Reference: Elgin O'Hare-West Bypass Roadway Alternatives

Dear Mr. Harmet:

We strongly commend IDOT for undertaking the extensive public outreach process associated with identifying a locally preferred alternative for the Elgin O'Hare-West Bypass Study. Thank you for doing so.

As you know, over 36,000 people from our region provided written comments to IDOT specifically indicating that Alternative 203 – North Connection Option D is the locally preferred alternative. This extensive amount of public comment is due to both the many benefits of Alternative 203 – North Connection Option D, as well as the hugely detrimental impacts that construction of a freeway or an expanded arterial along IL Route 83 would have on our community and the surrounding region. This is also a regional impact due to the tax base our industrial park provides the state and other units of government, including School District 214, which serves communities beyond our borders.

In addition to the outpouring of community and regional input regarding your study alternatives, we have performed additional technical analysis with respect to the IL Route 83 portion of Alternatives 202, 401, 403 and 501. We understand that the Department's Tiered EIS process means that planning and engineering is at a conceptual level of detail at this point, and subsequent evaluation steps would perhaps reveal the numerous detrimental impacts at the Draft EIS or later stages; however, we believe that in light of the detrimental effects to our community, these deleterious impacts must be considered in more detail and addressed immediately.



Converting Busse Road into a massive Super-highway, or even an eight lane arterial, would have many unacceptable consequences, especially compared to what the Village sees as other more beneficial alternatives.

Alternative 202 converts Busse Road (IL Route 83) in Elk Grove Village into a six lane, elevated, limited access expressway with two lanes of frontage roads. As you will see, this proposal has too many negative impacts upon the region, and these negative impacts cannot be overcome. Alternatives 401, 403, and 501, while smaller in scale also have unacceptable impacts to the Village.

After reviewing these negative impacts, and with the understanding that Alternate 203 – North Connection Option D has relatively greater benefits for the Village and the region, we believe that IDOT should remove Alternatives 202, 401, 403, and 501 from further consideration.

The Fog of Uncertainty Harms Businesses

There is currently a fog of uncertainty surrounding the possible modifications to Busse Road in Elk Grove Village.

We have heard from many business owners who will be negatively impacted by the potential modifications to Busse Road. I have enclosed letters from two businesses that convey their fears surrounding modifications to Busse Road. Those businesses are ProLogis (a real estate firm that owns 6 large buildings on Busse Road) and Tasty Catering (a business highly reliant upon other businesses in Elk Grove for revenue).

There is now a fog of uncertainty that shrouds the businesses along Busse Road in a state of fear. Business owners have contracts to sell buildings on Busse, but buyers are backing away from those deals due to the uncertainty. Leaseholders of businesses on Busse Road are not renewing leases because they do not know what the future holds.

We strongly urge IDOT to quickly lift this fog. Please bring clarity to the issue by removing Alternative 202 and 402 and/or any other plans for the widening of Busse Road, so that business may again prosper in this economy.

**The Negative Regional Impacts of IL Route 83 Conversion through
Elk Grove Village**

(For purposes of this letter, the term Busse Road and IL Route 83 are interchangeable.)

IL Route 83 Expressway Impact Analysis

Must Take More Land than Anticipated for IL Route 83 Expressway

The Village believes that the actual footprint of the IL Route 83 expressway alternative will have to be much larger than indicated at the Public Meeting. This footprint taking will destroy more businesses and eliminate more jobs than the conceptual layout estimated originally. We understand your study approach as stated in your March 11, 2009 response to our March 2, 2009 letter, and the fact that traffic data will be refined prior to more detailed design work commencing. However, even when setting that issue aside, we believe that IDOT's concept layout should be modified, as we believe that IDOT's current layout understates the impacts to our community. Further, considering that an IL Route 83 expressway will have a footprint defined by massive retaining walls and large bridges, and therefore would not be easily expanded in the future provisions for basic elements such as adequate intersection footprints should be considered now.

The reduction in the number of local streets, which cross the IL Route 83 corridor in Alternative 202, as well as the locations of the proposed interchange ramps will focus traffic to fewer locations than available today, and as stated above, an adequate cross section would need to be provided. It is likely that dual left turn lanes will be required on all approaches to these frontage road intersections. As also noted previously, the frontage roads as well as some of the cross streets may require three travel lanes in each direction, whether considering future traffic or the current volumes of truck traffic that will use this roadway. Providing adequate left turn storage bays and turning radii in a compressed-diamond interchange design at these crossing locations will necessitate a footprint substantially wider than the 300-foot corridor width that was presented at the Public Information Meeting. At Devon Avenue and Landmeier Road, the footprint will have to be more than 600 feet wide to accommodate the likely turning traffic and to provide efficient intersection operation.

The Village has prepared a concept plan which depicts what we believe the revised preliminary footprint for Alternative 202 would look like once more detailed traffic analyses and geometric studies are prepared. Following are the cross section assumptions we used to develop the revised footprint:

- **Mainline IL Route 83 Expressway** - The expressway cross section provided three 12-foot lanes in each direction with a 30-foot median, 12-foot shoulders and 2-foot thick retaining walls. In order to provide room for exit and entrance ramps to and from the frontage roads, the inner edge of the frontage road pavement was separated from the outer edge of the mainline pavement by about 57 feet.

- **IL Route 83 Frontage Roads** - The frontage roads were assumed to have three 12-foot lanes in each direction with 10-foot shoulders. Twelve-foot shared use paths on each side of IL Route 83 were provided. Because of the considerable number of utilities in this corridor as well as the need to provide drainage swales, 14-foot parkways were provided between the edges of shoulder and the inside edges of the path.
- **Major Cross Streets** – The major cross streets that would pass under the expressway provided either two 12-foot lanes in each direction or, in the case of Devon Avenue, three lanes in each direction. Five-foot sidewalks, 5-foot parkways and B-6.24 curb & gutter were used to determine proposed right-of-way widths along these roadways. Existing right-of-way where roadway widening is necessary is limited to sixty feet (60') away from the intersection.
- **Major Cross Street Intersections** – It was assumed that both the Devon Avenue and Landmeier Road intersections with the IL Route 83 frontage roads would be designed in a compressed-diamond interchange configuration. In order to provide a 3-phase traffic signal operation, the intersections would have side-by-side dual left turn storage lanes between the intersections. It was assumed that the Pratt Boulevard and Greenleaf Avenue intersections would have 4-phase traffic signal operations and thus would not store any left turning vehicles between the intersections; hence the narrower intersection widths.
- **Texas U-Turn at Landmeier Road** – The entrance ramp located just south of Landmeier Road is the only proposed southbound entrance along the entire portion of the IL Route 83 expressway. We expect that this entrance ramp will be heavily used as it provides access to the south side of O'Hare Airport, as well as I-294 and I-355.

Similarly, the northbound exit ramp located just south of Landmeier Road is the only exit proposed for the IL Route 83 expressway. We expect that the frontage roads will collect and distribute large volumes of traffic destined to and from these ramps. Provision of a Texas U-turn roadway to handle the likely heavy traffic flow between the northbound frontage road and the southbound IL Route 83 entrance ramp, as well as between the northbound exit ramp and the southbound frontage road will allow a smaller signalized intersection design at Landmeier Road and the frontage roads.

Enclosed are two copies of the Revised Preliminary Footprint Plan. We have identified the abutting buildings that would be displaced as a result of the expressway footprint. We have also denoted buildings that would be “substantially impacted” by the proposed facilities. These are properties where the physical building would not be impacted by proposed right-of-way acquisition, but the function and viability of the property would be significantly impacted through loss of parking lots and/or loading docks. There is little vacant land on many of these properties where parking and loading facilities can be relocated. Moving loading docks will cause dramatic impacts to the interior design and function of these properties. The cost of relocation may approach the cost of total acquisition.

Alternate 202 Analysis
Business and Job Loss Table

	<u>Lost Business</u>	<u>Lost Jobs</u>
Original IDOT Public Meeting Estimate:	71	1,360
Actual Elk Grove Village Counts:	104	2,360
Vacant Buildings in Elk Grove (Historical)	3	703
Estimates of Bensenville Loss	63	350
Estimates of Elk Grove Township Loss	32	300
Total:	202	3,713

Moreover, there are three (3) large buildings that are currently vacant but are certainly anticipated to be occupied and operational by the time of any land taking. The impact of these three (3) vacancies is demonstrated in the chart above by utilizing historical file data on these facilities.

As you can see from the concept plan and table above, the number of structures and jobs that we believe will be impacted is substantially greater than the possible impact portrayed at the Public Information Meeting. We ask that you reevaluate the Preliminary Estimated Footprint of Alternative 202 in light of the data we are providing, and that you also reevaluate the order of magnitude cost of this alternative.

Widening IL Route 83 Negative Impact on Jobs and Businesses

(This analysis pertains to Alternatives 401, 403, 501, and any others that include widening Busse Road.)

Likewise, we have enclosed two copies of the revised Preliminary Footprint Plan regarding any widening of Busse Road. We have identified the abutting buildings that would be displaced as a result of the widening footprint.

We have also denoted buildings that would be “substantially impacted” by the proposed facilities. These are properties where the physical building would not be impacted by proposed right-of-way acquisition, but the function and viability of the property would be significantly impacted through loss of parking lots and/or loading docks.

There is little vacant land on many of these properties where parking and loading facilities can be relocated. Moving loading docks will cause dramatic impacts to the interior design and function of these properties. The cost of relocation may approach the cost of total acquisition.

Busse Road Widening Analysis
Business and Job Loss Table

	<u>Lost Business</u>	<u>Lost Jobs</u>
Original IDOT Public Meeting Estimate:	29	760
Actual Elk Grove Village Counts:	32	640
Vacant Buildings in Elk Grove Historical Loss	2	315
Estimates of Bensenville Loss	2	25
Estimates of Elk Grove Township Loss	10	104
Total:	46	1,084

Moreover, there are two (2) large buildings that are currently vacant but are certainly anticipated to be occupied and operational by the time of any land taking. The impact of these three (3) vacancies is demonstrated in the chart above by utilizing historical file data on these facilities.

As you can see from the concept plan and table above, the number of structures and jobs that we believe will be impacted is substantially greater than the possible impact portrayed at the Public Information Meeting. We ask that you reevaluate the Preliminary Estimated Footprint of Alternative 402 (or similarly proposed widening scenarios) in light of the data we are providing and that you also reevaluate the order of magnitude cost of this alternative.

Decimation of Bus Mass Transit

The employers along Busse Road are heavily dependent upon PACE (the suburban division of the Regional Transportation Authority) bus service. PACE buses are sources of transit for many employees who travel to and from work along Busse Road.

In fact, PACE has the highest concentration of ridership along Busse Road than most other bus routes in their mass transit system. Total weekday ridership amounts to 2,023 into the Busse Road employer-rich subdivision area.

Ridership data broken down for the routes serving employers along Busse Road are as follows:

 Pace Route 223 (Elk Grove/Rosemont CTA)

 1,767 weekday trips per day

 408 Saturday trips per day

 262 Sunday trips per day

 Pace Route 757 (Northwest Connection)

 256 weekday trips per day

We all agree that mass transit is important for the corridor due to the large proximity of employers. However, the proposed Busse Road expressway will negatively impact PACE bus mass transit ridership along that corridor. This ridership reduction is due to several factors:

1. As the IL Route 83 corridor is currently configured, riders on the PACE bus along Busse Road ingress/egress the bus near their workplace destination regardless of which side of IL Route 83 their destination is located. However, if IL Route 83 is converted into an elevated expressway or further widened, it becomes a barrier to transit riders needing to cross IL Route 83. Riders will no longer be able to cross Busse Road except at a few limited areas. This barrier effect will significantly increase travel times for PACE bus riders, resulting in those riders abandoning the bus for single occupant automobile trips.
2. Moreover, under Alternative 202, PACE buses will need to utilize the frontage roads to service riders. The frontage roads will have lower speed limits and higher traffic volume congestion than the existing IL Route 83 conditions. Again, this will result in significantly increased travel times, which reduces ridership. Any decrease in bus utilization will result in increased single occupant automobile traffic, reducing the capacity gain of the proposed Busse expressway.

Moreover, the widening of Busse Road creates its own negative impacts upon Pace bus ridership. Passengers needing to cross Busse Road to access their employer will be staring at an 8-lane plus dual left turn (2) lanes and 1 dedicated right hand turn lane. Asking riders to cross 11 lanes of traffic to access work is likely unrealistic, especially during inclement weather. Riders will therefore need to remain on the bus until its route reaches their destination side of Busse Road. The increased travel times will ultimately and significantly reduce ridership.

We respectfully request that IDOT consider the negative impact of nearly eliminating the bus mass transit in this corridor.

Public Safety Impacts – Significant Costs for Police and Fire Services

Converting Busse Road into an elevated, limited access expressway negatively impacts Police operations, Fire/Rescue operations, and Paramedic services. This is due to the barrier impact of the expressway design.

At a minimum, Alternative 202 will cause considerable delay to first responders serving the community east of Busse Road. To mitigate that delay, in order to meet the current level of service delivery for Police/Fire/Rescue and Paramedic response, the following will be necessary:

- Add a new Police beat plus corresponding police officers for 24 x 7 coverage at a total cost of \$450,000 per year.
- At a minimum, add a fully staffed firefighter/paramedic ambulance (mobile intensive care unit) at a cost of \$817,000 per year.
- Potentially add a new Fire Station at a cost of \$4 million for construction.

Moreover, any proposed widening of Busse Road creates similar delay response impacts upon Police/Fire/Rescue/Paramedic services. We believe that the widening will necessitate the installation of barrier curb in the median of Busse Road to properly minimize disruptions of left turn movements from cross streets and to facilitate the orderly flow of traffic. However, this design will only allow emergency service responders to cross Busse Road at a few key intersections.

The net impact upon public safety follows below in order to maintain the current level of service:

- Add a new Police beat plus corresponding police officers for 24 x 7 coverage at a total cost of \$450,000 per year.
- At a minimum, add a fully staffed firefighter/paramedic ambulance (mobile intensive care unit) at a cost of \$817,000 per year.

These are real additional burdens on the taxpayers of Elk Grove Village. We respectfully request that these negative impacts be considered in the analysis.

Disruption of High Pressure Liquid Petroleum/Natural Gas Transmission Lines

Under Busse Road, there exist six national Natural Gas transmission lines that run parallel to Busse Road in the Busse Road right-of-way. These lines deliver liquid petroleum and natural gas from fields in the Gulf Coast to points throughout the entire Middle Western region of the United States.

The lines include the following:

Parallel Lines:

- West Shore 12" liquid petroleum, 1,000 psi, 350k gph (entire length)
- West Shore 16" liquid petroleum, 1,000 psi, 350k gph (entire length)
- West Shore 16" liquid petroleum, 1,000 psi, 350k gph (entire length)
- West Shore 16" liquid petroleum, 1,000 psi, 350k gph (entire length)
- Equilion 14" liquid petroleum (from Thorndale to south of Howard)
- BP 8" liquid petroleum (from Thorndale to Devon)

Perpendicular Lines:

4 Natural Gas pipelines of various ownership cross Busse between Howard Street and Louis Street in the natural gas pipeline right-of-way.

With the highest concentration of businesses in North America, Elk Grove became a natural hub for these interstate transmission lines. Busse Road through the center of the Elk Grove Business Park was naturally selected as the right-of-way for these lines.

We believe the protection and/or relocation of these lines will add significant cost to any improvements planned for Busse Road. These impacts need to be considered in terms of both cost and impact on the region by disrupting the flow of interstate Natural Gas service.

Elk Grove Village has included a map of this area for your review. As you will see, any widening of Busse Road will impact these high-pressure lines.

Disconnection of Short-Line Railroad for Freight Deliveries

Due to the high concentration of businesses, Elk Grove is home to a short-line railroad service. Many businesses in Elk Grove are dependent upon freight rail service to move raw materials and finished products. A railroad-switching terminal sits west of Elmhurst Road. The short-line railroad delivers the long-haul freight cars from this switching terminal to areas both east and west of Busse Road.

Any modification to Busse Road must take this rail line into consideration. Otherwise, the Busse Road modification will likely sever the rail lines and significantly reduce rail deliveries. Much like mass transit for human passengers, if the freight rail service is eliminated, then additional truck traffic will be required to deliver materials and products that were previously hauled by rail adding more truck volume to the highway.

Freight rail service is vital to this region. It is cost effective, timely, and essential for businesses in our area. We must ensure the integrity of the freight rail network.

Municipal Utilities – Disruption of Water/Sewer and Storm Sewer System

Elk Grove Village receives its water from Lake Michigan via the Northwest Municipal Joint Action Water Agency. We have considerable public utility apprehension regarding any right-of-way taking along Busse Road.

Those concerns include water/sewer pumping:

- Elimination of a two million gallon reservoir and Booster Pumps for water at 1231 Busse Road as well as loss of an emergency back-up well and loss of the SCADA computer system.
- Loss of the Dierking water receiving station (850 Dierking Terrace), which is the primary water receiving point for the Business Park.
- Loss of the Sanitary Lift Station at 2250 Busse Road.

In addition, our concerns include impact on water/sewer transmission lines, force mains, and collection lines including:

- The Busse Road right-of-way that includes high-pressure distribution and transmission lines for the delivery of potable water. These lines are critical to the water system. New transmission and distribution lines as well as over sizing of lines will be necessary on both sides of the Busse Road widening project to maintain our existing service delivery. This change may also require IDOT to obtain additional right-of-way to accommodate the new structures.
- An extensive redesign of the sanitary sewer system will be required to maintain the current gravity sewer lines. Existing sanitary force mains from the IL Route 83 and Pratt Lift Station will need to be relocated as well.

Without further hydraulic analysis and extensive engineering review, we cannot fully estimate the impact of the proposed changes to Busse Road. However, our preliminary review indicates that there is at least \$13,800,000 in costs associated with the Busse Road modifications. This is an impact to our community that should be accounted for in your decision-making. We believe these impacts may occur with any widening project.

Resolution Supporting Alternative 203 – Option D

Elk Grove Village will deliver a Resolution adopted by the corporate authorities of the Village of Elk Grove Village that concurrently supports Alternative 203 Option D and also opposes any widening options along Busse Road. The Resolution specifically indicates that our local elected officials support Alternative 203 – North Connection Option D due to the many benefits of that alternative. Our support is also based upon having full access at Elmhurst/York Road and I-90. The Resolution also opposes Alternatives 202 and any changes to conditions along Busse Road due to the terrible impact. By matter of statement in this letter, Elk Grove Village further opposes North Alternative 402 and/or any other option to widen Busse Road.

Conclusion

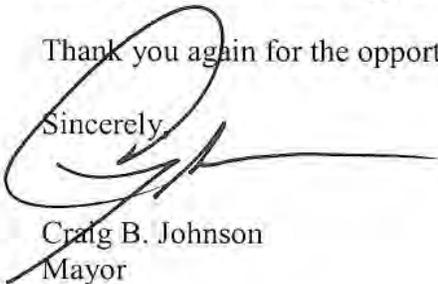
Again, Elk Grove Village desires to thank the Illinois Department of Transportation for conducting this open stakeholder process. We appreciate IDOT listening to alternative suggestions, providing time to analyze the proposed modifications, and considering our point of view.

We must reiterate that Alternative 203 – North Connection Option D, including full access at Elmhurst/York at I-90, is clearly the preferred alternative on both a local and regional level. Over 36,000 residents of our region indicated their support of Alternative 203 – North Connection Option D, and we are not aware of any group that specifically opposes that option.

To eliminate the fog of uncertainty that surrounds the businesses along Busse Road, we again respectfully request that IDOT move quickly to eliminate any modifications to Busse Road from the Elgin O'Hare-West Bypass planning process.

Thank you again for the opportunity to provide our input.

Sincerely,



Craig B. Johnson
Mayor

c: Board of Trustees
Village Manager
All Department Heads

Enclosures

March 20, 2009

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www.hamiltonpartners.com

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways/Region One Engineer
Illinois Department of Transportation
Division of Highways/District 1
201 West Center Court
Schaumburg, Illinois 60196-9905

BUREAU OF PROGRAMMING
RECEIVED
MAR 25 2009
DISTRICT #1

Attention: Mr. Peter E. Harmet, P.E.
Bureau Chief of Programming

Reference: Elgin-O'Hare/West Bypass Improvement
Comments on March 12, 2009 Public Information Meeting

Dear Ladies and Gentlemen:

As you are aware, Hamilton Partners owns a number of properties along the Thorndale Avenue corridor which will be affected by construction of the referenced project. The property that will be most greatly affected is the Hamilton Lakes Office Park located in the northeast quadrant of the I-290/Elgin-O'Hare Expressway interchange. I attended the Public Information Meeting on March 12, 2009 and viewed your presentation with great interest. Following are Hamilton Partner's comments on the plans that were presented at the meeting:

1. Of the seven Finalist Roadway System Alternatives that were presented at the meeting, Hamilton Partners supports the System Expansion Alternative 203. It is clear the capacity of the existing highway system in this area must be expanded to provide adequate traffic safety and operation as well as to enhance opportunities for economic development. Alternative 203 is the best alternative for achieving those goals.
2. Good accessibility to Hamilton Lakes and the safe and efficient operation of the Elgin-O'Hare Expressway extension are interdependent upon one another. For both the expressway facility and the future development of Hamilton Lakes to be successful, it is imperative that adequate site access facilities be provided. The magnitude of the existing and future travel demand generated by Hamilton Lakes dictates that adequate site access consists of direct interchange ramps to and from Hamilton Lakes. We are pleased that all of the alternative concept plans that were presented at the public meeting feature interchange ramps to and from Park Boulevard. It is crucial to the continued success of our Office Park that these interchange ramps continue to be an integral part of IDOT's future planning for the Elgin-O'Hare Expressway.

Ms. Diane M. O'Keefe, P.E.
March 20, 2009
Page 2 of 3

3. At the appropriate time, Hamilton Partners would like to submit to the Department additional information that will assist you in your Tier Two planning for the interchange access at Park Boulevard. In cooperation with the Village of Itasca, Hamilton Partners has evaluated access to both the Office Park and the residential neighborhoods located south of Thorndale Avenue. We have developed a refinement of the access concept depicted at the public meeting which will enhance traffic operation within Hamilton Lakes and meet the Village's goal for protecting the adjacent neighborhoods from unwanted traffic.
4. The concept plan for the interchange at I-290 and the Elgin-O'Hare Expressway depicted a flyover ramp for eastbound Elgin-O'Hare to northbound I-290. That ramp appeared to encroach into our lake that is located along the east side of I-290 as well as come very close to our headquarters office building at 300 Park Boulevard. When that concept is refined in the Tier Two studies, we ask that the Department avoid or minimize any encroachments onto our property in this area.
5. We understand the footprint depicted at the public meeting for the Elgin-O'Hare Expressway reflects only the areas needed to construct roadway improvements and may not reflect the land that will be ultimately needed for drainage or detention facilities. One location where such a detention site may be needed was on land adjacent to Thorndale Avenue between Arlington Heights Road and Prospect Avenue. Hamilton Partners owns land on the south side of Thorndale Avenue in this area which will also have its accessibility affected the expressway improvement. We would like to meet with the Department at the appropriate time to discuss these ancillary improvement needs and how they affect land use planning in this area.
6. Hamilton Partners would also like to discuss with the Department the timetable for acquisition of private property that has been identified for acquisition in order to construct this improvement. If it is necessary for Hamilton Partners to hold off developing some properties because they are slated for acquisition in the future, we would like the Department to purchase those properties as soon as practicable.

Ms. Diane M. O'Keefe, P.E.

March 20, 2009

Page 3 of 3

Hamilton Partners has been working with IDOT on the Elgin-O'Hare Expressway since 1979. We have always supported the concept of these improvements and have worked diligently to protect the necessary right-of-way on property that we own. We thank you for the opportunity to provide our input and we look forward to working with the Department to help move this project forward.

Yours very truly,



Ronald C. Lunt
Partner

RCL/sv

cc: Mr. David C. Williams
Village of Itasca

Ms. Nicole P. Aranas
Village of Itasca

Mr. Robert J. Andres
Civiltech Engineering, Inc.



VILLAGE OF BENSENVILLE

Village Board

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Village Manager
James A. Johnson

March 23, 2009

VIA FEDERAL EXPRESS

Pete Harmet
Bureau of Programming
Illinois Department of Transportation
Attn: Ron Krall
201 West Center Court
Schaumburg, Illinois 60196

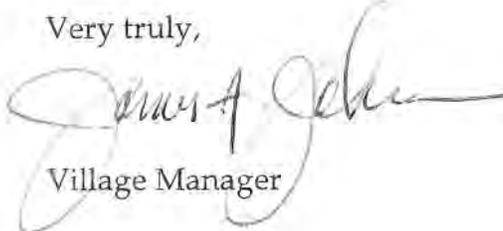
**Re: Comments of the Village of Bensenville -
Elgin-O'Hare West ByPass**

Dear Messrs Harmet and Krall:

Enclosed please find the comments of the Village of Bensenville with respect to the Illinois Department of Transportation's proposals for an Elgin-O'Hare West ByPass route. As you will note in our comments, the Village of Bensenville continues to believe that a route on the O'Hare property is the most preferable. In addition, with respect to the southern end of any Elgin-O'Hare ByPass Option D involves far fewer negative impacts than others under Department consideration and therefore should be selected.

The comments contained in this submittal are based on the information the Department has made available to the public to date. As more and new information is distributed, the Village of Bensenville reserves the right to supplement its submission.

Very truly,



Village Manager

bcc: Barbara Magel
Bensenville Elgin ByPass Comment Letter

Village of Bensenville

12 South Center Street w Bensenville, IL 60106
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Village of Bensenville Comments on IDOT Elgin-O'Hare Bypass Southern OPTIONS A and D

In fall 2007, the Illinois Department of Transportation ("IDOT") reopened consideration of the construction of an Elgin-O'Hare Bypass option with the stated dual goals of reducing regional congestion and improving access to the western part of O'Hare International Airport. Through a series of public availability sessions and work group meetings, in which the Village of Bensenville ("Bensenville") participated, information on a series of possible approaches and routes was reviewed with the public and interested parties.

Bensenville has previously provided comments to IDOT questioning the empirical justification provided by IDOT as to the purpose and need for the Elgin-O'Hare Bypass. There will likely be no Western Terminal complex constructed at O'Hare, thus eliminating much of the IDOT assumed need for and justification of an Elgin-O'Hare Expressway. In fact, in the absence of the Western Terminal, such an Expressway is not needed and would not serve O'Hare Airport.

In addition, Bensenville's questioned IDOT's refusal to consider alternative routing of the project across the southern area of O'Hare on the unsubstantiated IDOT assumption that Chicago will use that land for a proposed runway (10R/28L).

IDOT has disagreed with Bensenville's objections and has proceeded with options that would construct an Elgin-O'Hare Bypass that would be routed south from the southern boundary of the Airport to a connection with I-294. Without waiving its outstanding prior objections, Bensenville hereby provides comments on IDOT's alternatives for the northern and southern options for the Bypass.

As to the northern options, Bensenville supports the recommendation of Elk Grove Village for northern Option D.

As to IDOT's southern options, Bensenville, a clearly interested party, is providing its comments in strong opposition to Option A, and equally strong support for Option D, for the southern portion of the proposed Bypass system.

I. COMMENTS IN OPPOSITION TO OPTION A

A. Cumulative Adverse Impacts of O'Hare Modernization Project and Option A on the economies and community of Bensenville

1. Revenues and/or values lost and potentially lost

The assessed value lost to the Village of Bensenville due to Option A is estimated by IDOT at \$8,959,750 per year. This represents the highest overall loss in assessed value of any municipality for any Option (A - D). However this loss is not the whole story for Bensenville. Since the inception of the O'Hare Modernization Program (OMP) the Village of Bensenville has lost a total cumulative assessed value of approximately \$88 million per year. The loss of such a significant portion of its annual revenues adversely impacts every sector of Village governance and service.

More specifically, Option A would entail the loss of Rubicon Technology Inc. a leading provider of sapphire substrates and products to the Light Emitting Diode (LED), Radio Frequency Integrated Circuits (RFIC), semiconductor and optical industries. The company applies its' proprietary crystal growth technology to produce very high quality sapphire in a form that allows for volume production of various sizes and orientation of substrates and windows.

Option A would also entail the loss of a significant development by Ridge Development on their, already purchased lot immediately south of Rubicon Technology. The value of that development is estimated to be in the \$22 million range. This development, which is already in the Village planning stages, would represent approximately \$6,500,000.00 per year in increased assessed value to the Village or loss if Option A is selected.

Further, Option A would also result in an additional loss of \$1,644,000.00 in assessed value per year. Option A involves the taking of the most developable land of any of IDOT's options. This fact generates additional losses and should have been taken into account in IDOT's evaluations.

2. Acreage lost- percentage of Village

Since 2005 the Village of Bensenville has experienced a constant and on-going attrition in its tax base due to the loss of taxable property to the OMP.

Before the taking of over 600 properties for the OMP the total area of the Village was 5.6 square miles or 3,584 acres. Of this total approximately 308.54 taxable acres have been taken for the OMP.

According to IDOT, the total Village area lost due to Option A would be 101.97 acres. That loss would leave the Village with a total remaining area of 3,173.49 acres, as shown in Exhibit A.

In total the OMP and Option A would result in a loss of approximately 10% of the Village's revenue generating area. Such a loss far surpasses that reflected in any other Bypass option under consideration by IDOT.

3. *Building stock/homes lost*

The businesses lost due to Option A are as follows:

BUSINESS	ADDRESS
Rubicon Technology	9931 Franklin Street
A.I.N. Plastics	300 County Line Road
Thyssenkrupp Materials	300 County Line Road
Marjon Transportation	310 County Line Road
E.M Glabus Company	420 County Line Road
Robert's Precision	420 County Line Road
I.D.S., LLC	422 County Line Road
Action Plastics	424 County Line Road

Industrial Graphite	428 County Line Road
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AeroPrecision Machining	556 County Line Road
Abari Construction	556 County Line Road
Mega Steel Corporation	556 County Line Road
Angelo Gelato Italiano	570 County Line Road
M & A Cement Work	570 County Line Road
M & A Transport Service	570 County Line Road
Sign Works Inc.	584 County Line Road
D'Land Construction	600 County Line Road
Suburban Concrete	600 County Line Road
D.I & J Corporation	662 County Line Road
Tallman Equipment Co	668 County Line Road
Storaway Solution	684 County Line Road
Innovative Grinding	690 County Line Road
Fortune Rope & Metal	700 County Line Road
P & M National Sales	708 County Line Road
PTS Fulfillment Services	772 County Line Road

A & A Cabinet Creations	772 County Line Road
A.J. Manufacturing Co	774 County Line Road

Machinex Manufacturing	792 County Line Road
Eveready Flood Control	792 County Line Road
Bensenville Screw Corp	796 County Line Road
C.L.R. Storage	820 County Line Road
Better Records Inc.	884 County Line Road
Kings Point General Cement	920 County Line Road
V & D Truck Repair	920 County Line Road
West Lake Clutch USA	950 County Line Road

Clearly a number of operating facilities will be lost if Option A is selected. Many have production specific requirements that may not be available at replacement facilities. In addition a total of at least 615 jobs would be lost by IDOT count. In a community the size of Bensenville, those losses are significant and made more so in combination with the losses already experienced from the OMP.

In addition, seven homes would be lost if Option A were constructed. Only Option A results in the loss of residential structures and resultant displacement of families.

B. Adverse Impacts on Residential Community-through construction period and due to roadway.

As IDOT has repeatedly stated, only Option A entails loss of residential property during construction, in addition to long term adverse impacts on remaining residential property post-construction. Indeed Option A is unique in that it is the

only option which not only requires demolition of seven existing homes, but also leaves in its wake a sizable residential community sentenced to endure sustained adverse impacts from the new by-pass with no prospect of escape because reduced property values will make it all but impossible to sell and move out.

1. *Additional Noise Impacts in addition to aircraft noise.*

The existing residential community on the east side of John Street, which would remain after construction of Option A, is more adversely impacted by Option A than any other option and, as noted above, is the only residential area impacted by any of the IDOT options. The proposed Option A eight lane expressway will raise noise levels in the area to levels around 70 to 74 dBA (the generally recognized sound levels typical of heavy urban traffic).

However, the John Street community already experiences aircraft noise levels from aircraft landing from the west and taking off from the east which causes periodic noise levels in excess of 74 dBA. These noise levels occur through the day at 45 to 55 second intervals and at night at intervals of 3 to 4 minutes.

Since the decibel is a logarithmic scale two sound levels measured in dBA are not additive but when the two sound levels are equal they are experienced as +3 dBA higher i.e. $74 \text{ dBA} + 74 \text{ dBA} = 77 \text{ dBA}$ which is like the sound of a lawn mower at 50 feet away. See Exhibit B for details.

The frequent and routine intrusion of this wholly unacceptable noise impact on homeowners and their families is unique to Option A. Residents will be subjected to the 74 dBA from Option A constantly with even louder periods every 45 to 55 seconds or every 3 to 4 minutes. That level of noise impact renders Option A the most unacceptable of those under consideration.

2. *Dust both during construction and due to traffic.*

High levels of fugitive dust emissions can be anticipated during construction in spite of the best efforts of contractors in the use of wet sprays to keep the dust down. Sadly while these dust control provisions are made in most plans, they are not followed consistently and when they are the result is often an abundance of mud in the streets.

In evaluating the proposed options it is important to pay attention to the likely receptors. While construction of any of the options carries a risk of dust

emissions, Option A is again clearly the worst of the options. As noted previously, Option A is the only alternative adjacent to residential receptors who would be most significantly impacted by dust emissions.

Once construction is completed, re-entrained road dust from traffic is a significant source of small particle fugitive emissions and here again the John Street Community would be the major recipient. As the only option intruding on a residential neighborhood, Option A is clearly the least desirable.

3. *Exhaust Pollution*

Mobile Source Air Toxics (MSAT) are a subset of the 188 air toxics defined by the Clean Air Act. MSATs are compounds emitted from highway vehicles. Some of these toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuel or as secondary combustion products. Metal toxics also result from engine wear or from impurities in oil, gasoline or diesel.

USEPA is in the process of assessing the risks of exposure to these substances. The EPA Integrated Risk Information System (IRIS) is a database of human health effects that may result from exposure to various substances found in the environment. The IRIS database is located at <http://www.epa.gov/iris>. The following toxicity data for six prioritized MSATs is taken from the IRIS Weight of Evidence Characterization summaries.

Benzene is characterized as a known carcinogen.

Acrolein carcinogenicity cannot be determined due to inadequate data.

Formaldehyde is a probable human carcinogen, based on limited evidence in humans, and sufficient evidence in animals.

1,3-butadiene is characterized as carcinogenic in humans by inhalation.

Acetaldehyde is a probable human carcinogen based on increased incidence of nasal tumors in male and female rats and laryngeal tumors in hamsters after inhalation exposure.

Diesel exhaust is likely to be carcinogenic to humans by inhalation from environmental exposure.

Air toxics from mobile sources such as cars and trucks are most likely to impact receptors close to the highway as this is where concentrations of air toxics are likely to be highest. Residential populations, which spend extended periods of time at home, particularly children and the elderly, are likely to be the most sensitive receptors. Consequently, Option A clearly has the greatest potential risk for adverse health affects from air toxics.

Among the four options under consideration Option A stands out as the worst possible choice based on an evaluation of toxic exposure.

4. *Salt runoff*

Road salt runoff is a significant concern in urban areas because it degrades water quality and severely impacts existing stream ecology. It might be argued that the new By-Pass simply replaces County Line Road so that the road salt load remains unchanged. However, County Line Road is currently a two lane road and is the Option A proposal would replace it with an eight lane expressway, plus two frontage roads, one on the east side and the other on the west side of the Bypass itself. Therefore a total of ten lanes of paved roadway will be contributing road salt, as opposed to the current two lanes.

Ignoring for a moment that the Bypass would handle greater traffic volumes and concentrating only on the increased highway capacity, Option A increases road salt loads by at least a factor of five. The Option represents a significant increase of roadway runoff.

5. *Division of Village by Elevated Roadway*

County Line Road (the road which would be replaced by an elevated eight lane highway and two frontage roads under Option A) forms the border between a commercial/industrial area of Franklin Park and Bensenville. As noted above, under the Option A proposal, the old County Line Road would become two frontage roads one on the east side of the new O'Hare West Bypass and the second on the west side.

County Line Road is currently a two lane highway with easy access and egress to both sides of the road and local destinations beyond. In contrast, the new O'Hare West Bypass would be a major eight lane highway which would divide one side of County Line Road from the other with no easy cross access except at the north end where it crosses Green Street at a height of 30 feet.

Locating the Bypass on the Option A route would isolate both residents and businesses of Bensenville and Franklin Park from each other in a way unique to Option A. Such a division would be detrimental to daily patterns of behavior already established in the area.

6. Quality of life with elevated roadway in backyards

Option A represents a severely diminished quality of life for residents of the John Street area. The current physical separation of the John Street area residents from the east side of County Line Road varies from 370 feet at the north end to 640 feet at the south end. At the south end where the new By-Pass would join I-294 there is the potential that 15 separate lanes of traffic would divide the John Street area from the east side of County Line Road.

The new By-Pass is not a constant height above grade but arrives at the north end of County Line Road at 30 feet above grade only to drop down to a few feet above grade within 1200 feet and then back up to 27 feet above grade 1500 feet further south. Within a further 900 feet the new highway goes back down to a few feet above grade before it rises again to 15 feet above grade to access I-294. This peculiar geometry is not only aesthetically challenging, but the imposition of higher levels of noise on the community than predicted above, seem highly likely.

C. Greatest number of structures lost

Comparing all the options (A – D), IDOT has acknowledged that Option A requires the greatest number of structures to be taken for the new Bypass.

	OPTION A	OPTION B	OPTION C	OPTION D
STRUCTURES TAKEN	33	15	17	22

As noted earlier some of these structures house leading industries in their field in facilities which would be difficult, costly and time consuming to replicate.

In addition, the taking of these structures again reduces the employment base in Bensenville adding to the losses already sustained from the OMP.

D. Greatest impact on recreational facilities

IDOT acknowledges that compared to all options (A – D), Option A has the greatest impact on recreational facilities.

	OPTION A	OPTION B	OPTION C	OPTION D
ACREAGE OF FACILITIES IMPACTED	1.30	0.26	0.25	0.25

The Legends of Bensenville Golf Course would lose 1.22 acres of land on the north east corner. The Edge Ice Arena (Bensenville Park District) would lose 0.08 acres from the east side. None of the other options intrude so significantly on public recreational facilities.

E. Opposition of Village and Residents

At the recent IDOT meeting, the Village of Bensenville circulated a petition to a number of residents. A total of 144 residents signed the petition all favoring Option D as opposed to option A. See Exhibit D for details.

F. Socio-Economic Impacts

As noted earlier, the Village would lose \$8,959,750 in overall assessed values; this translates into a total annual loss of approximately \$539,054 per year in tax revenues. Coming as it would on top of a total annual tax revenue loss of \$5,250,000 due to the OMP, this is potentially devastating to the Village’s overall provision of services.

However Option A represents more than simply a reduction in tax revenues. As noted above approximately 615 jobs would be lost at least on a temporary basis and probably permanently as far as the Village is concerned unless these companies succeed in finding facilities elsewhere in Bensenville. Many of these companies pay county sales taxes a portion of which comes back to the Village. The losses of these annual sales tax

revenues are a significant adverse impact on the Village which IDOT has not considered in this process.

It should also be noted that Option A is the only option, which entails the taking of any residential property. In the case of Option A, a total of 7 homes are slated for demolition by the proposed Bypass.

G. Environmental Impacts

Comparing the environmental impacts other than those related to noise, air toxics, dust and road salt runoff, of Option A with Option D there appears to be little significant difference. Overall the area of wetlands impacted appears similar, 0.1 acres are impacted in Option A compared to 0.3 acres in Option D.

However, since *SWANCC v U.S. Army Corps*, wetland designation has become significantly more complex and this throws the above determination into some doubt. Since adjacency is now the primary test of wetland designation it seems unlikely that any of the above wetland acreages are accurate absent consideration of any connecting streams in the area.

The total acreage of surface water impacted is said by IDOT to be the same for Option A and D although perusal of the areal photographs of the area revealed no areas of open water impacted by either option.

No archeological sites are impacted by either option. Therefore selection of Option D would not entail greater adverse environmental impacts than Option A. To the contrary, as noted above, environmental considerations such as dust, air toxics, noise and salt runoff all support rejection of Option A.

H. IDOT Methodology

As noted above the impact of Option A upon existing industry as well as the residential community is significantly greater than for any other option. Nonetheless it appears that the industrial impact of Option A has been underestimated.

This underestimate is nowhere more significant than at the south end of the By-Pass where the Service Drive, the northbound flyover ramp from I 294 and the Northbound Frontage Road clearly would have a significant impact upon the Nestle facility which would in fact lose approximately 75% of their existing parking facility and 100% of their truck parking area.

The determination of what constitutes a full take as opposed to a partial take is also in question when one considers the case of the three industries on the east side of I 294 where the By-Pass joins I 294. In all cases except Option A, these three industries are identified as a partial take because the improved I 294 impacts the northwest corner of each facility. However, in the case of Option A, where there is clearly an impact upon these three industries, no take is identified.

If the correct partial take were identified for Option A, it would have the effect of increasing the total take for Option A by 5,387.52 square feet. Values and jobs lost would also increase. These factors must be taken into account by IDOT in evaluating the routing options.

II. COMMENTS IN SUPPORT OF OPTION D

A. Zero Impacts to Residential Communities

One of the most significant difference between Option A and Option D is the fact that **NO** residential communities are impacted by Option D. Not only are no residences taken for Option D, but no residences remain after construction which would be severely impacted by the new By-Pass as would be true with Option A.

In the case of Option A, seven residences are taken along with 36 industries. In addition, a total of forty one homes are left behind directly fronting on the new highway. A further thirty-one homes would be left within 450 feet from the new highway. Option D takes no residences and none would remain along its route to be subjected to adverse impacts as would be the case with Option A.

B. Improved Access.

IDOT identifies a total of twenty-two industries impacted by Option D. However, as noted above the three industries on the east side of I 294 are equally impacted by Option A – of the remaining nineteen businesses, a total of eleven are located on the east side of the rail line. Currently, the access to these eleven industries could only be described as confused at best.

From the north only the first three of these eleven industries are accessible off of Green Street. Access to these three is by way of Acorn Lane, which is a two lane road. Unfortunately, since these facilities lack adequate docking facilities, large eight wheeler vehicles are parked at intervals most of the day so access is difficult and at times uncertain. No further southern movement is possible to the remaining eight industries.

Four of the remaining industries are only accessible by traveling further east on Green Street to Frontage Road where the same parking conditions apply as on Acorn Drive.

Access to the remaining industries is only possible by traveling further south on Frontage Road to King Street, which is a frontage street to I-294. King Street ends at Powell Street where the last three facilities are located.

One benefit from Option D will be not only the elimination of this inefficient traffic routing, but also much improved traffic movement in the area of remaining industry. See Exhibit C for details. These improvements in regional and local access represented by Option D are clearly consistent with IDOT's goals for the By-Pass project.

C. Improved Access from Franklin Park to I 294

Currently there is no easy access to I-294 for Franklin Park residents and businesses other than by Irving Park Road to the east of the center of town.

The addition of this access via Option D is considered a welcome improvement by the Village of Franklin Park who, we understand, has raised no objection to Option D. In contrast, Bensenville and its residents are strongly opposed to Option A. In addition, Congressman Peter J. Roskam sent a letter in support of Option D to IDOT on March 9, 2009. (See Exhibit "E")

BUREAU OF PLANNING
RECEIVED
MAR 24 2001
DISTRICT #1

Exhibit A

EXHIBIT A

LAND AREA LOSSES IN BENSENVILLE DUE TO O'HARE AND OPTION A

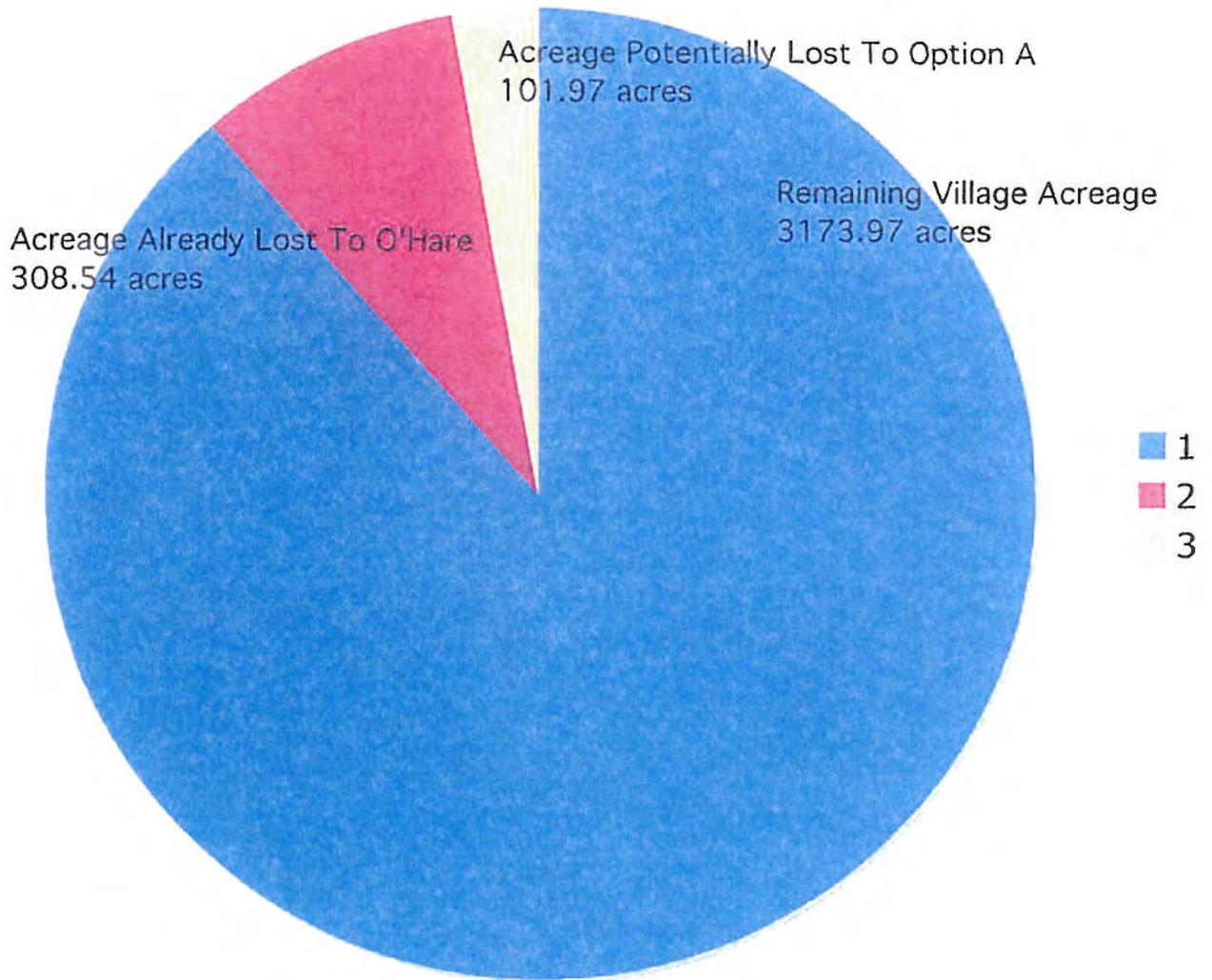
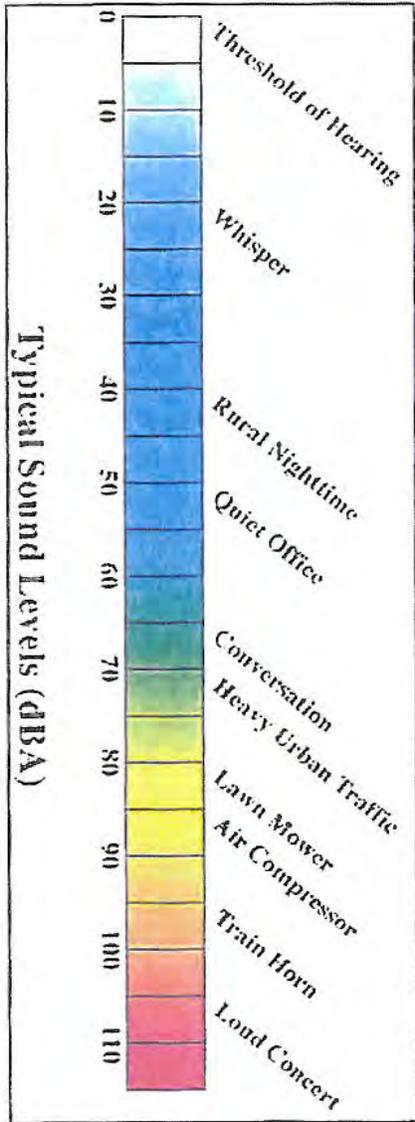


Exhibit B

Typical Noise Levels



A-Weighting Adjustments

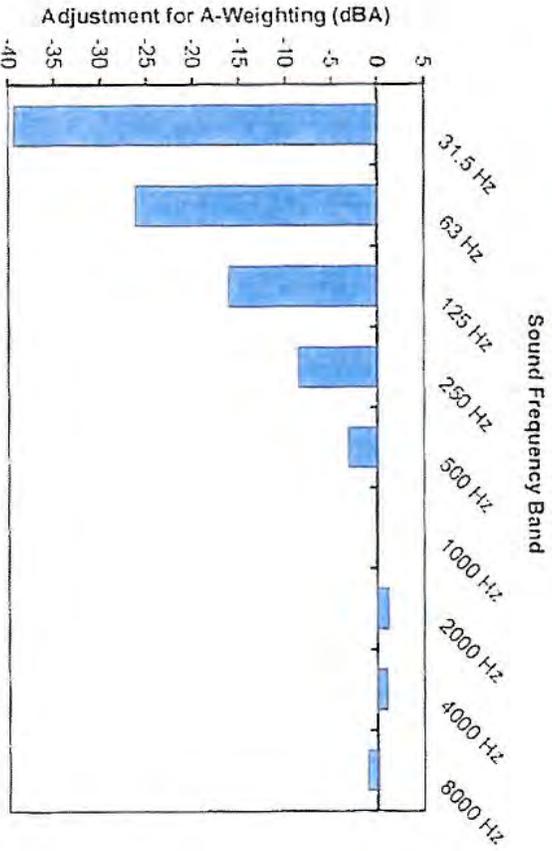
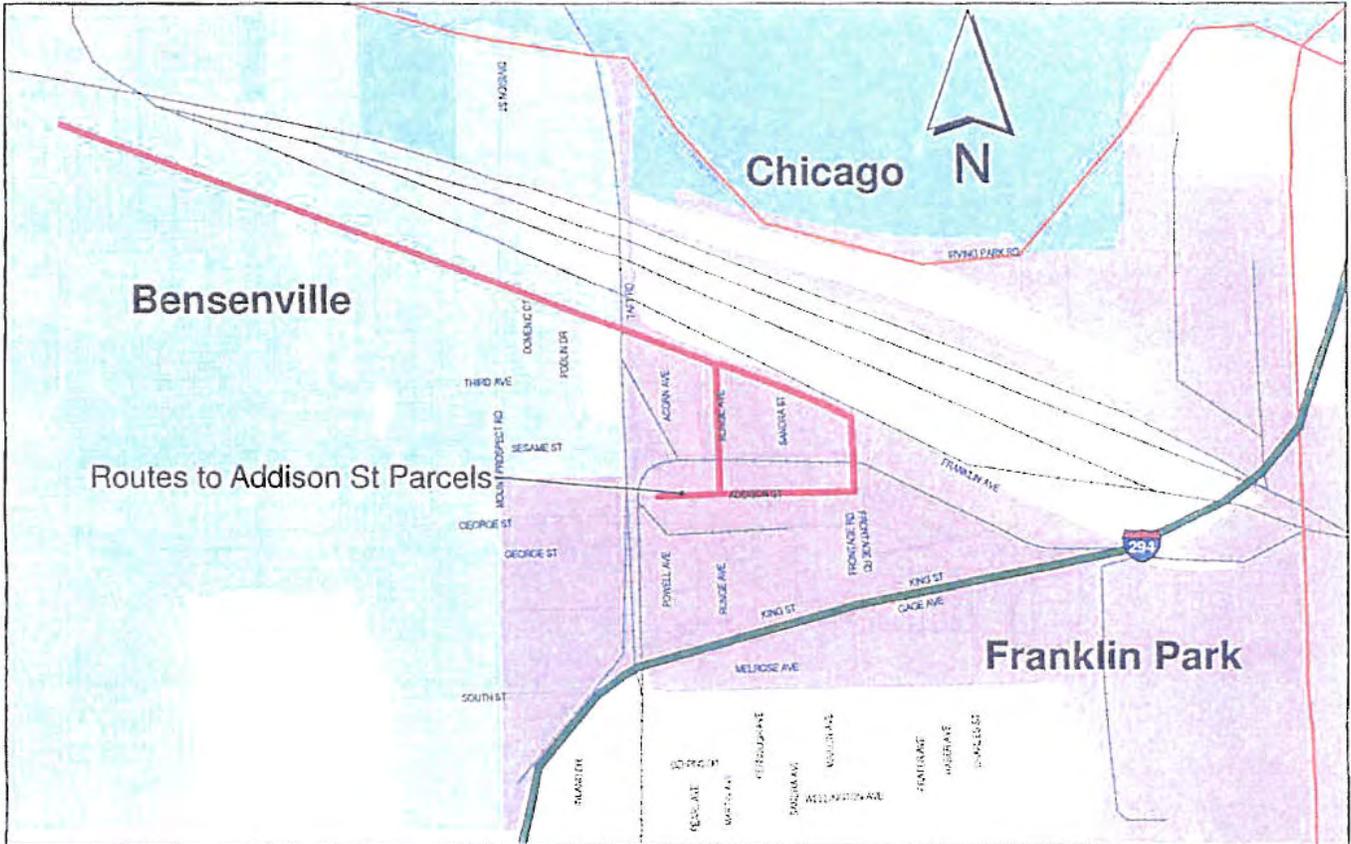
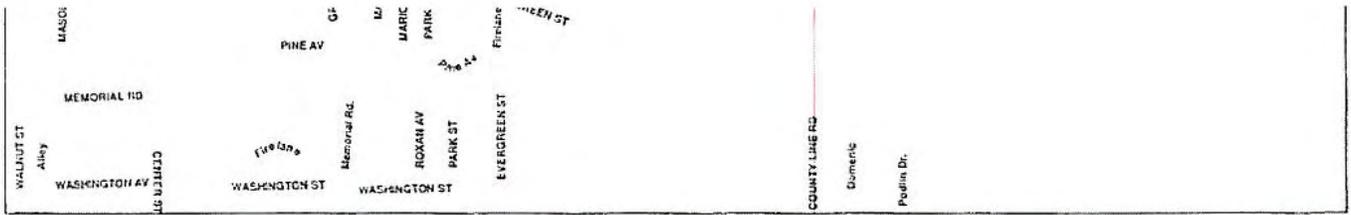


Exhibit C



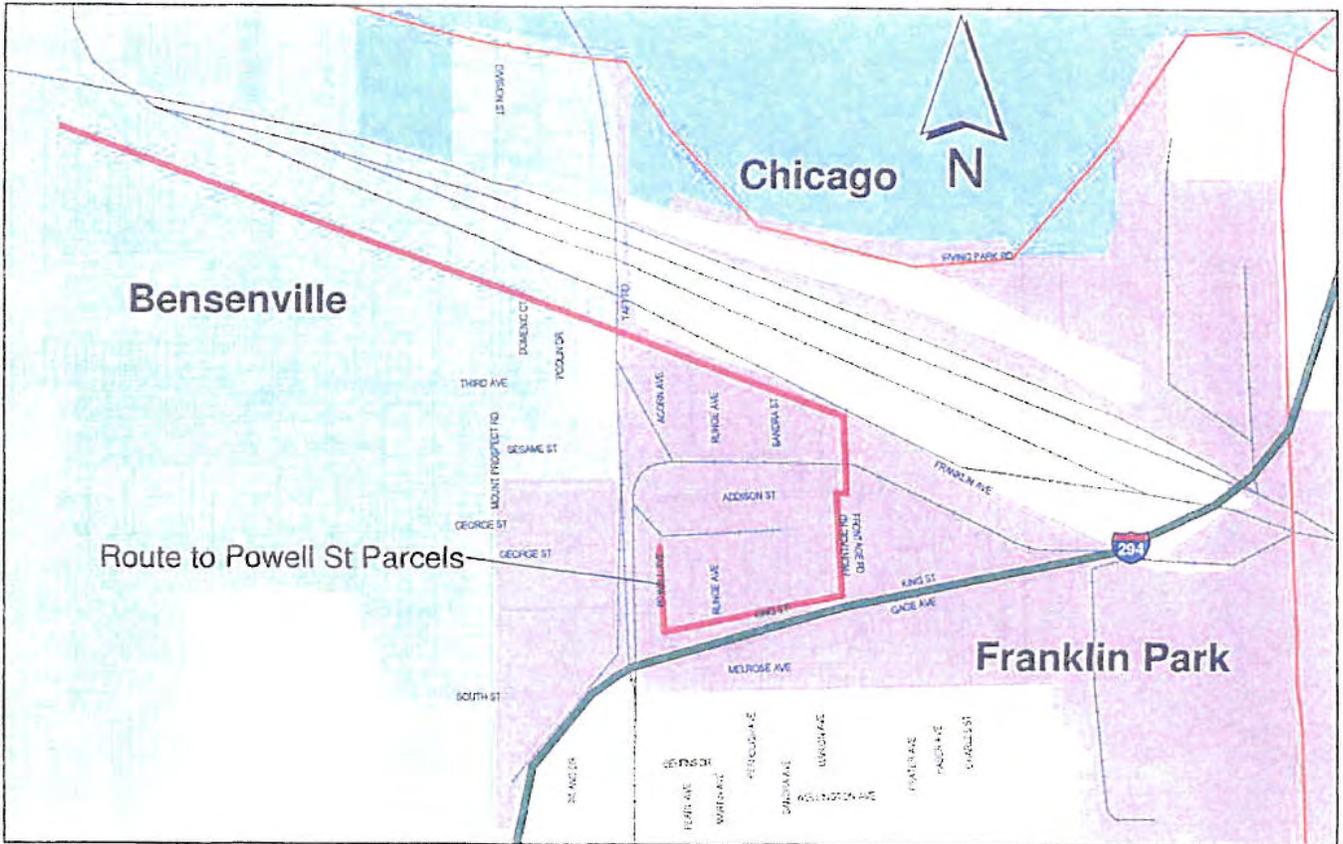
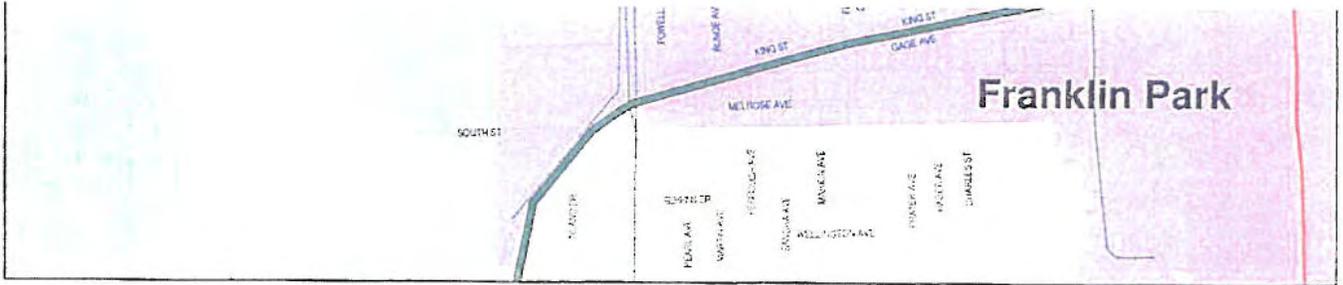
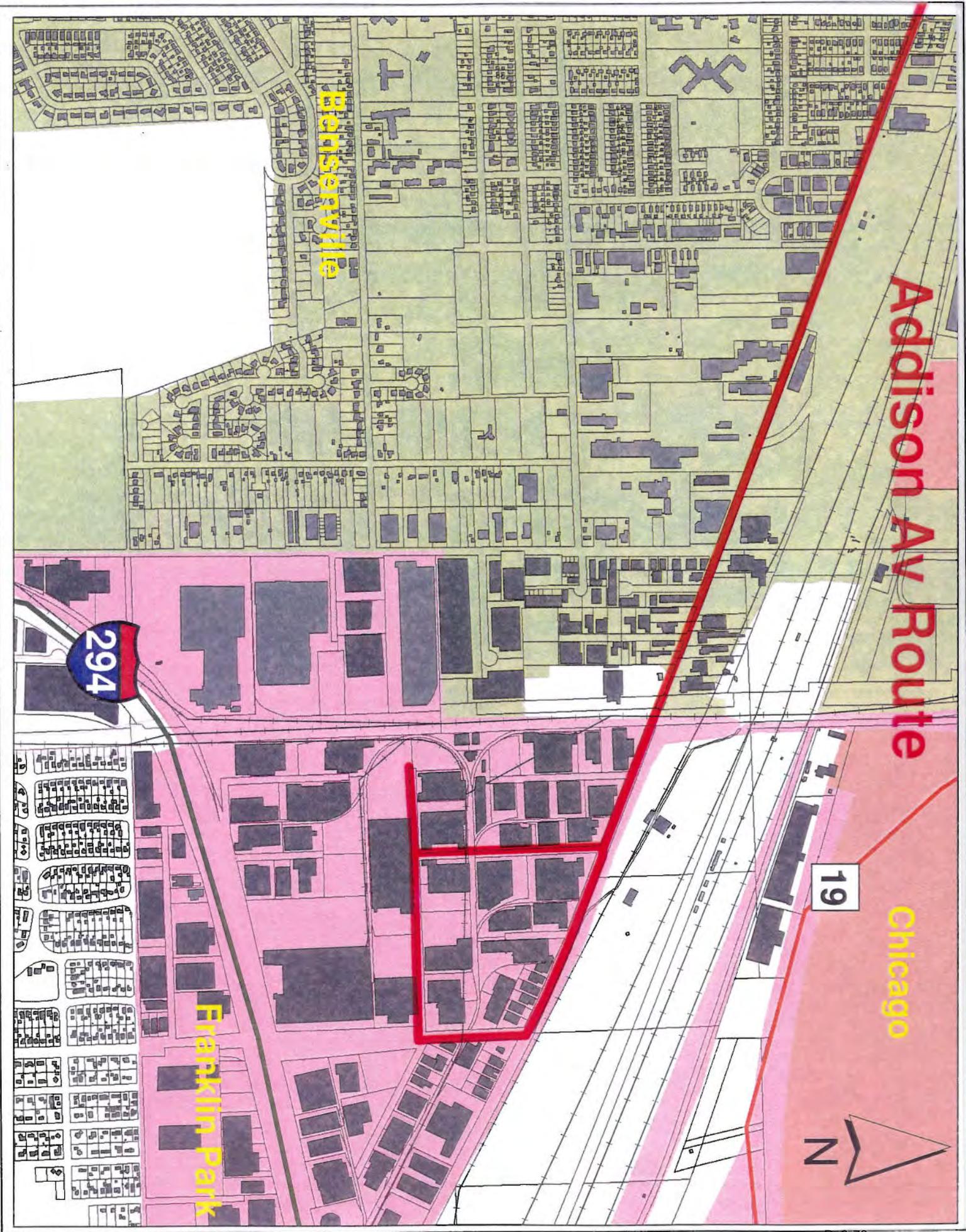


Exhibit D



Bensenville

Addison Av Route

294

Franklin Park

Chicago

19



Bethersville

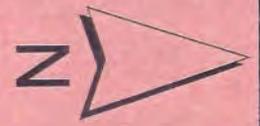
Acorn Ct Route

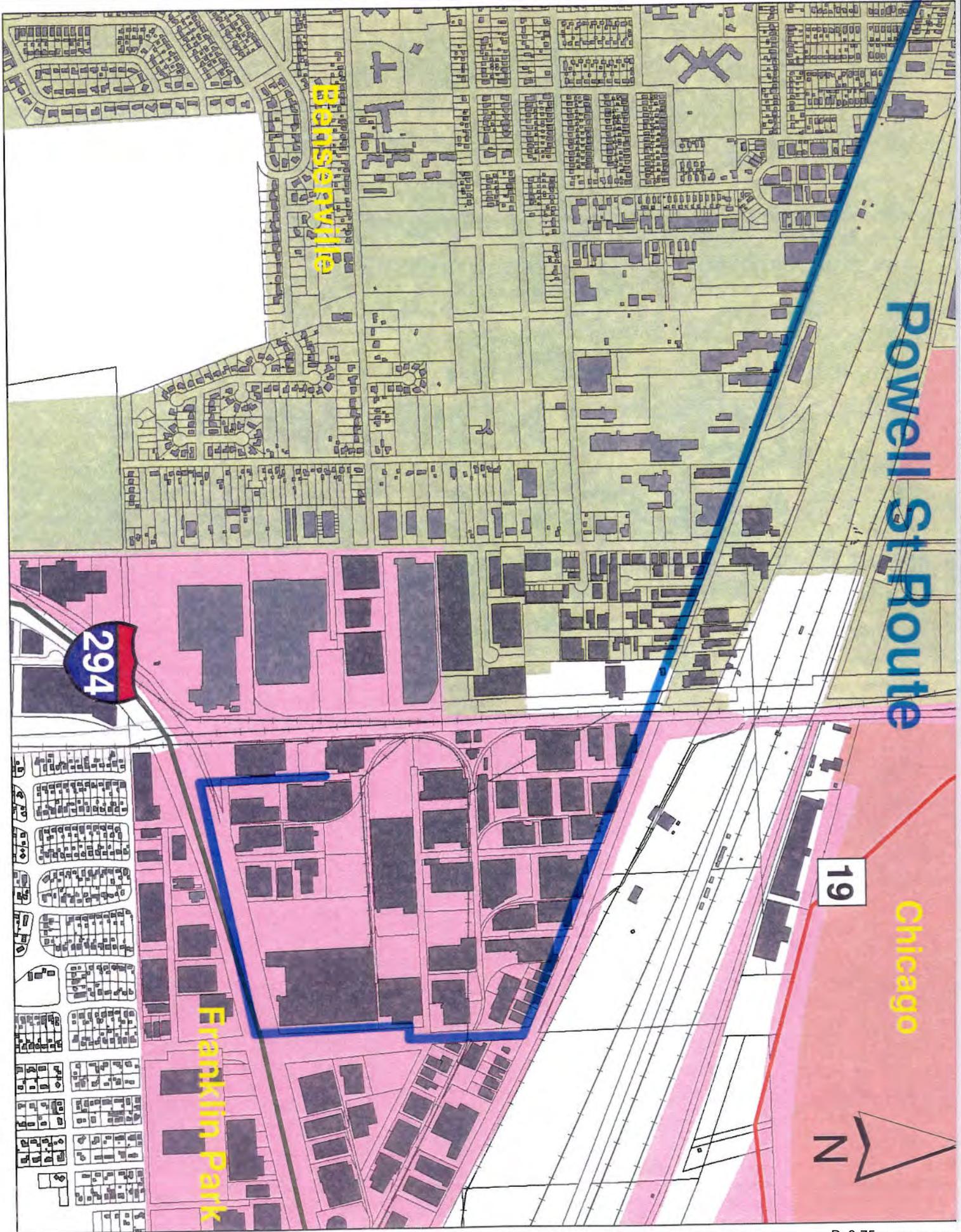


19

Chicago

Franklin Park





Beniseville

Powell St Route

294

19

Chicago

Franklin Park



IDOT March 11, 2009 Rally
 Comment Forms

Debbie Rosenbach	12 S. Center Street	Bensenville, IL 60106	Yes
Ed Bowser	12 S. Center Street	Bensenville, IL 60106	Yes
Gary Thorsen	735 E. Jefferson	Bensenville, IL 60106	Yes
Eva M Sylvester	915 N. York	Einhurst, IL 60126	Yes
Maria Meza	322 S. Mason	Bensenville, IL 60106	Yes
Karina Mlynec	2765 Hawthorne Street	Franklin Park, IL 60131	Yes
Todd Finner	735 E. Jefferson Street	Bensenville, IL 60106	Yes
Lois DiBenardo	717 E. Jefferson	Bensenville, IL 60106	Yes
Ginny Laworata	717 E. Jefferson	Bensenville, IL 60106	Yes
Richard Petersen	347 Tioga Trail	Wood Dale, IL 60191	Yes
Carin Petersen	347 Tioga Trail	Wood Dale, IL 60191	Yes
Andrea Fogt	236 N Craig Place	Lombard, IL 60148	Yes
Robin Brokaw	701 S. Lincoln	Park Ridge, IL 60068	Yes
Tom Math	524 Busse	Park Ridge, IL 60068	Yes
Frank Cocconale	6622 N. Ottawa Avenue	Chicago, IL 60631	Yes
Corey Williamsen	1202 W. Ilasca Street	Bensenville, IL 60106	Yes
Michael Consiglio	3548 North Opal	Chicago, IL 60634	Yes
Eva Rodriguez	12 S. Center Street	Bensenville, IL 60106	Yes
Montica Pulaski	12 S. Center Street	Bensenville, IL 60106	Yes
George Sedlacek	12 S. Center Street	Bensenville, IL 60106	Yes
Ronald Renos		Bensenville, IL 60106	Yes
Margie Dykes	303 E. Washington	Bensenville, IL 60106	Yes
Warren M. Hineine	303 E. Washington, #137	Bensenville, IL 60106	Yes
Esther Panos	122 E. Memorial	Bensenville, IL 60106	Yes
Ed. Haylowic	321 Virginia	Bensenville, IL 60106	Yes
Catherine Haylowic	321 Virginia	Bensenville, IL 60106	Yes
Catherine Krall	303 E. Washington, #247	Bensenville, IL 60106	Yes
Edwin Lejeck	303 E. Washington #347	Bensenville, IL 60106	Yes
Lots J. Scharf	303 E. Washington, #206	Bensenville, IL 60106	Yes
Gladys Pearsan	303 E. Washington, #232	Bensenville, IL 60106	Yes
Alice Hasse	303 E. Washington	Bensenville, IL 60106	Yes
L. Louise Morrison	303E. Washington, #109	Bensenville, IL 60106	Yes
Vicky Krall	189 Martha Street	Bensenville, IL 60106	Yes
Kory C. Smith	104 Greenlawn	Bensenville, IL 60106	Yes
Jiberg Zaiygrfo	12 S. Center Street	Bensenville, IL 60106	Yes
Anthony J. Bagnola, Jr.	243 Garden Way	Bloomngdale 60108	Yes
Marcy Bunch	1131 David Drive, Apt. #1	Bensenville, IL 60106	Yes
Christine Fischer-Thelen	771 N. Michigan	Elmhurst, IL 60126	Yes

IDOT March 11, 2009 Rally
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Name	Address	City	Option D
Richard & Barbara Swanek	238 Pine Lane	Bensenville, IL 60106	Yes
Janusz Klos	151 Dolores Drive	Bensenville, IL 60106	Yes
Frank Kundmann	334 E. Memorial Road	Bensenville, IL 60106	Yes
Arlene Guagenti	314 S. Walnut Street	Bensenville, IL 60106	Yes
David Diaz	912 River Forest Ct.	Bensenville, IL 60106	Yes
Frank & Aida Carrera	910 River Forest Ct.	Bensenville, IL 60106	Yes
Bhakti Patel	712 Parkside Lane	Bensenville, IL 60106	Yes
Jeff Juliano	155 S. Center Street	Bensenville, IL 60106	Yes
Jim Mimal	819 River Forest Ct.	Bensenville, IL 60106	Yes
L. J. Bajos	909 Brieler Ct.	Bensenville, IL 60106	Yes
Dionizios Papafotopoulos	140 David Drive	Bensenville, IL 60106	Yes
Mr. & Mrs. Darrell A. Roberts	349 E. George Street	Bensenville, IL 60106	Yes
Mary Rivera	187 Henderson Street	Bensenville, IL 60106	Yes
Francis & Gail O'Brien	914 River Forest Ct.	Bensenville, IL 60106	Yes
Blanche Kolze	217 May Street	Bensenville, IL 60106	Yes
Samuel T. Manansala	35 E. Memorial Road	Bensenville, IL 60106	Yes
Carol Paulus-Kalis	724 Hillside Drive	Bensenville, IL 60106	Yes
Bob Baikie	825 Plentywood Lane	Bensenville, IL 60106	Yes
David Dench	423 W. Wood Street	Bensenville, IL 60106	Yes
Maniral Patel	101 Twin Oaks Street	Bensenville, IL 60106	Yes
Penny Rhodes	1270 Edgewood Avenue	Bensenville, IL 60106	Yes
Kenneth & Beverly Gruner	805 John Street	Bensenville, IL 60106	Yes
Eugene & Patricia O'Keefe	16W662 Forestview	Bensenville, IL 60106	Yes
Chris Blum	42 Dennis Drive	Bensenville, IL 60106	Yes
Janet Rosenbugh	601 W. Wood Street	Bensenville, IL 60106	Yes
Mike Siwicki	325 S. York Road, #507	Bensenville, IL 60106	Yes
Norma Fielder & John Schweig,	447 S. Evergreen	Bensenville, IL 60106	Yes
West Precision Tool, Inc.	217 S. Church	Bensenville, IL 60106	Yes
Ruben Rodriguez	225 N Spruce Avenue	Bensenville, IL 60106	Yes
Mr. & Mrs. Ralph Engelbing	325 S. Barron	Bensenville, IL 60106	Yes
John & Frank White	1051 S. Center Street	Bensenville, IL 60106	Objects to any construction.
Alice Plutz	620 S. York Road, #301	Bensenville, IL 60106	No more construction
Phyllis Mitchell	601 Diana Ct.	Bensenville, IL 60106	Yes
Guy Filippelli	1062 S. Addison	Bensenville, IL 60106	Yes
Marilyn J. Rynes	834 Dennis Drive	Bensenville, IL 60106	Yes
Mary Radek			

IDOT March 11, 2009 Rally
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Langha S. Panico	917 W. Irving Park Road	Bensenville, IL 60106	Yes
Mary Radek	834 Dennis Drive	Bensenville, IL 60106	Yes
Barbara Wanzung	946 Dolores Drive	Bensenville, IL 60106	Yes
K. Pizzuto	4 South Mason	Bensenville, IL 60106	Yes
Jean Sienkiewicz	11 W. Green Street, #506	Bensenville, IL 60106	Yes
Jordon L. Brewer	4N240 Ridgewood	Bensenville, IL 60106	Yes
Judy Brewer	4N240 Ridgewood	Bensenville, IL 60106	Yes
Kevin O'Neill	320 E. George St.	Bensenville, IL 60106	Yes
Mary J. Leist	4 S. Mason, #504	Bensenville, IL 60106	Yes
Eileen S. Wamder	17W235 Crest Avenue	Bensenville, IL 60106	Yes
William Wamder, Sr.	17W235 Crest Avenue	Bensenville, IL 60106	Yes
Jackie Thermos	17W153 Oak Lane	Bensenville, IL 60106	Yes
Jackie Cruz	206 Judson	Bensenville, IL 60106	If Franklin Park wants to expand let it go their way.
Borgs B. Jarymowycz, President, Pro-Tech Machining	301 B Eastern Avenue	Bensenville, IL 60106	Yes
Steve Husch	17W275 Oakdale	Bensenville, IL 60106	Yes
Jose Zary	206 Judson	Bensenville, IL 60106	Yes
Pearl Medziak	24 S. Center	Bensenville, IL 60106	Yes
Losi H. Weber	119 E. Memorial	Bensenville, IL 60106	Yes
Pauline Riesen	243 Spruce Avenue	Bensenville, IL 60106	Yes
Robert Pacek	523 N. Route 83	Bensenville, IL 60106	Yes
Henryka Krol	158 S. Church Road	Bensenville, IL 60106	Yes
LaNeta M. Bergs	741 S. Center	Bensenville, IL 60106	Yes
Mr. & Mrs. Gerhard Kallus	135 N. Center	Bensenville, IL 60106	Yes
Douglas M. Bergs	741 S. Center	Bensenville, IL 60106	Yes
Mark L. Skowron, OD	117 W. Main Street	Bensenville, IL 60106	Yes
William J. O'Neill	110 E. George, #415	Bensenville, IL 60106	Yes
Jim & Annette Herr	922 W. Irving Park Road	Bensenville, IL 60106	Yes
Christine H. Novak	421 E. Washington Street	Bensenville, IL 60106	Yes
Lothar & Maria Schuetz	143 N. Center Street	Bensenville, IL 60106	Yes
Joseph V. Wisnauski	1225 Itasca Street	Bensenville, IL 60106	Yes
Garnet Vyduna	125 E. Memorial Road	Bensenville, IL 60106	Yes
Delores J. Prostek	303 E. Washington, #337	Bensenville, IL 60106	Yes
Donna Filippelli	474 Knollwood	Wood Dale, IL 60191	Yes
Linda Dickson	12 S. Center Street	Bensenville, IL 60106	Yes
Nicholas P. Deemdic	12 S. Center Street	Bensenville, IL 60106	Yes
Dan McGuire	905 Glendale Street	Bensenville, IL 60106	Yes

IDOT March 11, 2009 Rally
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D. Jean Schmidt	2114 Falmouth Ct.	Streamwood 60107	Yes
Peggy Walberg	406 E. Washington	Bensenville, IL 60106	Yes
Scott Viger	139 S. Candlewood Dr.	Crystal Lake 60014	Yes
Anthony G. Sumner	236 George St, Unit C 900 Block of Pamela Dr/	Bensenville, IL 60106 Bensenville, IL 60106	Yes Yes
Valerie Karg	12 S. Center Street	Bensenville, IL 60106	Yes
R. Fosword	231 S Aldine Avenue	Elgin, IL 60123	Yes
Bernard W. Menke	303 E. Washington, #360	Bensenville, IL 60106	Yes
Evelyn Adams	303 E. Washington, #142	Bensenville, IL 60106	Yes
Margaret Haffele	303 E. Washington, #330	Bensenville, IL 60106	Yes
Virginia Thomas	124 E. Memorial	Bensenville, IL 60106	Yes
Patricia Zugehar	303 E. Washington, #301	Bensenville, IL 60106	Yes
Grace M. Pognan	303 E. Washington, #231	Bensenville, IL 60106	Yes
Geri Green	303 E. Washington, #202	Bensenville, IL 60106	Yes
Harriet Bollnney	303 E. Washington, #329	Bensenville, IL 60106	Yes
Gloria R. O'Casney	303 E. Washington, #5	Bensenville, IL 60106	Yes
Loretta M. Coleman	303 E. Washington, #325	Bensenville, IL 60106	Yes
Mr. & Mrs. Wilbert Beyer	303 E. Washington	Bensenville, IL 60106	Yes
Alice M. Dill	303 E. Washington, #111	Bensenville, IL 60106	Yes
Marjorie Glover	303 E. Washington, #301	Bensenville, IL 60106	Yes
Elien Rowlett	303 E. Washington	Bensenville, IL 60106	Yes
Dorothy Karmuth	303 Washington, #328	Bensenville, IL 60106	Yes
June Harrison	303 E. Washington, #338	Bensenville, IL 60106	Yes
Ruth Wilken	303 E. Washington, #114	Bensenville, IL 60106	Yes
Art Nottke	303 E. Washington, #260	Bensenville, IL 60106	Yes
Dorothy Schafer	303 E. Washington	Bensenville, IL 60106	Yes
Isabel Shick	303 E. Washington, #122	Bensenville, IL 60106	Yes
Pauline A. Lehmann	303 E. Washington, #208	Bensenville, IL 60106	Yes
Peter Mrugacz	219 E. George Street	Bensenville, IL 60106	Yes
Donald Brant	430 S. Center Street	Bensenville, IL 60106	Yes
Henry C. Bronars	706 Algonquin Avenue	Bensenville, IL 60106	Yes
Delores A. Bronars	706 Algonquin Avenue	Bensenville, IL 60106	Yes
Nancy L. Klaus	711 Algonquin Avenue	Bensenville, IL 60106	Yes
Emily Mlynarski	709 Algonquin Avenue	Bensenville, IL 60106	Yes



OFFICE OF THE SUPERVISOR
RECEIVED
MARCH 25 2009
DISTRICT #1

VIA HAND DELIVERY & U.S. MAIL

March 25, 2009

Ms. Diane O'Keefe
Illinois Department of Transportation
201 Center Court
Schaumburg, IL 60196-9905

RE: Elgin-O'Hare/West Bypass Public Information
Meeting Comments

Dear Ms. O'Keefe:

The Village of Itasca has reviewed the presentation material and proposed Roadway System Alternatives presented at the March 12, 2009 Public Information Meeting #3 and appreciates the opportunity to provide formal commentary and feedback. In addition to the comments that follow below, Resolution No. 471-09, A Resolution of Conditional Support for the IDOT Elgin-O'Hare/West Bypass Roadway System Expansion Alternative 203 is pending before the Village of Itasca Board of Trustees for consideration on April 7, 2009.

On behalf of the Village of Itasca, please accept the following comments regarding the proposed Roadway System Alternatives and first tier of analysis:

- Of the seven remaining Roadway System Alternatives, the Village of Itasca opposes combination strategy alternatives (401, 402, 403, 404, and 501). The Village of Itasca believes that combination strategies with a partial or incomplete West Bypass will negatively impact traffic volumes on Thorndale Avenue/Elgin-O'Hare expressway and will not result in adequate improvements to local and regional travel performance and O'Hare west access.
- Of the remaining Roadway System Alternatives, the Village of Itasca conditionally supports System Expansion Alternative 203. Both system expansion alternatives (202 and 203) provide an increase in travel performance. However, System Alternative 203 is more efficient than Alternative 202 and better minimizes unnecessary social and commercial impacts and displacements.
- Protection of the quality of life for residential areas adjacent to the proposed expansion area and protection of the economic vitality of our commercial community is of the utmost importance and concern to the Village Board of Trustees and me.

Ms. Diane O'Keefe

March 25, 2009

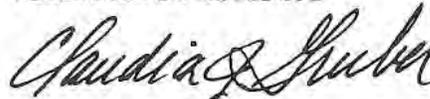
Page 2 of 2

- Preferred System Alternative 203 appears to best provide direct access to the Hamilton Lakes Office Park development, protect adjacent residential areas from detrimental expressway and cut-through traffic, avoid unnecessary residential displacements, and minimize commercial disruptions.
- The Village of Itasca requests that as it enters the next phase of analysis, IDOT commit to minimize the noise and visual impacts of the proposed expansion upon adjacent residential areas, a full system interchange at Rohwling Road (IL Rt. 53) with direct access to/from I-290, an eastbound off-ramp ramp to Arlington Heights Road, and an expansion of the project limits north along Arlington Heights Road and Prospect Avenue to Devon Avenue.
- As part of the second tier of analysis, the Village of Itasca would seek to analyze and review IDOT traffic demand volumes under the chosen alternative upon local roadways to ensure that proposed traffic demand numbers offer significant improvements over current traffic volumes and the 2030 traffic baseline.
- As IDOT proceeds to the next phase of analysis, the Village of Itasca seeks to continue the opportunity to provide substantive input and commentary on the specific design and geometry of the proposed interchanges at Rohwling Road (IL Rt. 53), Hamilton Lakes Office Park (Park Boulevard), Arlington Heights Road and Prospect Avenue as well as impacts upon the supporting roadway networks and adjacent properties.

These comments represent the Village of Itasca's preliminary comments and concerns regarding the proposed Roadway System Alternatives and first tier of analysis. Please feel free to contact me should you have any questions or concerns regarding these comments.

Very Truly Yours,

VILLAGE OF ITASCA



Claudia "Gigi" Gruber
Village President

cc: Mike Latoria, Western Access Committee Chairman
David Williams, Village Administrator
Nicole Aranas, Director of Community Development
Peter Harmet, Programming Bureau Chief, IDOT
Ron Krall, IDOT



Mayor
CRAIG B. JOHNSON

Village Clerk
ANN I. WALSH

Village Manager
RAYMOND R. RUMMEL

Village Trustees
NANCY J. CZARNIK
PATTON L. FEICHTER
JEFFREY C. FRANKE
SAMUEL L. LISSNER
JAMES P. PETRI
CHRIS PROCHNO

March 27, 2009

BUREAU OF PROGRAMMING
RECEIVED
MAR 31 2009
DISTRICT #1

Mr. Peter E. Harmet, P.E.
Bureau Chief of Programming, CPG
Illinois Department of Transportation
Highways/Programming/District One
201 W. Center Court
Schaumburg, IL 60196

Dear Mr. Harmet:

Enclosed is a certified original of Resolution No. 19-09 entitled "**A RESOLUTION AMENDING RESOLUTION NO. 9-09 AND DESIGNATING THE CONSTRUCTION OF THE WEST BYPASS NORTH CONNECTION "ALTERNATE 203 – OPTION D" AS THE LOCALLY PREFERRED ALTERNATIVE AND REJECTING ANY PLANS TO WIDEN BUSSE ROAD.**" This Resolution was passed and approved at the regular meeting of the Mayor and Board of Trustees of the Village of Elk Grove Village, Illinois, held on Tuesday, March 27, 2009.

If you have any questions, please call my office at 847/357-4042.

Sincerely,

Ann I. Walsh
Village Clerk

AIW:dm
C: Village Manager
Enc.





Mayor
CRAIG B. JOHNSON

Village Clerk
ANN I. WALSH

Village Manager
RAYMOND R. RUMMEL

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NANCY J. CZARNIK
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CHRIS PROCHNO

STATE OF ILLINOIS)
)) SS
COUNTIES OF COOK AND DU PAGE)

CERTIFICATE OF CLERK

This is to certify that I, Ann I. Walsh, am the Village Clerk of the Village of Elk Grove Village, Cook and DuPage Counties, Illinois, and as such official am the custodian of the records and seal of said Village; and that the attached is a true and correct copy of Resolution No. 19-09 passed by the Mayor and Board of Trustees of said Village at a meeting duly held on the 24th day of March 2009 which Resolution No. 19-09 was approved by the Mayor, all as appears from the official records which are in my custody.

Witness my hand and the official seal of said Village of Elk Grove Village this 27th day of March 2009.

SEAL

Ann I. Walsh, Village Clerk
of the Village of Elk Grove Village
Counties of Cook and DuPage, Illinois

RESOLUTION NO. 19-09

A RESOLUTION AMENDING RESOLUTION NO. 9-09 AND DESIGNATING THE CONSTRUCTION OF THE WEST BYPASS NORTH CONNECTION “ALTERNATE 203 – OPTION D” AS THE LOCALLY PREFERRED ALTERNATIVE AND REJECTING ANY PLANS TO WIDEN BUSSE ROAD

WHEREAS, the Illinois Department of Transportation (IDOT) studied multiple options to facilitate the movement of traffic through the heavily congested area west of O’Hare Airport; and,

WHEREAS, Elk Grove Village is home to 3,800 businesses employing over 100,000 people within the area under study by IDOT; and,

WHEREAS, Elk Grove Village holds a significant investment in terms of businesses, jobs, property tax base, sales tax base, roadways, water mains, sewer infrastructure, and public safety activities within the study area; and,

WHEREAS, Elk Grove Village has actively participated and is fully involved in meetings with IDOT and transportation consultants concerning alternatives to facilitate the flow of traffic; and,

WHEREAS, Elk Grove Village has determined that one alternative is strongly preferred locally and that preference is to be conveyed to the State of Illinois Department of Transportation and United States Highway Department;

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Board of Trustees of the Village of Elk Grove Village, Counties of Cook and DuPage, Illinois:

Section 1: Locally Preferred Alternative: That Elk Grove Village hereby designates the WEST BYPASS NORTH CONNECTION “ALTERNATE 203 - Option D” PROPOSAL as its locally preferred alternative which places the planned West Bypass on the 300-foot corridor east of Elmhurst Road on existing O’Hare Airport property. This plan is preferred as it provides the following benefits:

- Preserves the existing Busse Road corridor;
- Provides the most economic benefits to the community and the region;
- Preserves Elk Grove businesses and associated jobs;
- Maintains the existing tax base that benefits Schools, Parks, and Library;
- Provides for the long desired full interchange at Elmhurst Road and I-90;
- Provides access along Thorndale Avenue that focuses traffic to major arterials and protects our secondary roads;
- Was long-planned as the appropriate location for an expressway; and,
- Significantly improves the flow of vehicular traffic in the region.
- In addition, over 35,628 comments were submitted to IDOT on March 11, 2009 stating that Alternate 203-Option D is the preferred alternative.

Section 2: Reject Busse Road Expressway Alternative: That Elk Grove Village hereby rejects any plans to widen Busse Road including plans 202, 401, 403 and 501 in Elk Grove Village for the following reasons:

- It will potentially eliminate numerous existing businesses, negatively impact hundreds of other businesses, and eliminate or reduce thousands of permanent jobs for the region;
- It will harm public safety by significantly lengthening the response time of local law enforcement, firefighters, and paramedics to areas east of Busse Road; and,
- It has negative, costly, and far-reaching impacts on existing local roads, water mains, sanitary sewers, storm sewers, and economic development in the region.
- It reduces PACE public transportation.
- It negatively impacts high-pressure Interstate natural gas pipelines.
- It potentially disrupts short-line rail service to thousands of businesses in Elk Grove Village.

Section 4: That this Resolution shall be in full force and effect from and after its passage and approval according to law.

VOTE: AYES: 6 NAYS: 0 ABSENT: 0

PASSED this 24th day of March 2009.

APPROVED this 24th day of March 2009.

APPROVED:

Mayor Craig B. Johnson
Village of Elk Grove Village

ATTEST:

Ann I. Walsh, Village Clerk

Designating Locally Preferred Alternatives added.

RESOLUTION NO. R-128-2009

A RESOLUTION OF THE VILLAGE OF BENSENVILLE SUPPORTING
THE IDOT PROPOSED ELGIN-O'HARE WEST BYPASS, SOUTH CONNECTION
(OPTION D) FOR THE RING ROAD PROJECT

WHEREAS, the Village of Bensenville (hereinafter the "Village") is a body politic and corporate, organized and existing pursuant to the Illinois Municipal Code, 65 ILCS 5/1-1-1 *et seq.*; and

WHEREAS, the Elgin O'Hare and West Bypass has been the subject of planning efforts and discussions dating back several decades; and

WHEREAS, past and current Regional Transportation Plans as proposed by the Illinois Department of Transportation (hereinafter "IDOT") have recognized the need to relieve congestion and improve access in and around O'Hare Airport and surrounding communities; and

WHEREAS, with the goal of improving transportation in the region, IDOT has been engaged in a study to identify options for building an extension of the Elgin O'Hare Expressway and a western bypass of O'Hare International Airport known as the Elgin O'Hare-West Bypass; and

WHEREAS, the project includes preliminary engineering and environmental studies of a wide range of alternatives, including both the potential extension of the Elgin-O'Hare Expressway to the east as well as a potential western bypass of O'Hare connecting I-90 and I-294; and

WHEREAS, IDOT has embarked on a major effort to gather ideas and suggestions from residents and business and civic leaders in the 24-community study area that includes the Village; and

WHEREAS, the first segment, or tier, of the study is scheduled for completion in early 2010 and includes IDOT'S submission of a final environmental impact statement and record of decision that states the preferred transportation system plan for the area; and

WHEREAS, the second segment, or tier, involves detailed engineering and environmental studies for parts of the selected plan that are ready to move forward and is expected to be complete by 2013; and

WHEREAS, IDOT has expressed its need for robust public input to develop a plan that improves transportation while also recognizing the many economic and environmental impacts a project of this magnitude presents and has also expressed a goal of being inclusive, open-minded and transparent through the process and views public input as a key component of this study and is committed to providing opportunities for all interested parties to get involved in the project; and

WHEREAS, the Village has evaluated the remaining two options for the project and has

determined that it is in the best interests of the Village and its residents to formally approve and announce support for IDOT'S proposed South Option D for the Ring Road Development for the reasons

WHEREAS, the Village desires to formally express its support for the option proposed by IDOT, commonly known as "West Bypass South Connection – Option D;" (hereinafter "South Option D"), because South Option D:

- a. results in a far less significant impact upon the Village and its residents;
- b. best maintains the property values of private residences and the distinct character of Village neighborhoods west of County Line Road, particularly those residences on John Street in the Brentwood neighborhood;
- c. does not have the social and environmental impacts on Village property owners related to noise and air pollution and the destruction of the quality of life created by the location of the Ring Road immediately abutting Village residential neighborhoods;
- d. maintains the existing Village tax base that is vital to all taxing bodies including the Village, School Districts, Park Districts, and Library Districts;
- e. does not disturb the County Line Road corridor and will not displace at least twenty-eight (28) structures and thirty-four (34) businesses in the Village;
- f. would be located through an industrial area and not directly through residential areas located in the Village;
- g. preserves existing Village businesses and jobs;
- h. minimizes traffic impacts on the east side of the Village, particularly through existing residential Village neighborhoods; and
- i. protects properties along County Line Road that have future infill development potential that will benefit current property owners and the Village; and

WHEREAS, in addition to the transportation improvements planned, the Village supports a flyover ramp to access northbound I-294 from Franklin Avenue / Green Street; which ramp will not only increase mobility, but increase opportunities for development and job creation; and

WHEREAS, in review of South Option D, the Village also supports a more fluid alignment for the Taft Avenue connection; and

WHEREAS, in support of South Option D, the Village pledges to work closely with IDOT during the next engineering and design stages to ensure that appropriate landscaping, sound berms and buffer sound walls are integrated into the project, and requests that IDOT allow

it input on the stormwater detention to be provided; and

WHEREAS, for purposes of future discussion of the South Option D, the Village encourages IDOT to accurately reflect on all future drawings and maps, the plan of the ring road east of York Road in the 300 foot corridor deed by the City for this purpose; and

WHEREAS, in recognition of these difficult economic times, the Village President and Board of Trustees strongly urge IDOT to expedite this economic development project that will put thousands of Illinoisans back to work.

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF BENSENVILLE, DUPAGE AND COOK COUNTIES, ILLINOIS, AS FOLLOWS:

SECTION 1. The recitals set above are incorporated herein and made a part hereof.

SECTION 2. The Village President and the Village Board of Trustees approve and support IDOT'S proposed South Option D for the Ring Road Development for the reasons set forth herein.

SECTION 3. The Village Clerk is hereby directed to forward a certified copy of this Resolution to the proper authorities at the Illinois Department of Transportation.

SECTION 4. This Resolution shall take effect immediately upon its passage and approval as provided by law.

PASSED AND APPROVED by the President and Board of Trustees of the Village of Bensenville, Illinois, this 9th day of July 2009.

APPROVED:



Frank Soto, Village President

ATTEST:



Jo Ellen Ridder, Village Clerk

Ayes: Adamowski, Bartlett, Johnson, O'Connell, Peconio, Wesseler

Nays: None

Absent: _____ None _____