

**TABLE D-5**  
Draft EIS Comments and Responses

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

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<b>Local/Other Agency</b>				
C-6	October 26, 2009	City of Des Plaines	Request for information and corrections on exhibits; favors Alternative 402	D_5-49
R-6	December 7, 2009	IDOT	Information provided pertaining to displacements, tollway oasis, traffic data, and regional bike trail labeling; the City acknowledges that Alternative 203 has greater benefits, but not to the extent that they outweigh costs or direct impacts to their community	D_5-53
C-7	September 25, 2009	Village of Elk Grove Village	Municipal resolution supporting Alternative 203; advocates development of financing strategies to build complete project	D_5-57
R-7	December 21, 2009	IDOT	Appreciate Elk Grove Village's participation in the process; preparation of Financial Plan to address funding options will occur in Tier Two	D_5-62
C-8	October 22, 2009	City of Elmhurst	Municipal resolution supporting Alternative 203, Option D	D_5-63
R-8	December 21, 2009	IDOT	Alternative 203 with Option D was selected as preferred alternative	D_5-67
C-9	October 27, 2009	City of Elmhurst	Concern regarding I-290 East ramp to I-294 South; included letter from Elmhurst resident, Robert Jenkins, who suggested improvements to ramp	D_5-68
R-9	December 22, 2009	IDOT	Suggested improvements would not address traffic concerns, but rather a comprehensive evaluation of the interchange would be necessary	D_5-75
C-10	September 8, 2009	Village of Franklin Park	Municipal resolution supporting Option D with consideration of local stormwater and street improvement	D_5-77
R-10	December 7, 2009	IDOT	IDOT appreciates Franklin Park's involvement in process; consideration of stormwater management and the extent of local street improvements to be addressed in Tier Two	D_5-82
C-11	October 26, 2009	Village of Hanover Park	Suggests extension of BRT to Hanover Park Metra Station	D_5-83
R-11*	December 9, 2009	IDOT	Discusses an analysis of transit options between proposed west terminus of BRT (Schaumburg) and Hanover Park Metra Station	D_5-89

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<b>Local/Other Agency</b>				
C-12	October 21, 2009	Village of Roselle	Municipal resolution focused on noise sensitive receptors and stormwater management	D_5-91
R-12	December 7, 2009	IDOT	Notes that the issues in the Village's letter would be resolved during Tier Two	D_5-95
C-13	October 26, 2009	DuPage Mayors and Managers Conference	Suggests financial and transit planning considerations	D_5-96
R-13*	December 7, 2009	IDOT	A project financial plan will be developed in Tier Two; transit consideration will be developed further in Tier Two in coordination with transit providers	D_5-100
C-14	November 3, 2009	DuPage County to Hanover Park	Supports Hanover Park's request for a transit connection between Schaumburg and Hanover Park	D_5-102
R-13*	December 7, 2009	IDOT	A project financial plan will be developed in Tier Two; transit consideration will be developed further in Tier Two in coordination with transit providers	D_5-100
C-15	October 26, 2009	Metra	Request for the design of western terminal interchange to provide the most direct connection of the proposed STAR line to the terminal and proposed CTA Blue Line extension; supports median reservation for transit in Elgin O'Hare Expressway corridor	D_5-109
R-15	December 7, 2009	IDOT	Further coordination with transit agencies to reaffirm space reserved in the median of each facility to accommodate the preferred transit component; coordination with the OMP on transit requirements at the proposed O'Hare West Terminal	D_5-111
C-16	September 22, 2009	MWRDGC	Request for detailed engineering drawings where alignments are proximate to or flyover MWRDGC property	D_5-112
R-16	December 7, 2009	IDOT	The MWRDGC will be consulted on design improvements affecting MWRDGC facilities throughout Tier Two	D_5-114

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<b>Other Stakeholders</b>				
<i>All input and comments were valued in the decision of identifying Alternative 203 with Option D as the Preferred Alternative. The other stakeholders listed first provided their comments orally and are followed by written comments. Responses were provided to comments that required a response and information was provided to those that made requests.</i>				
<b>Oral Comments</b>				
C-17	October 8, 2009	Robert Crocker	Support for Alternative 402, Option D	D_5-116
C-18	October 8, 2009	Ray Rummel	Support for Alternative 203, Option D	D_5-117
C-19	October 8, 2009	Matt Roan	Support for Alternative 203, Option D	D_5-117
C-20	October 8, 2009	Dino Matsas	Support for Alternative 402 due to potential displacement	D_5-117
C-21	October 8, 2009	Rodney S. Craig	Extend bus rapid transit to Hanover Park; supports tolls as a means of funding on components east of I-290	D_5-117
R-11*	December 9, 2009	IDOT	Discusses an analysis of transit options between proposed west terminus of BRT (Schaumburg) and Hanover Park Metra Station	D_5-89
<b>Written Comments</b>				
C-22	October 8, 2009	Brian Arquette	Eliminate ring road; connect Thorndale with tunnel; extend Elgin O'Hare to Route 59	D_5-119
R-22	December 22, 2009	IDOT	Alternative 203 with Option D was selected as the preferred alternative after considering technical analysis and stakeholder input; tunneling a roadway through O'Hare would not be feasible	D_5-120
C-23	October 12, 2009	Henrik Freitag	Suggests bypass on the north side of railroad tracks	D_5-121
R-23	December 22, 2009	IDOT	Alternative 203 with Option D was selected as the preferred alternative after considering technical analysis and stakeholder input; the only feasible location for the West Bypass is along the south side of the Bensenville Rail Yard because of multiple constraints	D_5-122
C-24	September 8, 2009	Brian Hatfield	Inquiry of total number of lanes to be added east and west bound on the Elgin O'Hare Expressway between Gary Avenue and Rowling Road	D_5-123

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<b>Written Comments</b>				
R-24	December 22, 2009	IDOT	Based on traffic studies, an additional lane in each direction is required as well as auxiliary lanes between interchanges; more detailed studies will be conducted during Tier Two to further refine the design	D_5-124
C-25	October 8, 2009	Jim Hornacek	Alternative 203 does not interfere with property; recent building additions do not show on project renderings	D_5-125
R-25	December 22, 2009	IDOT	Detailed studies will be completed during Tier Two to further the design; detailed topographic surveys will be obtained to provide the most current conditions possible	D_5-126
C-26	September 8, 2009	Terry LaPlante	Request for sound abatement fences along Elgin O'Hare Expressway	D_5-127
R-26	December 22, 2009	IDOT	During Tier Two, a detailed noise analysis will be conducted and will consider multiple possible abatement measures	D_5-128
C-27	October 22, 2009	Janis Pasquale	Concern with O'Hare expansion of southern runway; suggests elimination of proposed expressway south of Thorndale and access underground through the airport	D_5-129
R-27	December 22, 2009	IDOT	Proposed improvements associated with OMP are considered a given and are treated as constraints in addition to existing conditions; south leg of the bypass is needed for travel patterns and to connect to I-294; extending the Blue Line from the existing to the western terminal is under consideration	D_5-130
C-28	October 8, 2009	Julie Seranko	Concern with potential acquisition of property	D_5-131
R-28	December 22, 2009	IDOT	During Tier Two, design will continue and property needs will be better defined; property acquisition will not occur until funding for construction is identified or other conditions are met; land acquisition procedures are in place and will be followed	D_5-132
C-29	October 8, 2009	Jeffrey Snyder	Support for Alternative 203, Option A; transit, bike trail and location suggestions	D_5-134

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

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<b>Written Comments</b>				
C-43	October 8, 2009	Peter Gallagher	Support for Alternative 203, Option D	D_5-154
C-44	October 8, 2009	Thomas Granratti	Support for Alternative 203, Option D	D_5-155
C-45	October 8, 2009	Scott Horejs	In favor of Alternative 203, as long as the Touhy Avenue at UPRR grade separation project is completed	D_5-156
C-46	October 8, 2009	Cathy Howard	Support of Option D because it would preserve Bensenville	D_5-157
C-47	October 8, 2009	Jill Hunt	Support for Option D	D_5-158
C-48	October 8, 2009	Al Hutchison	Support for Alternative 203, Option D	D_5-159
C-49	October 8, 2009	Andrea Koshaba	Support for Alternative 203, Option D	D_5-160
C-50	October 8, 2009	Bruer Larson	Request for information	D_5-161
C-51	October 8, 2009	Helen Leski	Support for Alternative 203, Option D	D_5-162
C-52	October 8, 2009	Robert Leski	Support for Alternative 203, Option D	D_5-163
C-53	October 8, 2009	The Lindstrom Family	Support for Alternative 203	D_5-164
C-54	October 8, 2009	Mike Mabert	Request for information	D_5-165
C-55	October 8, 2009	Auggie Mancilla	Support for Option D	D_5-166
C-56	October 8, 2009	Judith Martinez	Support for Alternative 203, Option D	D_5-167
C-57	October 8, 2009	JoAnn Newman	Support for Alternative 402, Option D	D_5-168
C-58	October 8, 2009	Ken Newman	Support for Alternative 402, Option D	D_5-169
C-59	October 8, 2009	Tim Orlowski	Re-classification of Franklin Avenue and County Line to 80,000 capacity roads	D_5-170
C-60	October 8, 2009	Oronzo Peconio	Support for Alternative 203, Option D	D_5-171
C-61	October 8, 2009	Kathie Pierce	Support for Alternative 203, Option D	D_5-172
C-62	October 8, 2009	Michael Plumeri	Support for Alternative 203, Option A	D_5-173
C-63	October 8, 2009	Paul Quinn	Support for Alternative 203, Option D	D_5-174
C-64	October 9, 2009	Doreen Rafacz	Support for Option D	D_5-175

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C-65	October 8, 2009	Elaine Reiland	Support for Alternative 203, Option D	D_5-176
C-66	October 8, 2009	John Rosario	Support for Alternative 203, Option A	D_5-177
C-67	October 8, 2009	Kim Schappe	Support for Alternative 203, Option D	D_5-178
C-68	October 8, 2009	Rhonda Schubert	Request for information	D_5-179
C-69	October 8, 2009	Chester Seeley	Support for Option D	D_5-180
C-70	October 8, 2009	Sam Semrow	Support for Alternative 203, Option D	D_5-181
C-71	October 8, 2009	David Siverling	Request for information	D_5-182
C-72	October 26, 2009	John Wajda	Support for Alternative 203, Option D for economic opportunity	D_5-183
C-73	October 8, 2009	Joseph Weber	Support for Alternative 203, Option D	D_5-184
C-74	October 8, 2009	Lois Weber	Support for Alternative 203, Option D	D_5-185

\*Response provided is associated with multiple comments.



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**

REGION 5  
77 WEST JACKSON BOULEVARD  
CHICAGO, IL 60604-3590

OCT 22 2009

**RECEIVED**  
OCT 22 2009  
ILLINOIS  
DIVISION

REPLY TO THE ATTENTION OF:

E-19J

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

Re: Tier 1 Draft Environmental Impact Statement for the Elgin-O'Hare West Bypass,  
Cook and DuPage Counties, Illinois CEQ#20090314

Dear Mr. Stoner:

The U.S. Environmental Protection Agency (USEPA) has reviewed the Tier 1 Draft Environmental Impact Statement (DEIS) for the Elgin-O'Hare West Bypass project, prepared by the Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT). Our comments are provided for your consideration pursuant to our authorities under the National Environmental Policy Act (NEPA), the Council on Environmental Quality regulations, and Section 309 of the Clean Air Act.

The project study area encompasses 127 square miles in Cook and DuPage Counties, second only to downtown Chicago as a concentration of jobs and daily travel trips in the Chicago metropolitan area. This project is a tiered study. Tier 1 evaluates multi-modal options, leading to selection of a preferred transportation concept. A future Tier 2 will consist of detailed analysis of discreet project elements. The project is intended to meet four key objectives, as outlined in the Purpose and Need statement:

- Improve regional and local travel by reducing congestion;
- Improve travel efficiency;
- Improve access to O'Hare International Airport from the west;
- Improve modal opportunities and connections.

We commend the FHWA/IDOT project team for its skill in working extensively with a large group of diverse stakeholders and the public to consider and distill numerous multi-modal transportation ideas in this complex geographic area into a manageable set of alternatives. These alternatives were then evaluated in detail as part of the Tier 1 DEIS. The "No Build" baseline alternative includes roadway and transit improvements that are expected to be built in the study area by 2030, notably 80 additional lane-miles of

roads, 135 miles of roadway rehabilitation and improvements, 54 interchange/intersection improvements, and bus/rail transit improvements.

The Tier 1 DEIS presents two build alternatives for the study area: Alternative 203 and Alternative 402. Both would upgrade and extend the existing Elgin-O'Hare Expressway east from its current terminus at Rohlwing Road to the planned western entrance to O'Hare Airport. Alternative 203 provides a complete freeway western bypass of O'Hare Airport between Interstate 90 and Interstate 294. The South Bypass connection has two options. Option A follows County Line Road from the south edge of the railroad marshalling yard to I-294. Option D parallels the east side of the Union Pacific Railroad from the railroad marshalling yard to I-294. Alternative 402 is identical to Alternative 203, except for the portion of the airport bypass north of Thorndale Avenue. That north section of bypass is proposed as an arterial road upgrade of York Road and Elmhurst Road. A variety of screened transit improvements and expansions and arterial network improvements are contemplated and carried forward with both Alternatives 203 and 402. Both alternatives also include strategies for transportation system management, travel demand management, and system upgrades for bicycle and pedestrian movements. No preferred alternative is designated in the Tier 1 DEIS.

This project has been undertaken as a merger of the NEPA process and the Clean Water Act Section 404 wetlands permitting process. USEPA continues to be an active participant in that process, along with the transportation agencies and other natural resource agencies. Under the NEPA/404 merger process, we had previously concurred on the project Purpose and Need (as revised) and the Range of Alternatives for Detailed Study. We look forward to participating in the concurrence process that will select a preferred alternative prior to the publication of the Tier 1 Final EIS.

The two surviving build alternatives have similar projected wetland impacts. We do not foresee significant problems with either alternative being permitted under Section 404. The Tier 1 DEIS does not offer details on wetland mitigation. We request that conceptual mitigation measures be proposed in the Tier 1 Final EIS for wetland losses that can not be avoided or minimized. We recognize that many of the detailed environmental analyses and detailed mitigation measures will not be undertaken or developed until Tier 2. At that time, a detailed wetland delineation and functional assessment should be undertaken, and specific commitments on the ratios, types, and proposed locations of wetland mitigation should be provided. Tier 2 should discuss measures that will be implemented to capture and treat stormwater, to minimize any adverse impacts to receiving streams from road salt and other road run-off constituents.

The Tier 2 studies should also evaluate air quality impacts, positive and negative, from the various components of the project, including hot spot analysis for carbon monoxide and particulates of 2.5 microns or less (PM<sub>2.5</sub>). IDOT has embraced clean diesel and anti-idling strategies for other major road projects in recent years. We expect that the Tier 2 EIS will spell out those measures and other commitments to minimize air pollution in the study area as these projects are implemented.

We have assigned a rating of "Lack of Objections" to this Tier 1 DEIS, and to both of the remaining Tier 1 build alternatives. A summary of our rating system for EISs is enclosed.

Thank you for the opportunity to review and comment on this project. We look forward to our continued involvement and cooperation with FHWA and IDOT during the balance of the Tier 1 process and throughout Tier 2. If you or your staff have any questions concerning our comments, please contact me at 312-886-2910 or [westlake.kenneth@epa.gov](mailto:westlake.kenneth@epa.gov), or Sherry Kamke of my staff at 312-353-5794 or [kamke.sherry@epa.gov](mailto:kamke.sherry@epa.gov).

Sincerely,



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

Enclosure

cc: Diane O'Keefe  
Deputy Director, Region I Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, Illinois 60196

## **\*SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION\***

### **Environmental Impact of the Action**

#### LO-Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

#### EC-Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impacts. EPA would like to work with the lead agency to reduce these impacts.

#### EO-Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

#### EU-Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

### **Adequacy of the Impact Statement**

#### Category 1-Adequate

The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collecting is necessary, but the reviewer may suggest the addition of clarifying language or information.

#### Category 2-Insufficient Information

The draft EIS does not contain sufficient information for the EPA to fully assess the environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

#### Category 3-Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

<sup>1</sup>From EPA Manual 1640 Policy and Procedures for the Review of the Federal Actions Impacting the Environment



# Illinois Department of Transportation

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

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

December 4, 2009

Mr. Kenneth A. Westlake  
United States Environmental Protection Agency, Region 5  
Chief, NEPA Implementation Section  
Office of Enforcement and Compliance Assurance  
77 West Jackson Blvd.  
Chicago, IL 60604

Dear Mr. Westlake:

Thank you for your October 22, 2009 comment letter regarding the Draft EIS for the Elgin O'Hare – West Bypass Study. We have appreciated the opportunity to work with USEPA and look forward to continuing to do so throughout the remainder of the Tier One Study and as the project moves into Tier Two.

In your letter, you requested additional information regarding conceptual wetland mitigation techniques be added to the Final EIS. The additional text regarding conceptual wetland mitigation measures has been added to the FEIS. In Tier Two, the Department will undertake the more detailed wetland assessment as well as avoidance, minimization, and mitigation measures. We will also undertake more detailed and site specific impact evaluations that you identified in your letter for other environmental resources.

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

Very truly yours,

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

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

cc: Ms. Sherry Kamke, USEPA



## United States Department of the Interior

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



IN REPLY REFER TO:  
 FWS/AES-CIFO/2008-FA-0221

October 26, 2009

Diane O'Keefe  
 Deputy Director, Region 1 Engineer  
 Illinois Department of Transportation  
 201 West Center Court  
 Schaumburg, Illinois 60196

Dear Ms. O'Keefe:

This responds to your request for comments on the Tier One Draft Environmental Impact Statement (DEIS) for the Elgin O'Hare – West Bypass (EOWB) study. The Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the EOWB study area. The Tier One DEIS identifies a preferred multimodal transportation concept for the study area. During Tier Two detailed engineering and environmental studies will be conducted for elements of the preferred concept. Two build alternatives, Alternative 203 and Alternative 402, and the No Action Alternative are under consideration. We provide comments as they relate to fish and wildlife resources that may be affected by construction and operation of the preferred concept.

We reviewed the information provided in your Tier One DEIS. The Tier One DEIS is well written and thorough. We have participated in the numerous meetings with your project team, stakeholders, and other federal agencies. The highly involved planning process has followed IDOT's Context Sensitive Solution policy and has been incorporated into the NEPA/404 Merger Process, which has made our review easier. Based on our review we offer the following comments that should be addressed in the Tier One Final Environmental Impact Statement (FEIS).

### Affected Environment

Section 2.10, Noise: This section discusses noise impacts from the proposed alternatives, discusses noise sources and existing conditions, and identifies potential noise-sensitive residential and non-residential sensitive receptors in the study area. However, the Tier One DEIS only considers noise impacts on humans and did not consider the effects of noise on

Ms. Diane O'Keefe

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wildlife (specifically migratory birds). The Tier One FEIS should evaluate the potential noise effects on wildlife. Research exists that indicates thresholds for which adverse effects would be seen in wildlife, particularly in migratory birds. The issue of noise impacts to migratory birds is discussed in more detail in our comments on Section 4.

Section 2.6.2, Wildlife: This section discusses wildlife in the study area and natural areas where wildlife habitat exists. The subsection discussing birds mentions lists that show the bird species known to breed in the study area. The Tier One FEIS should include these lists so that potential effects to migratory birds can be identified within the study area. Identifying bird species within the study area would allow the Service to compare the lists with the Service's Region 3 Fish and Wildlife Resource Conservation Priorities (RCP) list and the Service's Birds of Conservation Concern 2008 (BCC) list. Birds are included on the RCP and BCC lists because of their rare or declining status and need special conservation attention. The Tier One FEIS should also identify the locations in the forest preserves and other natural areas where the bird species were observed. This would allow us to determine if any rare or declining bird species would be impacted.

#### Environmental Consequences

Section 4.5.2, Wildlife: This section discusses how the proposed alternatives are in developed areas with poor wildlife habitat and that species using the area are generally common and adaptable. The section also discusses potential wildlife impacts that could be caused by the build alternatives including habitat loss and fragmentation and barriers to wildlife movement.

The Tier One FEIS should include noise impacts as a potential indirect impact to wildlife, particularly migratory birds. Studies show that vehicular noise adversely affects some bird species, although not all of them, with some species being particularly sensitive during breeding season. Impacts, including decreased numbers of breeding birds and lower species diversity near roads, have been documented several hundred feet from the edge of the road.

The Tier One FEIS should document the distance from the proposed roadway edges to the natural areas identified within the study areas. The Tier One FEIS should incorporate the maximum thresholds (from the literature) for which adverse impacts from vehicular noise have been documented. An exhibit similar to the Exhibit 2-11 should be created to show noise impacts to wildlife. Identification of bird species within the wildlife noise impact areas would show if birds that need special conservation attention would be affected. Information about the anticipated decibel levels and the estimated average daily travel, shown on page 4-26, would be useful in making the determination.

Section 4.12.3.4, Biological Resources: This section discusses the build alternatives and future alternatives having the potential to create edge effects at the perimeters of preserved open spaces. The Tier One FEIS should discuss how the zone of edge effects could continue to move inward, due to the cumulative effects of other projects, thereby further reducing the last remaining open space areas in size.

Ms. Diane O'Keefe

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Section 4.13.7, Biological Resources: The Tier One FEIS should address mitigation for noise impacts on migratory birds in this section if investigations demonstrate that impacts could occur.

This letter provides comment under the authority of, and in accordance with, the provisions of the National Environmental Policy Act of 1969 (83 Stat. 852 as amended P.L. 91-190, 42 U.S.C. 4321 *et seq.*), the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*) and the Endangered Species Act of 1973, as amended (87 Stat. 884. as amended; 16 U.S.C. 1531 *et seq.*).

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

Sincerely,

A handwritten signature in cursive script, appearing to read "Janice C. Engle".

Janice C. Engle  
Acting Field Supervisor

cc: USEPA, Kamke  
USCOE, Chernich  
FHWA, Stoner  
IDOT, Harnet



# Illinois Department of Transportation

Division of Highways / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois / 60196-1096  
Telephone 847/705-4000

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

November 30, 2009

Janice C. Engle – Acting Field Supervisor  
U.S. Department of the Interior  
Fish and Wildlife Service  
Chicago Ecological Field Office  
1250 S. Grove Ave., Suite 103  
Barrington, IL 60010

Re: Tier One Draft Environmental Impact Statement  
FWS/AES-CIFO/2008-FA-0221

Dear Ms. Engle:

Thank you for your October 26, 2009 letter regarding the Elgin O'Hare – West Bypass (EO-WB) Tier One Draft Environmental Impact Statement (EIS). We would like to take this opportunity to address your comments and in doing so, set the stage for further coordination on these issues with the USFWS in Tier Two.

As you know, our study is being pursued in two parts, or tiers. More specifically the purpose of Tier One, through a robust analysis of alternatives and stakeholder input, is to identify a preferred multi-modal system concept that addresses transportation needs within our 127 square mile study area. For our environmental studies, we have used a Geographic Information System (GIS) database and available data from Federal, State, and/or local databases for our environmental analysis. As the location of the proposed improvements became better defined, preliminary field reconnaissance was conducted in the surrounding area proximate to the proposed improvements to better refine the location of resources that could potentially be affected by the proposed improvements. Detailed field surveys were not conducted, but will be completed as part of the Tier Two environmental studies.

In terms of the engineering studies, working concepts were developed to a sufficient level of detail to evaluate travel performance and measure impacts. As such, alternatives 203 and 402 do not represent final alignments or configurations. This will be determined in Tier Two, based upon detailed design traffic volumes and detailed geometric studies. Therefore, while topics such as noise are acknowledged and discussed in the Tier One DEIS, actual traffic noise impacts were not evaluated, as detailed engineering data necessary to develop this and other analyses will not be available until Tier Two.

Janice C. Engle – Acting Field Supervisor  
November 30, 2009  
Page Two

The following are specific responses to your comments:

#### Affected Environment

##### *Noise*

In response to your comments, the Tier One Final EIS will be revised to include a discussion of the general impact of noise upon wildlife, particularly migratory birds based upon information that is currently available. As you noted, the impact analysis, as required, would be placed in section four.

##### *Wildlife*

The lists of bird species known to breed in the study area will be added to the Tier One FEIS. However, for the reasons stated above, any detailed analysis, as required, would be added to section four, and conducted in Tier Two.

#### Environmental Consequences

##### *Wildlife*

As stated above, the detail that you have requested has not been collected or determined as part of this Tier One study (e.g., anticipated decibel levels, bird observation locations, identification of bird species within potential wildlife noise impact areas). A comprehensive traffic noise impact analysis will occur in Tier Two, which will identify traffic noise impacts and evaluate the feasibility and reasonableness of mitigation measures using the Federal Highway Administration (FHWA) Traffic Noise Model. We acknowledge that assessment methods to determine noise impact on birds will likely require approaches beyond the traffic noise model mentioned above.

We would also like to meet with your office as we begin Tier Two to further explore your concerns regarding noise impacts to migratory birds considering the altered landscape of the study area. The study area is highly urbanized, and potential wildlife habitat in the study area is in close proximity and/or adjacent to existing noise generators, such as interstates/roadways, industrial/developed areas with truck traffic, rail yards and railroads, and/or O'Hare International Airport. Approximately, 25 percent of the study area is open space (e.g., forest preserve, manicured parks, golf courses, cemeteries). These areas provide the best habitat for wildlife and most of these resources such as the Ned Brown Preserve would not be directly impacted by the proposed transportation improvements.

##### *Biological Resources*

In regard to your comment regarding the potential to create edge effects, IDOT will evaluate this concern during Tier Two. The scope of these evaluations will be coordinated with the USFWS.

Janice C. Engle – Acting Field Supervisor  
November 30, 2009  
Page Three

We appreciate and value the participation of USFWS throughout the Tier One process, as it has guided and strengthened our planning process, data collection efforts, and evaluation of alternatives. We look forward to continuing to work with you and your staff in Tier Two.

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

Very truly yours,

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



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

cc: Shawn Cirton – USFWS

darkUSF&WS Engle.docx



REPLY TO  
ATTENTION OF:

Technical Services Division  
Regulatory Branch  
LRC-2007-802

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

RECEIVED  
DEC - 2 2009

NOV 19 2009

DIST. ONE - DESIGN

SUBJECT: Response to the Tier One Draft Environmental Impact Statement for the Elgin O'Hare West Bypass Project Located in Cook County, Illinois

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

Dear Ms. O'Keefe

This is in regard to your request for comments on the Tier One Draft Environmental Impact Statement (DEIS) for the Elgin O'Hare West Bypass (EOWB) study. The Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation projects for the proposed EOWB study area.

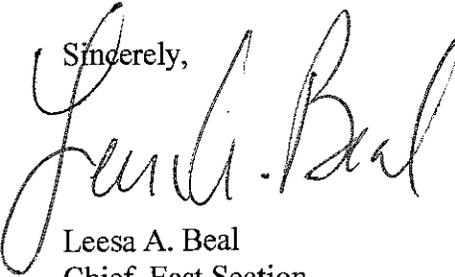
Numerous meetings with your project team and other Federal agencies on the EOWB Tier One concept plans have been completed to date with all comments provided by this office addressed successfully and in a timely manner. As a result of the collaborative effort made between all parties involved, this office has no additional comment on the Tier One DEIS study at this time.

Please be informed that as part of the Corps requirements, Tier Two shall address all studies and surveys as required by Federal and state governing authorities and shall follow all policies and procedures in identifying aquatic resources and natural areas within the project corridor. Tier Two shall also provide an assessment of the direct, indirect and cumulative effects that the project may have on federally jurisdictional areas such as rivers, streams, wetlands, etc., and if necessary, consider compensation to offset the proposed impacts. Please be informed that additional environmental studies and reviews may be required by this office once the NEPA/404 Review process is underway and the two proposed Build Alternatives 203 and 402, including the No Action Alternative, are presented for comment.

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

If you have any questions, please contact Kathy Chernich of my staff by telephone at (312) 846-5531, or email at [kathy.g.chernich@usace.eamy.mil](mailto:kathy.g.chernich@usace.eamy.mil).

Sincerely,

A handwritten signature in black ink that reads "Leesa A. Beal". The signature is written in a cursive, flowing style.

Leesa A. Beal  
Chief, East Section  
Regulatory Branch

Copy Furnished

U.S. Environmental Protection Agency (Kamke)  
U.S. Fish and Wildlife Service (Engle)  
Federal Highway Administration (Stoner)



# Illinois Department of Transportation

Division of Highways / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois / 60196-1096  
Telephone 847/705-4000

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

December 8, 2009

Ms. Leesa A. Beal  
Chief, East Section  
Regulatory Branch  
Department of the Army  
Chicago District, Corps of Engineers  
111 North Canal Street  
Chicago, IL 60606-7206

Attention: Kathy Chernich

Dear Ms. Beal:

Thank you for your letter dated 11/19/09 regarding our Elgin O'Hare-West Bypass study. We would like to take this opportunity to provide clarification regarding the planning process, as well as provide additional information in support of Concurrence Point # 3 for the NEPA/404 Merger Process.

## **Planning Process**

The purpose of the Tier One EIS is to identify a preferred multi modal concept, using existing and available data over a 127 square mile study area. The purpose of Tier Two is to conduct detailed Phase I engineering and environmental studies for the Preferred Alternative. Tier Two provides the traditional level of environmental detail and studies that regulatory agencies are most familiar. This was communicated through the initial environmental scoping meetings, EOWB stakeholder meetings, NEPA/404 Merger meetings, and individual agency meetings. Over the past two years, agencies, communities and other stakeholders have partnered with the project team in the development of the Purpose and Need statement, as well as the development and evaluation of over a dozen highway and transit options. Using a Travel Demand Model, a GIS database, and stakeholder involvement, the project team has identified a pair of Finalist Alternatives and circulated the Tier One DEIS.

The Tier One Finalist Alternatives (Alternatives 203 and 402) are conceptual layouts that were developed to a sufficient level of detail in order to establish a ROW footprint to assess travel performance, and to measure direct impacts to social, economic and environmental resources. Working with stakeholders and agencies it was agreed that the level of detail would be sufficient to reach a decision on the Preferred Alternative in Tier One. A specific example of agency coordination with respect to this issue is the 09/04/08 NEPA/404 Merger meeting, as well as the follow up meeting with the COE, FWS and USEPA on 10/08/08. The presentation material from those meetings is attached for reference. In Tier Two, detailed design engineering will be fully undertaken for

the Preferred Alternative to avoid or minimize the potential impacts identified in Tier One (i.e., using alternative interchange configurations, shifting the alignment, using retaining walls, and bridging).

In Tier One, the project team supplemented the GIS wetland database with preliminary field reconnaissance to generally confirm the boundaries of mapped wetlands and to identify approximate locations of additional wetlands that were not mapped. A general assessment of wetland quality was also conducted. In addition, an office meeting and field visit was conducted on 11/12/08 with the COE, FWS and USEPA. The purpose of the meeting was to review Tier One data collection and refinement methodology and to identify potential areas of regulatory concern. The field visit consisted of a driving tour of the study area with stops at representative locations or points of interest to observe wetlands and/or other environmental resources. During the meeting/field visit, no fatal flaws were identified by the agencies for any alternative. In addition, the agencies concurred that indirect wetland impacts did not need to be quantified as part of Tier One, but should be calculated individually as part of Tier Two. The agencies agreed with the approach taken for Tier One, wherein the level of detail and the field truthing for wetlands was sufficient to support a reasonably representative level of impact for this type of study (see attached minutes dated December 24, 2008).

The following is a description of the Tiered EIS process related to wetlands:

#### Wetlands - Tier One

- Identify potential study area constraints/fatal flaws prior to the development of alternatives
- Develop alternatives with the goal of avoiding/minimizing environmental impacts
- Consider direct wetland impacts as conceptual alternatives are developed and evaluated. Dismiss alternatives with relatively high environmental impacts.

Wetland impacts amongst the two remaining alternatives are similar, except for the differences that are further highlighted below.

#### Wetlands - Tier Two

- Incorporate field surveys (i.e., delineations) into project database
- Review wetland field data and identify constraints/fatal flaws
- Develop detailed Phase I geometry, drainage studies and ROW needs
- Incorporate design features to avoid or minimize wetland impacts (interchange layouts, alignment shifts, retaining walls, grading, bridging)
- Identify/quantify unavoidable direct and potential indirect wetland impacts
- Develop mitigation plans that compensate for unavoidable impacts and provide foundation for Section 404 (CWA) Permit Application during contract plan preparation.

#### **Concurrence Point # 3 – Additional Supporting Information**

In terms of evaluating the two Finalist Alternatives, the package distributed by FHWA on 11/20/09 can be summarized as follows:

Ms. Leesa A. Beal  
 December 8, 2009  
 Page 3

- Alternative 203 has slightly better travel performance
- Alternative 402 has slightly lower environmental and social impacts
- Alternative 402 has a lower overall cost
- Alternative 203 has higher economic benefits
- Alternative 203 has significantly higher stakeholder support.

Based upon the relatively similar levels of impacts and benefits, the project team identified stakeholder support as a key factor in recommending Alternative 203. With respect to wetlands, to supplement those findings, we are also providing the following additional information and context:

Direct impact and quality considerations

The difference in wetland impacts between the two alternatives is approximately 2.6 acres (39.1 acres for Alternative 203, 36.5 acres for Alternative 402). As shown on the attached exhibit, and the following table, there are three wetlands that comprise this difference.

<b>Wetland Impacts Unique to Alternative 203</b>		
Wetland	Impact/total size	Comments
#18.1 (located east of York Road on O'Hare property)	0.4 ac/0.4 ac	Permitted to be filled as part of ongoing OMP project.
#4.1 (located along north side of Tollway Oasis)	1.1 ac/1.4 ac	Based upon 2002 delineations performed by the Tollway; FQI = 2.6, C = 1.0
#10A (located southeast of the I-90 at Arlington Heights Road interchange)	1.1 ac/4.5 ac	Based upon 2002 delineations performed by the Tollway; FQI = 5.2, C = 1.3

The difference in wetland impact acreage between Alternatives 402 and 203 is relatively small, and as shown in the above table, vegetative quality does not appear to be a distinguishing factor (see attached photographs, excerpts from 2002 report). In addition, it is important to note that the overall wetland impact associated with Alternative 203 will likely be reduced as part of the Tier Two work as methods to avoid/minimize environmental impacts (e.g., bridging, alignment shifts) are incorporated into final engineering design and impact analysis.

Please also keep in mind that when potential direct wetland impacts were calculated in Tier One, it was on a worst case scenario basis, which assumed complete impact within the alternative's ROW footprint. Tier Two studies allow a full development and refinement of roadway geometry for the preferred alternative and a subsequent reduction in the overall actual area of wetland impact. Section 404 (CWA) reviews must also take into consideration health, safety and welfare concerns. Consequently, if wetland impacts are similar between alternatives – other issues can sway the alternatives selection decision.

Ms. Leesa A. Beal  
December 8, 2009  
Page 4

Incorporating an analysis of indirect wetland impacts to support Concurrence Point # 3, as suggested in recent discussions with the COE, would require a Tier Two level of detail (complete Phase I analysis) for both Finalist Alternatives. We would not undertake such an effort for any type of NEPA study, Tiered or otherwise, due to the impractical level of effort, time and expense that would be required.

Operational Concerns with Alternative 402

Alternative 402 includes widening an arterial, York Road, rather than extending the north leg of the O'Hare Bypass. As such, the York Road portion of Alternative 402 becomes an arterial link between two expressways (I-90 and the Elgin O'Hare), and therefore attracts a substantial amount of trips, since it acts as the north leg of the bypass. In the vicinity of I-90, this link experiences a substantial decrease in travel performance as compared to the No Action Alternative.

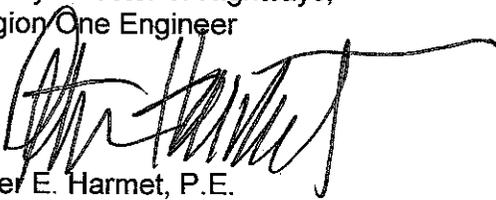
Practicability of Implementing Alternative 402

The community that is most affected by Alternatives 203 and 402 is Elk Grove Village. Their major concern is maintaining the integrity of their community boundaries, which was the basis for decades of litigation with the City of Chicago regarding the O'Hare Modernization Program. As noted in the attached Public Hearing comment from Elk Grove Village, they overwhelmingly support Alternative 203, and firmly reject Alternative 402. Elk Grove Village believes that Alternative 402 will result in poor operations along York Road (as described above) and will not provide sufficient protection from any future expansion of O'Hare Airport. Therefore, any further pursuit of Alternative 402 may result in litigation and a potential halting of any further progress on this project.

Given the past agency coordination regarding the Tiered EIS process, as well as the additional clarifications and supporting information provided, we believe that the Tier One evaluation strongly supports the selection of Alternative 203, and we kindly ask that your agency complete its concurrence point # 3 evaluation. If you have any questions, or need additional information, please feel free to contact me at (847) 705-4393.

Very truly yours,

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

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

Attachments

Ms. Leesa A. Beal  
December 8, 2009  
Page 5

cc: Kathy Chernich  
Shawn Cirton, USFWS  
Sherry Kamke, USEPA  
Matt Fuller, FHWA  
Barbara Stevens, IDOT BDE

# **Elgin O'Hare – West Bypass NEPA/404 Merger**

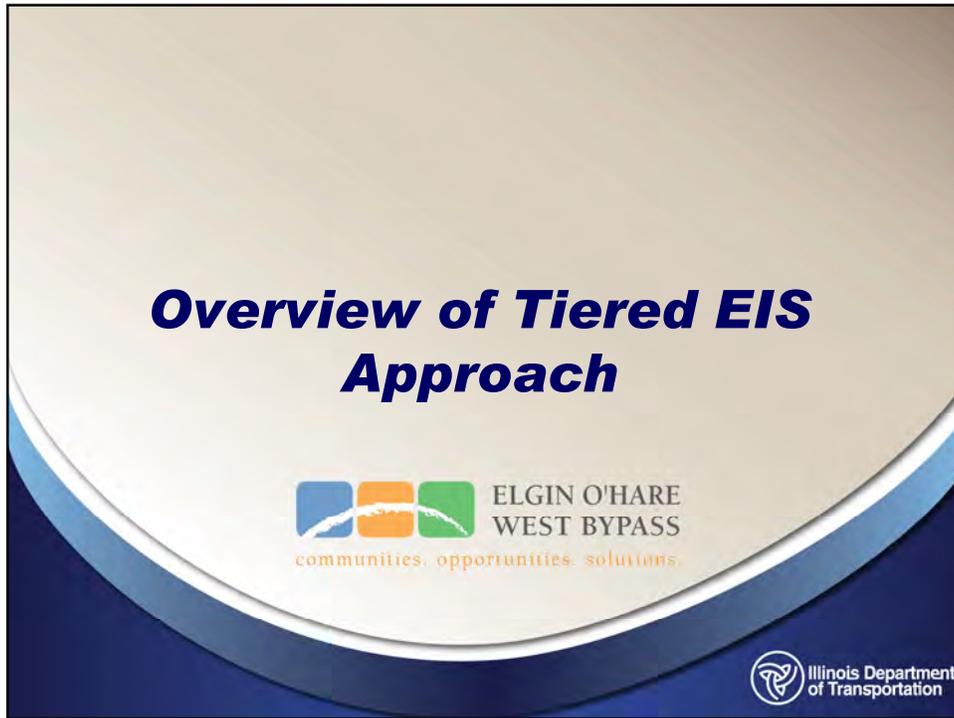
**September 4, 2008**



## **Meeting Agenda**

- **Review of Tiered EIS Approach**
  - Why a Tiered process
  - Tier One decisions and documents
  - Tier Two decisions and documents
- **Alternatives Development and Evaluation**
  - Initial impact analyses and screening results
  - Finalist Alternatives evaluation process
  - Next steps





### **Why a Tiered EIS**

- **100 square mile study area**
- **Complex issues**
  - Multi modal solution envisioned for EO-WB
  - Multiple travel modes already being studied (J line, Star line)
  - Proximity to O'Hare, interface with proposed western terminal
- **Project implementation timelines may vary**
  - Highway projects
  - Transit projects
- **Conceptual level of detail more appropriate**
  - A single solution has not been identified
  - Efficient process needed for developing and evaluating major alternatives
  - West bypass location

ELGIN O'HARE WEST BYPASS  
communities. opportunities. solutions.

## ***Tiered Process***



- **Conduct in two parts**
- **Tier One:**
  - Examines overall transportation need
  - Study alternative modes
  - Broad consideration of environmental and societal impacts
  - Provides sufficient level of detail for selecting a preferred solution and identifying independent components that can be advanced to Tier Two
- **Tier Two**
  - Detailed engineering and environmental for specific projects
  - Advances design solution
  - Applies measures to further avoid and minimize resource impacts
  - Basis for final design and construction



## ***Tier One Level of Detail***



- **Analysis reliant on two primary tools:**
  - GIS
  - Travel model



## ***Tier One Decisions and Documents***

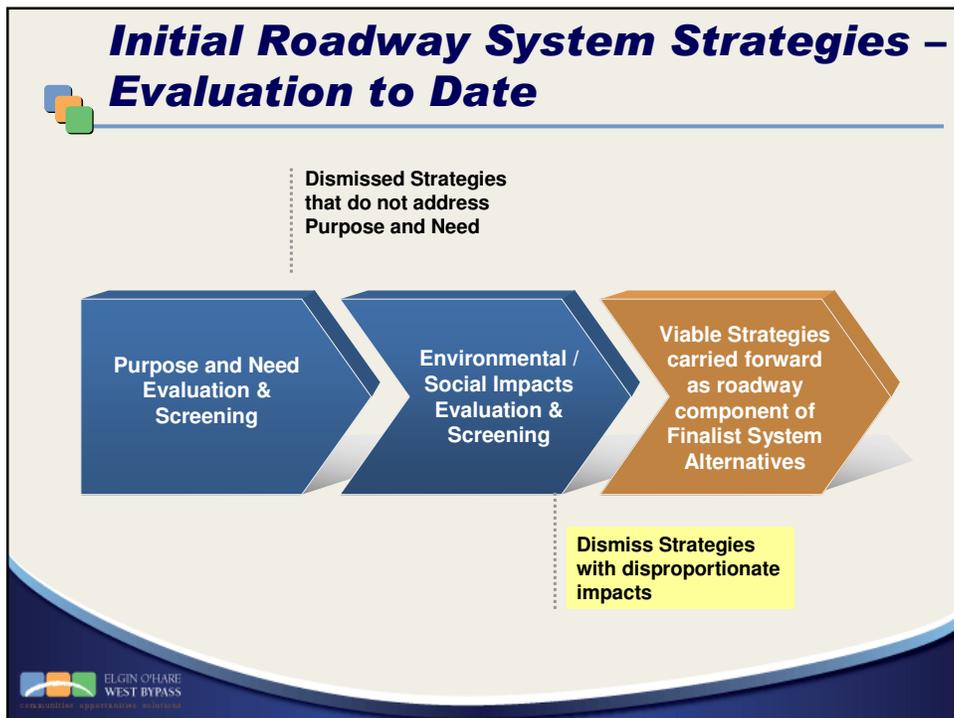
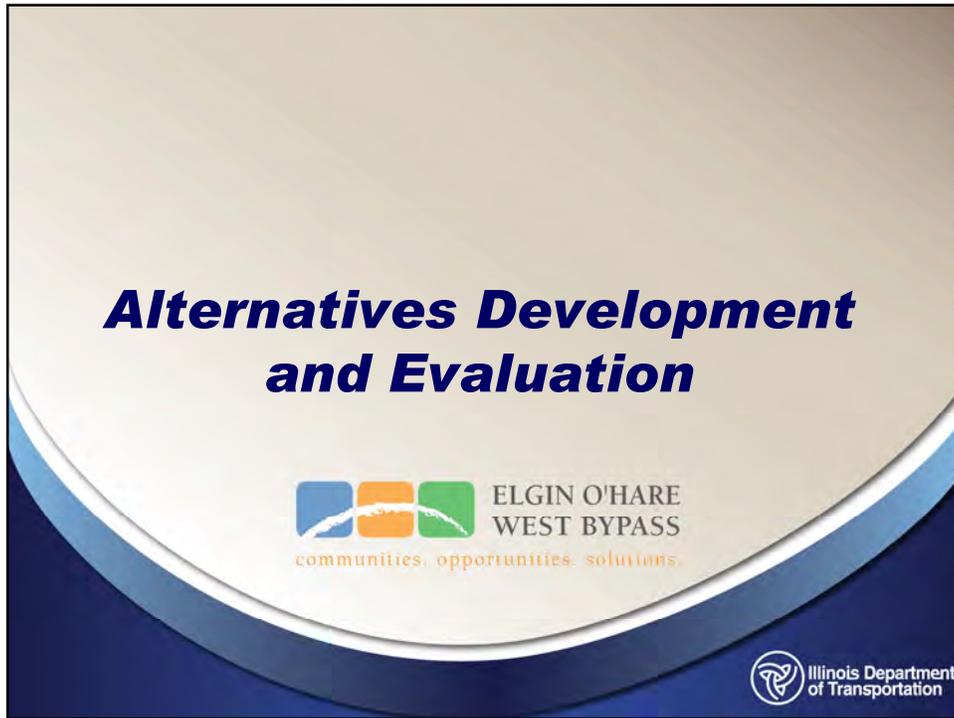
- **Decision:**
  - Preferred multi modal system concept
  - Basis for Tier Two studies
- **Documentation:**
  - Transportation System Performance Report
  - Alternatives Report
  - DEIS, FEIS, ROD
  - Implementation Plan
    - Projects with operational independence
    - Priorities for implementation
  - Financial Plan
    - Financing strategies



## ***Tier Two Decisions and Documents***

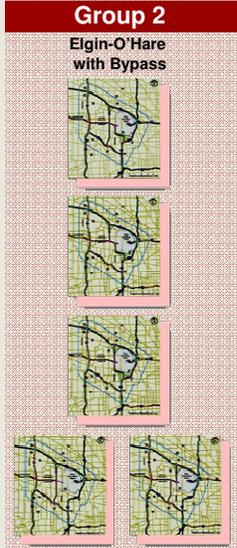
- **Decision:**
  - Preferred roadway geometric design
  - Environmental clearance
  - Detailed environmental mitigation
- **Documentation:**
  - Design report
  - Phase 1 design plans
  - Environmental documentation (e.g. EA/EIS)
  - Final Record of Decision or Finding of No Significant Impact
- **Financial**
  - Detailed financial plan



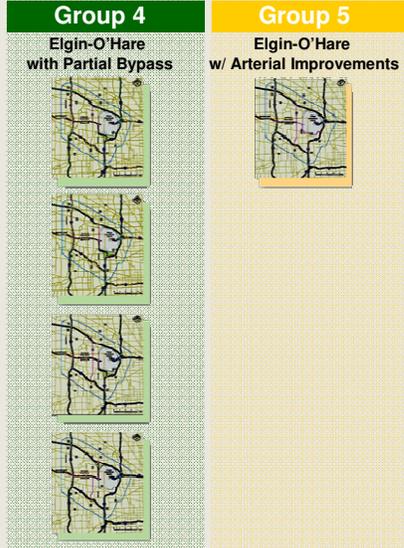


## Initial Impact Evaluation/Screening – Roadway Alternatives Considered

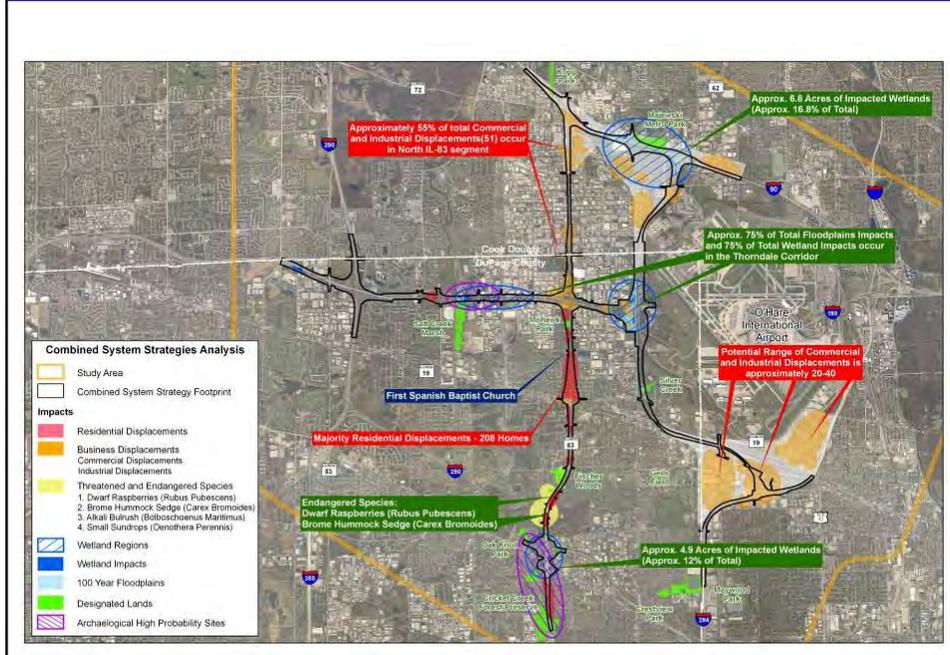
### System Expansion



### Combination Strategies



## Composite Environmental Resource Map

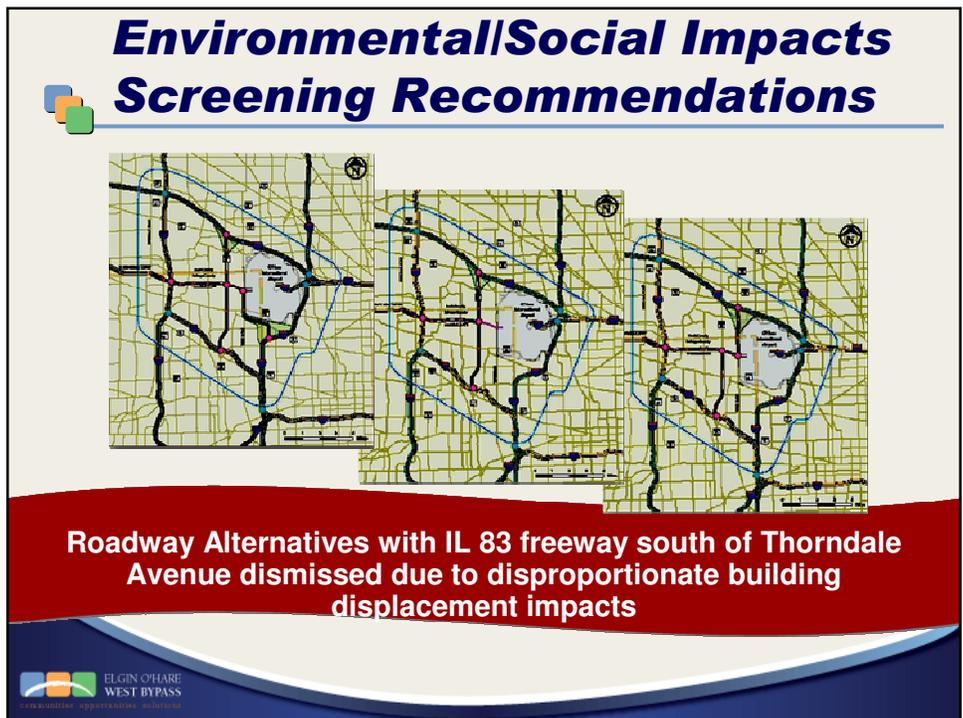
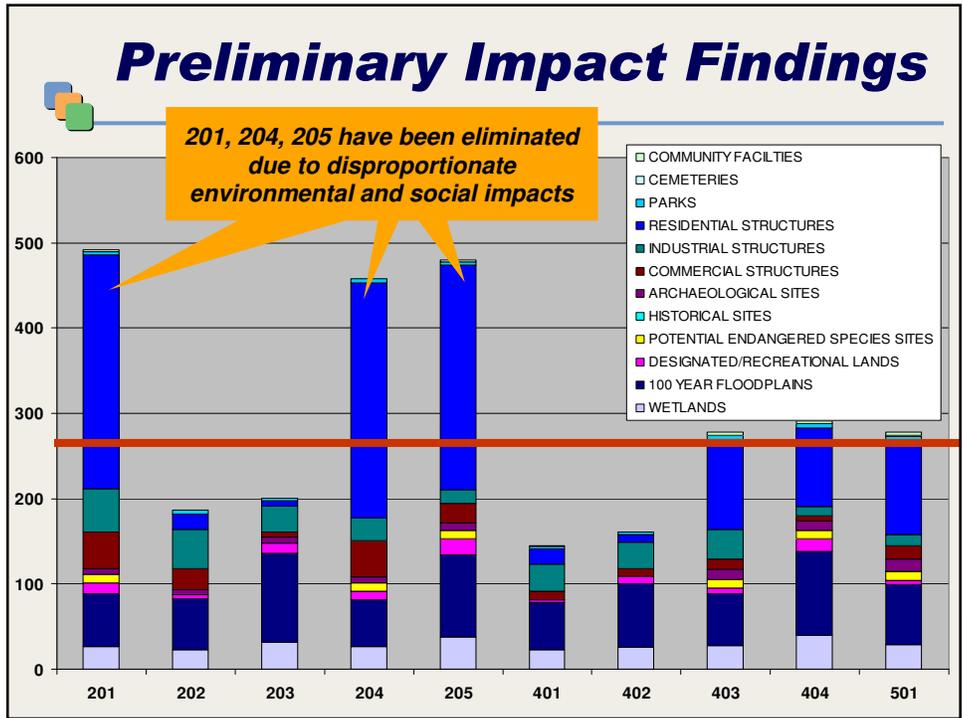


## ***Environmental Resource Impacts Summary***

	Group 2					Group 4				Group 5
	201	202	203	204	205	401	402	403	404	501
ACRES OF WETLANDS IMPACTED	27	23	32	27	38	23	26	28	40	29
ACRES OF 100 YR FLOODPLAINS IMPACTED	62	60	104	55	96	56	74	60	98	70
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED	12	5	13	10	19	3	9	7	15	6
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED	10	0	0	10	10	0	0	10	10	10
NUMBER OF HISTORICAL SITES IMPACTED	0	0	0	0	0	0	0	0	0	1
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	7	6	7	7	9	0	0	12	11	14

## ***Social Impacts Summary***

	Group 2					Group 4				Group 5
	201	202	203	204	205	401	402	403	404	501
NUMBER OF COMMERCIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	43	25	6	42	23	10	9	12	6	15
NUMBER OF INDUSTRIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	50	46	31	27	16	32	31	34	11	13
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	275	17	5	275	263	18	9	105	92	111
TOTAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	368	88	42	344	302	60	49	151	109	139
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	4	5	3	5	4	3	3	6	5	5
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT	0	0	0	0	0	0	0	0	0	1
NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	2	0	0	0	2	1	0	4	3	4



## ***Finalist System Alternatives Evaluation***



- **Travel performance**
  - Roadway: purpose and need considerations, off-system traffic impacts
  - Transit: transit connections (O'Hare), ridership (population proximate to transit)
- **Design performance**
  - feasibility/acceptability, compatibility with freight rail and airport operations
- **Financial performance**
  - Initial costs

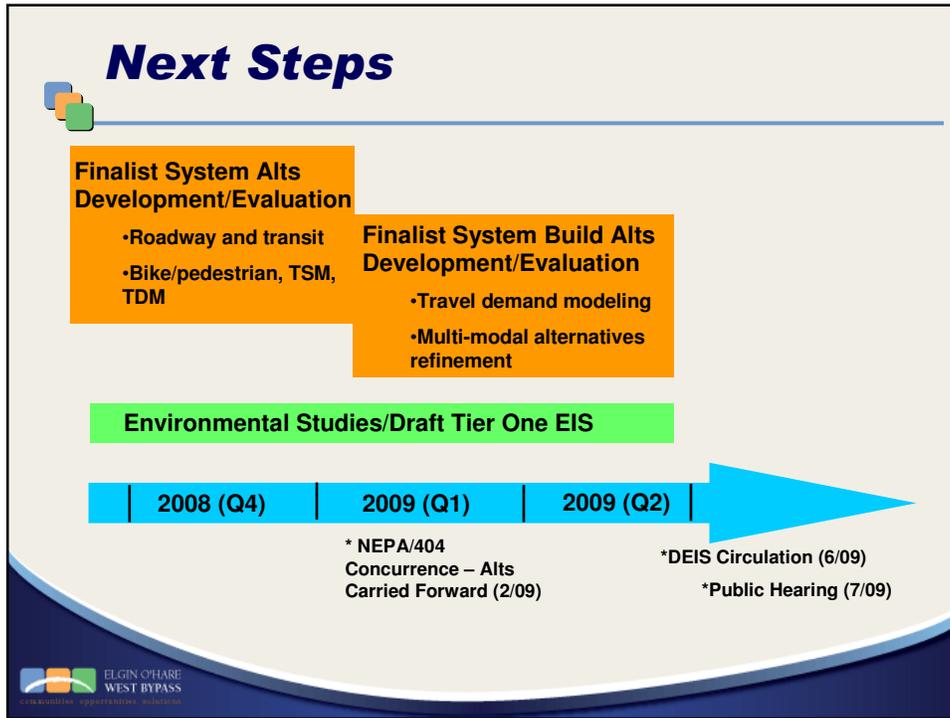


## ***Finalist System Alternatives Evaluation (contd.)***



- **Environmental impacts**
  - Focus on regulated resources (wetlands, flood plains, T &E, Archaeological/Historical)
- **Societal impacts**
  - Displacements
    - Structures
    - Number of businesses
    - Number of employees
  - Tax revenue losses







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

May 20, 2003

Illinois State Toll Highway Authority  
2700 Ogden Avenue  
Downers Grove, Illinois 60515

Attention: John Wagner, Acting Chief Engineer

Subject: Wetland Assessment of the Northwest Tollway Corridor from the Kennedy Expressway (M.P. 0.0) to East of Barrington Road (M.P. 15.2), Cook County, Illinois  
(CBBEL Project No. 99-294C)

Dear Mr. Wagner:

Christopher B. Burke Engineering, Ltd. (CBBEL) completed a wetland assessment of the Northwest Tollway corridor from the Kennedy Expressway (M.P. 0.0) to east of Barrington Road (M.P. 15.2) in Cook County, Illinois. Twenty "waters of the U.S." areas and nineteen wetland areas were identified and flagged at the time of our site visit. An aerial photograph delineation depicting the approximate wetland and "waters of the U.S." boundaries is included as Exhibit 6. We recommend that the flagged limits be professionally field surveyed so that the wetland and "waters of the U.S." boundaries are accurately located with respect to the project boundaries. We recommend that CBBEL review the surveyed wetland and "waters of the U.S." boundaries when they are completed.

We understand that the proposed project consists of drainage improvements, including grading and the replacement of some existing structures, throughout the study area corridor. Based on your description of the project, it appears that identified wetland and "waters of the U.S." areas will be impacted by the proposed project.

Based on the Supreme Court decision in *Solid Waste Agency of Northern Cook County (SWANCC) v. U.S. Army Corps of Engineers (COE)*, the COE no longer has jurisdiction over isolated wetlands and drainageways that do not have documented surface water connections to navigable "waters of the U.S." areas. For this reason, we met with Mr. Ron Abrant of the COE on April 3, 2003, to obtain a Jurisdictional Determination for the identified areas. As shown on Exhibit 6, the COE found the following areas to be jurisdictional: Waters of the U.S. #1, Wetland #3, Waters of the U.S. #4, Waters of the U.S. #5, Wetland #6, Waters of the U.S. #7, Waters of the U.S. #12, Waters of the U.S. #13, Waters of the U.S. #18, Waters of the U.S. #23, Waters of the U.S. #24, Waters of the U.S. #25, Wetland #32, Waters of the U.S. #33, Waters of the U.S. #34, Wetland

GLEHED	0	GLECHOMA HEDERACEA	3	FACU	Ad P-Forb	CREeping CHARLIE
JUNTOR	4	Juncus torreyi	-3	FACW	Nt P-Forb	TORREY'S RUSH
LEBORY	4	Leersia oryzoides	-5	OBL	Nt P-Grass	RICE CUT GRASS
LYTSAL	0	LYTHRUM SALICARIA	-5	OBL	Ad P-Forb	PURPLE LOOSESTRIPE
PARQUI	2	Parthenocissus quinquefolia	1	FAC-	Nt W-Vine	VIRGINIA CREEPER
PHAARU	0	PHALARIS ARUNDINACEA	-4	FACW+	Ad P-Grass	REED CANARY GRASS
POAPRA	0	POA PRATENSIS	1	FAC-	Ad P-Grass	KENTUCKY BLUE GRASS
RUMCRI	0	RUMEX CRISPUS	-1	FAC+	Ad P-Forb	CURLY DOCK
SOLDUL	0	SOLANUM DULCAMARA	0	FAC	Ad W-Vine	BITTERSWEET NIGHTSHADE
TYPANG	1	Typha angustifolia	-5	OBL	Nt P-Forb	NARROW-LEAVED CATTAIL
TYPLAT	1	Typha latifolia	-5	OBL	Nt P-Forb	BROAD-LEAVED CATTAIL
VITRIP	2	Vitis riparia	-2	FACW-	Nt W-Vine	RIVERBANK GRAPE

Wetland #22 (EO-WB Wetland 10A)

CBBEL staff collected data regarding Wetland #22 at data point 28A, as shown on Exhibit 6A. This wetland area is located southeast of the intersection of the Northwest Tollway and Arlington Heights Road at the end of the entrance ramp. The wetland consists of a large emergent complex dominated by obligate and facultative wetland species. The wetland originates off-site to the south and extends only partially within the right-of-way. In general, the vegetative quality of this area is low and dominated by a mixture of invasive and weedy species. Dominants identified included narrow-leaf cattail (*Typha angustifolia*), common reed (*Phragmites australis*) and reed canary grass (*Phalaris arundinacea*). The presence of these dominants meets the hydrophytic vegetation criteria.

At the time of the field visit, positive wetland hydrology indicators identified included saturated soil at the surface, water stained vegetation and drift lines. The soil was mapped, and field verified, as hydric Ashkum silty clay loam. The identified profile was dark in color, contained a low chroma matrix in the sub-horizon and sediment deposits.

As determined by the COE, Wetland #22 is not contiguous with a navigable "waters of the U.S.", is isolated and is not regulated under Section 404 of the Clean Water Act. However, if this wetland is proposed to be impacted by this partially state funded project, it is regulated under IWPA requirements and compensatory wetland mitigation will be required.

The following lists identified plants within the wetland:

FLORISTIC QUALITY DATA							
15	NATIVE SPECIES	Tree	2	8.3%	Adventive	9	37.5%
24	Total Species	Shrub	0	0.0%	Shrub	0	0.0%
1.3	NATIVE MEAN C	W-Vine	1	4.2%	W-Vine	1	4.2%
0.8	W/Adventives	H-Vine	0	0.0%	H-Vine	0	0.0%
5.2	NATIVE FQI	P-Forb	5	20.8%	P-Forb	1	4.2%
4.1	W/Adventives	B-Forb	0	0.0%	B-Forb	1	4.2%
-2.9	NATIVE MEAN W	A-Forb	2	8.3%	A-Forb	1	4.2%
-1.8	W/Adventives	P-Grass	2	8.3%	P-Grass	4	16.7%
AVG:	Fac. Wetland	A-Grass	1	4.2%	A-Grass	1	4.2%
		P-Sedge	2	8.3%	P-Sedge	0	0.0%
		A-Sedge	0	0.0%	A-Sedge	0	0.0%
		Cryptogam	0	0.0%			

ACRONYM	C	SCIENTIFIC NAME	W	WETNESS	PHYSIOGNOMY	COMMON NAME
ACENEG	0	Acer negundo	-2	FACW-	Nt Tree	BOX ELDER
AGRALA	0	AGROSTIS ALBA	-3	FACW	Ad P-Grass	REDTOP
AMARET	0	AMARANTHUS RETROFLEXUS	2	FACU+	Ad A-Forb	ROUGH AMARANTH
ASTPIL	0	Aster pilosus	2	FACU+	Nt P-Forb	HAIRY ASTER

ASTSIS	3 Aster simplex	-5 OBL	Nt P-Forb	PANICLED ASTER
CONSEP	1 Convolvulus sepium	0 FAC	Nt P-Forb	HEDGE BINDWEED
CYPESC	0 Cyperus esculentus	-1 [FAC+]	Nt P-Sedge	FIELD NUT SEDGE
DIPLAC	0 DIPSACUS LACINIATUS	5 UPL	Ad B-Forb	CUT-LEAVED TEASEL
ECHCRU	0 Echinochloa crusgalli	-3 FACW	Nt A-Grass	BARNYARD GRASS
ELEERY	2 Eleocharis erythropoda	-5 OBL	Nt P-Sedge	RED-ROOTED SPIKE RUSH
HORJUB	0 HORDEUM JUBATUM	-1 FAC+	Ad P-Grass	SQUIRREL-TAIL GRASS
PHAARU	0 PHALARIS ARUNDINACEA	-4 FACW+	Ad P-Grass	REED CANARY GRASS
PHRAUS	1 Phragmites australis	-4 FACW+	Nt P-Grass	COMMON REED
PLAMAJ	0 PLANTAGO MAJOR	-1 FAC+	Ad P-Forb	COMMON PLANTAIN
POAPRA	0 POA PRATENSIS	1 FAC-	Ad P-Grass	KENTUCKY BLUE GRASS
POLAMS	4 Polygonum amphibium stipulaceum	-5 OBL	Nt P-Forb	WATER KNOTWEED
POLLAP	0 Polygonum lapathifolium	-4 FACW+	Nt A-Forb	HEARTSEASE
POLPEN	0 Polygonum pensylvanicum	-4 FACW+	Nt A-Forb	PINKWEED
POPDEL	2 Populus deltoides	-1 FAC+	Nt Tree	EASTERN COTTONWOOD
SETGLA	0 SETARIA GLAUCA	0 FAC	Ad A-Grass	YELLOW FOXTAIL
SOLDUL	0 SOLANUM DULCAMARA	0 FAC	Ad W-Vine	BITTERSWEET NIGHTSHADE
SPAPEC	4 Spartina pectinata	-4 FACW+	Nt P-Grass	PRAIRIE CORD GRASS
TYPANG	1 Typha angustifolia	-5 OBL	Nt P-Forb	NARROW-LEAVED CATTAIL
VITRIP	2 Vitis riparia	-2 FACW-	Nt W-Vine	RIVERBANK GRAPE

Wetland #27

Information regarding Wetland #27 was collected at data point 34A, as shown on Exhibit 6B. This wetland area is located on the north side of the Northwest Tollway and west of Busse Road. The wetland is found at the base of the right-of-way embankment and south of a razed industrial site. The area consists of a shallow depressional pocket dominated by woody and herbaceous species. Dominants identified at the time of the field visit included narrow-leaf cattail (*Typha angustifolia*), cottonwood (*Populus deltoides*), American elm (*Ulmus americana*), box elder (*Acer negundo*) and reed canary grass (*Phalaris arundinacea*). The presence of these dominants meets the hydrophytic vegetation criteria. In general, the vegetative composition of the area is low.

At the time of the field visit, the wetland area contained saturated soil near the surface, water marks, drift lines and sediment deposits. The presence of these characteristics meets the wetland hydrology criteria. This portion of the study area is mapped as underlain with hydric Ashkum silty clay loam by the Soil Survey of DuPage and Parts of Cook Counties, Illinois. The hydric soil criteria was met with the presence of low chroma colors in the sub-horizon and gleying.

As determined by the COE, Wetland #27 is not contiguous with a navigable "waters of the U.S.", is isolated and is not regulated under Section 404 of the Clean Water Act. However, if this wetland is proposed to be impacted by this partially state funded project, it is regulated under IWPA requirements and compensatory wetland mitigation will be required.

The following lists identified plants within the wetland:

FLORISTIC QUALITY DATA	Native	10	62.5%	Adventive	6	37.5%
10 NATIVE SPECIES	Tree	3	18.8%	Tree	1	6.3%
16 Total Species	Shrub	1	6.3%	Shrub	1	6.3%
1.6 NATIVE MEAN C	W-Vine	2	12.5%	W-Vine	0	0.0%
1.0 W/Adventives	H-Vine	0	0.0%	H-Vine	0	0.0%
5.1 NATIVE FQI	P-Forb	3	18.8%	P-Forb	1	6.3%
4.0 W/Adventives	B-Forb	0	0.0%	B-Forb	1	6.3%
-3.1 NATIVE MEAN W	A-Forb	1	6.3%	A-Forb	0	0.0%
-1.7 W/Adventives	P-Grass	0	0.0%	P-Grass	2	12.5%
AVG: Fac. Wetland	A-Grass	0	0.0%	A-Grass	0	0.0%

P-Sedge	2	6.3%	P-Sedge	0	0.0%
A-Sedge	0	0.0%	A-Sedge	0	0.0%
Cryptogam	0	0.0%			

ACRONYM	C SCIENTIFIC NAME	W WETNESS	PHYSIOGNOMY	COMMON NAME
ACNEG	0 Acer negundo	-2 FACW-	Nt Tree	BOX ELDER
AMBARE	0 Ambrosia artemisiifolia elatior	3 FACU	Nt A-Forb	COMMON RAGWEED
AMBTRI	0 Ambrosia trifida	-1 FAC+	Nt A-Forb	GIANT RAGWEED
APOSIB	2 Apocynum sibiricum	-1 FAC+	Nt P-Forb	PRAIRIE INDIAN HEMP
ASTPIL	0 Aster pilosus	2 FACU+	Nt P-Forb	HAIRY ASTER
ASTSIS	3 Aster simplex	-5 OBL	Nt P-Forb	PANICLED ASTER
BIDFRO	1 Bidens frondosa	-3 FACW	Nt A-Forb	COMMON BEGGAR'S TICKS
CONSEP	1 Convolvulus sepium	0 FAC	Nt P-Forb	HEDGE BINDWEED
CORRAC	1 Cornus racemosa	-2 FACW-	Nt Shrub	GRAY DOGWOOD
ELEERY	2 Eleocharis erythropoda	-5 OBL	Nt P-Sedge	RED-ROOTED SPIKE RUSH
EUPSEM	0 Eupatorium serotinum	-1 FAC+	Nt P-Forb	LATE BONESET
FRAVIR	1 Fragaria virginiana	1 FAC-	Nt P-Forb	WILD STRAWBERRY
HACVIR	0 Hackelia virginiana	1 FAC-	Nt B-Forb	STICKSEED
JUNTEN	0 Juncus tenuis	2 [FACU+]	Nt P-Forb	PATH RUSH
JUNTOR	4 Juncus torreyi	-3 FACW	Nt P-Forb	TORREY'S RUSH
LEORY	4 Leersia oryzoides	-5 OBL	Nt P-Grass	RICE CUT GRASS
LYTSAL	0 LYTHRUM SALICARIA	-5 OBL	Ad P-Forb	PURPLE LOOSESTRIFE
PANVIR	5 Panicum virgatum	-1 FAC+	Nt P-Grass	SWITCH GRASS
PHAARU	0 PHALARIS ARUNDINACEA	-4 FACW+	Ad P-Grass	REED CANARY GRASS
PHRAUS	1 Phragmites australis	-4 FACW+	Nt P-Grass	COMMON REED
POLLAP	0 Polygonum lapathifolium	-4 FACW+	Nt A-Forb	HEARTSEASE
POLPEN	0 Polygonum pensylvanicum	-4 FACW+	Nt A-Forb	PINKWEED
PRUVLA	0 Prunella vulgaris lanceolata	3 [FACU]	Nt P-Forb	SELF HEAL
SALINT	1 Salix interior	-5 OBL	Nt Shrub	SANDBAR WILLOW
SCIFLU	4 Scirpus fluviatilis	-5 OBL	Nt P-Sedge	RIVER BULRUSH
SOLALT	1 Solidago altissima	3 FACU	Nt P-Forb	TALL GOLDENROD
SOLGRN	3 Solidago graminifolia nuttallii	0 [FAC]	Nt P-Forb	HRY GRASS-LVD GOLDENROD
SPAPEC	4 Spartina pectinata	-4 FACW+	Nt P-Grass	PRAIRIE CORD GRASS
TYPANG	1 Typha angustifolia	-5 OBL	Nt P-Forb	NARROW-LEAVED CATTAIL
TYPLAT	1 Typha latifolia	-5 OBL	Nt P-Forb	BROAD-LEAVED CATTAIL
VITRIP	2 Vitis riparia	-2 FACW-	Nt W-Vine	RIVERBANK GRAPE
XANSTR	0 XANTHIUM STRUMARIUM	0 FAC	Ad A-Forb	COCKLEBUR

Wetland #35 (EO-WB Wetland 4.1)

Information regarding Wetland #35 was collected at data point 38A, as shown on Exhibit 6B. This wetland area is located at the base of an embankment between the oasis to the south and a commercial development to the north. The area consists of wooded wetland off-site but contains only herbaceous species within the right-of-way. The dominant vegetation identified at the time of the field visit included primarily reed canary grass (*Phalaris arundinacea*) and common reed (*Phragmites australis*) which are both low quality, weedy and invasive species.

Positive wetland hydrology was indicated by the presence of saturated soil near the surface, driftlines, water marks and sediment deposits. The wetland area is beyond the limits of the Soil Survey of DuPage and Parts of Cook Counties, Illinois, therefore, the soil type is not mapped. The identified soil profile was dark in color, contained a low chroma matrix in the subhorizon and gleying. These characteristics are indicative of hydric soil formation.

As determined by the COE, Wetland #35 is contiguous with a navigable "waters of the U.S.", is not isolated and is regulated under Section 404 of the Clean Water Act. In addition, if this wetland is proposed to be impacted by this partially state funded project, it is regulated under IWPA requirements and compensatory wetland mitigation will be required.

EO-WB Wetland 4.1 cont.

The following lists identified plants within the wetland:

FLORISTIC QUALITY DATA		Native		Adventive	
7 NATIVE SPECIES		7	63.6%	4	36.4%
11 Total Species		0	0.0%	0	0.0%
1.0 NATIVE MEAN C		0	0.0%	0	0.0%
0.6 W/Adventives		0	0.0%	0	0.0%
2.6 NATIVE FOI		2	18.2%	1	9.1%
2.1 W/Adventives		1	9.1%	0	0.0%
-3.7 NATIVE MEAN W		2	18.2%	0	0.0%
-3.0 W/Adventives		1	9.1%	3	27.3%
AVG: Fac. Wetland (+)		0	0.0%	0	0.0%
		0	0.0%	0	0.0%
		1	9.1%	0	0.0%
		0	0.0%	0	0.0%
		0	0.0%	0	0.0%

ACRONYM	C SCIENTIFIC NAME	W WETNESS	PHYSIOGNOMY	COMMON NAME
AGRALA	0 AGROSTIS ALBA	-3 FACW	Ad P-Grass	REDTOP
ASTSIS	3 Aster simplex	-5 OBL	Nt P-Forb	PANICLED ASTER
ELEERY	2 Eleocharis erythropoda	-5 OBL	Nt P-Sedge	RED-ROOTED SPIKE RUSH
ERIANIS	0 Erigeron annuus	1 FAC-	Nt B-Forb	ANNUAL FLEABANE
PHAARU	0 PHALARIS ARUNDINACEA	-4 FACW+	Ad P-Grass	REED CANARY GRASS
PHRAUS	1 Phragmites australis	-4 FACW+	Nt P-Grass	COMMON REED
PLAMAJ	0 PLANTAGO MAJOR	-1 FAC+	Ad P-Forb	COMMON PLANTAIN
POAPRA	0 POA PRATENSIS	1 FAC-	Ad P-Grass	KENTUCKY BLUE GRASS
POLLAP	0 Polygonum lapathifolium	-4 FACW+	Nt A-Forb	HEARTSEASE
POLPEN	0 Polygonum pennsylvanicum	-4 FACW+	Nt A-Forb	PINKWEED
TYPANG	1 Typha angustifolia	-5 OBL	Nt P-Forb	NARROW-LEAVED CATTAIL

Wetland #36

CBBEL staff collected data regarding Wetland #36 at data point 45A, as shown on Exhibit 6B. This wetland area consists of a small depression located on the north side of the Northwest Tollway and east of Mount Prospect Road. The wetland is dominated by herbaceous species including primarily common reed (*Phragmites australis*) and narrow-leaf cattail (*Typha angustifolia*) meeting the hydrophytic vegetation criteria. In general, the vegetative quality of the wetland is low.

Positive wetland hydrology was indicated by the presence of soil saturation at the surface, watermarks, drift lines and sediment deposits. The wetland area is beyond the limits of the Soil Survey of DuPage and Parts of Cook Counties, Illinois, therefore, the soil type is not mapped. The soil profile indicated the presence of hydric soil conditions with low chroma colors in the sub-horizon and gleying.

As determined by the COE, Wetland #36 is not contiguous with a navigable "waters of the U.S.", is isolated and is not regulated under Section 404 of the Clean Water Act. However, if this wetland is proposed to be impacted by this partially state funded project, it is regulated under IWPA requirements and compensatory wetland mitigation will be required.

The following lists identified plants within the wetland:

FLORISTIC QUALITY DATA		Native		Adventive	
11 NATIVE SPECIES		11	73.3%	4	26.7%
15 Total Species		0	0.0%	0	0.0%
1.5 NATIVE MEAN C		0	0.0%	0	0.0%
1.1 W/Adventives		1	6.7%	0	0.0%
		0	0.0%	0	0.0%

## MINUTES OF MEETING

December 24, 2008

TO: Attendees, File

FROM: Peter Knysz – Christopher B. Burke Engineering, Ltd. (CBBEL)

SUBJECT: Resource Agencies Field Visit  
Elgin O'Hare – West Bypass (EO-WB)  
(CBBEL Project No. 07-0404)

ATTENDEES: Kathy Chernich – U.S. Army Corps of Engineers (COE)  
Shawn Cirton – U.S. Fish and Wildlife Service (USFWS)  
Melanie Haveman – U.S. Environmental Protection Agency (USEPA)  
Ron Krall – SEC Group, Inc.  
Peter Knysz – CBBEL

(Office meeting only): Mike Matkovic – CBBEL  
Larry Martin – CH2M Hill

This meeting was conducted in two parts: an office meeting, followed by a field visit – both on November 12, 2008. The office meeting was held at the CBBEL Rosemont office at 9:00 a.m. The purpose of the office meeting was to briefly discuss environmental resources within the EO-WB study area, to review the data collection and refinement methodology (primarily wetlands), and to discuss the field visit agenda. The field visit immediately followed the office meeting.

The field visit consisted of a driving tour of the study area, including the expanded study area (to U.S. Route 20/Lake Street, Hanover Park), with stops at representative locations or points of interest. The purpose of the field visit was to provide the agencies with an opportunity to observe the environmental resources within the study area and to allow the agencies to identify and/or comment on any potential regulatory issues/concerns. Stops were made at the following eight locations (general locations) during the field visit:

- Des Plaines Oasis
- O'Hare Chicagoland Underflow Plan (CUP) Reservoir
- York Road and Supreme Drive
- IL Route 83 and Frontage Road (west side of IL Route 83)
- IL Route 83 and Oak Meadows Drive
- Thorndale Avenue and Sivert Drive
- Thorndale Avenue at Salt Creek
- Elgin O'Hare Expressway and Medinah Road (southwest corner)

Discussion centered on wetlands, other natural resources, and potential environmental impacts as a result of the proposed improvements. The following summarizes agency comments:



**CHRISTOPHER B. BURKE** ENGINEERING, LTD.

9575 W Higgins Road, Suite 600 Rosemont, Illinois 60018-4920 Tel (847) 823-0500 Fax (847) 823-0520

## MINUTES OF MEETING

- The agencies concurred that only direct wetland impacts need to be calculated for the different alternatives as part of the Tier One Environmental Impact Statement (EIS). Indirect wetland impacts do not need to be quantified at this time, but should be calculated individually during Tier Two.
- The COE does not support the use of terms, such as “low” or “moderate” to describe wetland quality; however, the COE did not object to the use of these terms either. It was explained that these terms were being used loosely to describe the cursory evaluation of wetland quality for Tier One. Moderate quality wetlands could potentially be classified as high quality aquatic resources following additional data collection, or they might not be. More detailed wetland studies would be completed as part of Tier Two.
- CBBEL stressed that only a cursory wetland investigation was completed as part of Tier One to generally confirm the boundaries of mapped wetlands and to identify approximate locations of additional wetland areas that were not mapped. A formal wetland delineation was not completed as part of Tier One. Additional wetland areas may be identified during detailed field studies. The agencies concurred with the Tier One wetland methodology. The COE recommended that the wetland delineations and jurisdictional determination for Tier Two be coordinated with their office.
- USFWS stated that mitigation wetlands are located in the vicinity of Salt Creek adjacent to IL Route 83 near the south project limits (i.e., IL Route 64/North Avenue). USFWS will provide additional information regarding the location of these mitigation wetlands.
- USFWS and COE recommended that detailed wildlife studies be completed as part of Tier Two. CBBEL explained that available wildlife databases were being used for data as part of Tier One (e.g., Forest Preserve District wildlife lists and data from the Illinois Natural History Survey).

The agencies agreed with the approach taken for Tier One, wherein the level of detail and the field truthing for wetlands and other resources was sufficient to support reasonably representative levels of impact for this type of study. The agencies agreed to notify IDOT with any additional concerns/potential regulatory issues, as a result of the field meeting – specifically for the expanded study area.

The meeting adjourned at approximately 2:30 p.m.

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**CHRISTOPHER B. BURKE** ENGINEERING, LTD.

9575 W Higgins Road, Suite 600 Rosemont, Illinois 60018-4920 Tel (847) 823-0500 Fax (847) 823-0520

Mayor  
CRAIG B. JOHNSON  
Village Clerk  
ANN I. WALSH  
Village Manager  
RAYMOND R. RUMMEL



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

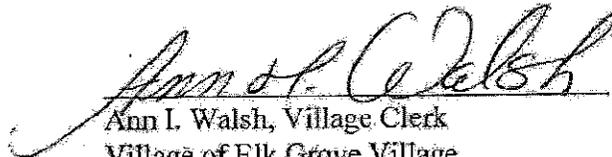
STATE OF ILLINOIS )  
 ) SS  
COUNTIES OF COOK AND DU PAGE)

CERTIFICATE OF CLERK

This is to certify that I, Ann I. Walsh, am the Village Clerk of the Village of Elk Grove Village, Cook and DuPage Counties, Illinois, and as such official am the custodian of the records and seal of said Village; and that the attached is a true and correct copy of Resolution No. 51-09 passed by the Mayor and Board of Trustees of said Village at a meeting duly held on the 22<sup>nd</sup> day of September 2009 which Resolution No. 51-09 was approved by the Mayor, all as appears from the official records which are in my custody.

Witness my hand and the official seal of said Village of Elk Grove Village this 25<sup>th</sup> day of September 2009.

SEAL

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



Mayor  
CRAIG B. JOHNSON  
Village Clerk  
ANN I. WALSH  
Village Manager  
RAYMOND R. RUMMEL



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CHRIS PROCHNO

September 25, 2009

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

Dear Mr. Harnet,

Enclosed is a certified copy of Resolution No. 51-09 entitled **"A RESOLUTION DESIGNATING "ALTERNATIVE 203" AS THE LOCALLY PREFERRED SELECTION FOR THE CONSTRUCTION OF THE ELGIN O'HARE-WEST BYPASS WITH CORRESPONDING NORTH AND SOUTH CONNECTIONS."** This Resolution was passed and approved at the regular meeting of the Mayor and Board of Trustees of the Village of Elk Grove Village, Illinois, held on Tuesday, September 22, 2009.

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

Sincerely,

Ann I. Walsh  
Village Clerk

AIW:dm  
Enc.



**RESOLUTION NO. 51-09**

**A RESOLUTION DESIGNATING "ALTERNATIVE 203" AS THE LOCALLY PREFERRED SELECTION FOR THE CONSTRUCTION OF THE ELGIN O'HARE - WEST BYPASS WITH CORRESPONDING NORTH AND SOUTH CONNECTIONS**

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

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

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

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

**WHEREAS**, the regional community provided over 40,000 comments to the Illinois Department of Transportation supporting Alternative 203, with Option D for the northern connection, as the locally preferred alternative at the Illinois Department of Transportation's public meeting that took place in March of 2009; and

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

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

**Section 1: Locally Preferred Alternative:** That Elk Grove Village hereby designates the "ALTERNATIVE 203" PROPOSAL as its locally preferred alternative which extends the Elgin-O'Hare Expressway from I-290 east to O'Hare Airport, and places the planned north connection of the West Bypass on the 300-foot corridor east of Elmhurst Road on existing O'Hare Airport property. This plan is preferred as it provides the following benefits:

- Preserves the existing Elmhurst Road corridor;
- Provides the most economic benefits to the community and the region;
- Preserves Elk Grove businesses and associated jobs;
- Maintains the existing tax base that benefits Schools, Parks, and Library;
- Provides for the long desired full interchange at Elmhurst Road and I-90;

- Provides access along Thorndale Avenue that focuses traffic to major arterials and protects our secondary roads;
- Was long-planned as the appropriate location for an expressway; and,
- Significantly improves the flow of vehicular traffic in the region.

**Section 2: Reject Elmhurst Road Widening – Alternative 402:** That Elk Grove Village hereby rejects the plan that places the planned north connection of the West Bypass on a widened Elmhurst Road corridor in Elk Grove Village for the following reasons:

- It will potentially eliminate numerous existing businesses, negatively impact dozens of other businesses, and eliminate or reduce hundreds of permanent jobs for the region;
- It has negative impacts on existing local roads, water mains, sanitary sewers, and storm sewers; and
- It has negative, costly, and far-reaching impacts to the economic development of our region by dumping a significant amount of expressway traffic directly onto local arterial roads.

**Section 3: That Alternative 203 Outperforms Alternative 402, by the following:**

- Providing a greater percentage increase in regional travel efficiency, travel time savings, transit trips/usage, and network speeds on principal arterials;
- Providing a greater percentage decrease in congested vehicle miles of travel (VMT) on secondary roadways;
- Providing a greater total value – 203 will provide \$4.8 billion in construction value once completed, compared to its total construction cost of \$3 billion;
- Creating more jobs – 203 will create 9,200 construction related jobs annually and 21,600 indirect jobs annually;

**Section 4: Additional Item to be considered by the Illinois Department of Transportation:**

- The Elgin O'Hare and complete north and south connections of the Western Bypass Expressway proposal is a comprehensive solution to the region's transportation needs as demonstrated by the unprecedented multiagency support for the plan. Financing strategies for the implementation of the program must be developed for the plan in its entirety including accommodations for future transit improvements. A staged approach to the program would not yield the identified regional transportation benefits and would negatively impact the system operation;
- Financing programs must maximize State and County resources eliminate the local match as to not place undue burdens upon municipal agencies for this regional transportation enhancement;

- The construction of the Elgin O'Hare expressway and north and south connections of the West Bypass must be completed in their entirety no later than December 31, 2015.

**Section 5:** That this Resolution is to be delivered to IDOT at its October 8, 2009 public meeting to determine the Locally Preferred Alternative.

**Section 6:** That this Resolution shall be in full force and effect from and after its passage and approval according to law.

**VOTE: AYES: 6 NAYS: 0 ABSENT: 0**

**PASSED this 22<sup>nd</sup> day of September 2009.**

**APPROVED this 22<sup>nd</sup> day of September 2009.**

**APPROVED:**

**Mayor Craig B. Johnson**  
**Village of Elk Grove Village**

**ATTEST:**

**Ann L. Walsh, Village Clerk**



Photo 1: Wetland WL 10A



Photo 2: Wetland WL 4.1

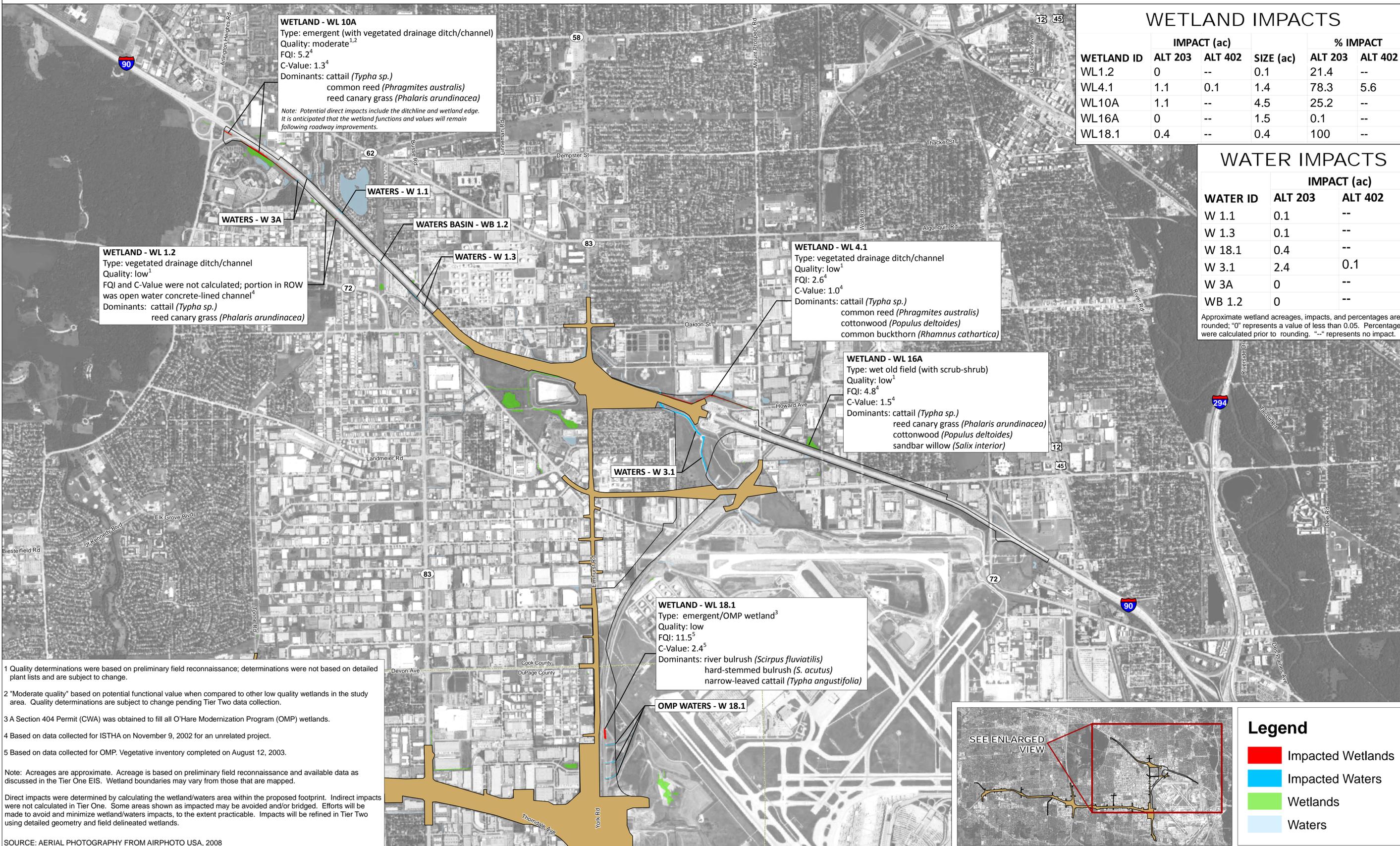
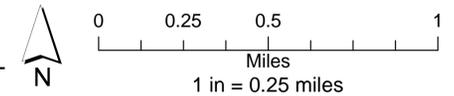
<b>Title:</b> Alternative 203 Wetland Photos - December 4, 2009	
<b>Client:</b> IDOT	<b>Project No:</b> 07-0404
	<b>Date:</b> 12/4/2009
	<b>Exhibit No.:</b> 1

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# ALTERNATIVE 203 - EXCLUSIVE WETLAND/WATERS IMPACTS

ONLY ALTERNATIVE 203

ALTERNATIVE 402 / MUTUAL FOOTPRINT



## WETLAND IMPACTS

WETLAND ID	IMPACT (ac)		SIZE (ac)	% IMPACT	
	ALT 203	ALT 402		ALT 203	ALT 402
WL1.2	0	--	0.1	21.4	--
WL4.1	1.1	0.1	1.4	78.3	5.6
WL10A	1.1	--	4.5	25.2	--
WL16A	0	--	1.5	0.1	--
WL18.1	0.4	--	0.4	100	--

## WATER IMPACTS

WATER ID	IMPACT (ac)	
	ALT 203	ALT 402
W 1.1	0.1	--
W 1.3	0.1	--
W 18.1	0.4	--
W 3.1	2.4	0.1
W 3A	0	--
WB 1.2	0	--

Approximate wetland acreages, impacts, and percentages are rounded; "0" represents a value of less than 0.05. Percentages were calculated prior to rounding. "--" represents no impact.

1 Quality determinations were based on preliminary field reconnaissance; determinations were not based on detailed plant lists and are subject to change.

2 "Moderate quality" based on potential functional value when compared to other low quality wetlands in the study area. Quality determinations are subject to change pending Tier Two data collection.

3 A Section 404 Permit (CWA) was obtained to fill all O'Hare Modernization Program (OMP) wetlands.

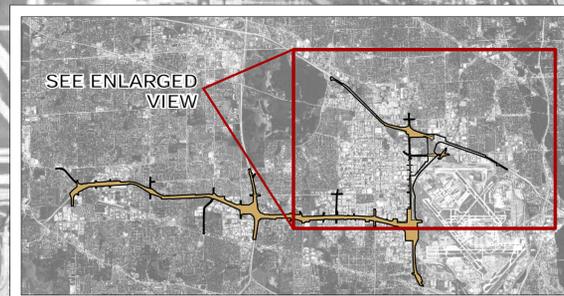
4 Based on data collected for ISTHA on November 9, 2002 for an unrelated project.

5 Based on data collected for OMP. Vegetative inventory completed on August 12, 2003.

Note: Acreages are approximate. Acreage is based on preliminary field reconnaissance and available data as discussed in the Tier One EIS. Wetland boundaries may vary from those that are mapped.

Direct impacts were determined by calculating the wetland/waters area within the proposed footprint. Indirect impacts were not calculated in Tier One. Some areas shown as impacted may be avoided and/or bridged. Efforts will be made to avoid and minimize wetland/waters impacts, to the extent practicable. Impacts will be refined in Tier Two using detailed geometry and field delineated wetlands.

SOURCE: AERIAL PHOTOGRAPHY FROM AIRPHOTO USA, 2008



### Legend

- Impacted Wetlands
- Impacted Waters
- Wetlands
- Waters

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# Illinois Department of Natural Resources

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

Pat Quinn, Governor

Marc Miller, Acting Director

RECEIVED  
SEP 23 2009  
DISTRICT 07

September 23, 2009

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

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

Tier One DEIS

Dear Mr. Harmet:

This letter is in response to the above referenced project that was reviewed for impacts to natural resources for both Alternative 203 and Alternative 402. Based on the information presented at this Tier One phase, the impacts to resources present indicate no comparable difference in the build alternatives being carried forward.

When the Tier Two phase of the preferred concept is implemented, detailed environmental surveys will be conducted for potential impacts and additional reviews will provide comment. As the project progresses through the planning and design phase, the "avoidance and minimization" concept of impacts to natural resources on the landscape should be carried forward. This project remains open for consultation.

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

Sincerely,

Steve Hamer  
Transportation Review Program  
Division of Environment and Ecosystems

file



# Illinois Department of Transportation

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

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

December 4, 2009

Mr. Steve Hamer  
Illinois Department of Nature Resources  
Transportation Review Program  
Division of Environment and Ecosystems  
One Natural Resources Way  
Springfield, IL 62702

Dear Mr. Hamer:

Thank you for your September 23, 2009 comment letter regarding the Draft EIS for the Elgin O'Hare – West Bypass Study. We have appreciated the opportunity to work with IDNR and look forward to continuing to do so throughout the remainder of the Tier One Study and as the project moves into Tier Two.

In your letter, you identified the need to apply the "avoidance and minimization" concept to impacts on the natural resources in the project area during the Tier Two process. The Department recognizes the importance of doing so and will coordinate with IDNR to identify appropriate avoidance and minimization measures for impacts to environmental resources during Tier Two.

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

Very truly yours,

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

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



# ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 North Grand Avenue East, P.O. Box 19276, Springfield, Illinois 62794-9276 • (217) 782-2829  
James R. Thompson Center, 100 West Randolph, Suite 11-300, Chicago, IL 60601 • (312) 814-6026

PAT QUINN, GOVERNOR

DOUGLAS P. SCOTT, DIRECTOR

217-782-0547

September 23, 2009

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

Dear Ms. O'Keefe:

RE: Tier One Elgin O'Hare West Bypass

Thank you for the opportunity to review the proposed Draft Environmental Impact Statement for the West Bypass project Tier One Elgin O'Hare.

The Agency has no objections to the project; however a permit may be required from the Division of Water Pollution Control. If more than once acre is disturbed during construction, a construction site activity stormwater NPDES permit will also be required from the Division of Water Pollution Control. Also, please contact the U.S. Army Corps of Engineers if there are any stream crossings that require dredge and fill activities in the waterway. For concerns, you may contact Al Keller, 217-782-0610.

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

Sincerely,

Lisa Bonnett  
Acting Deputy Director



# Illinois Department of Transportation

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

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

December 4, 2009

Ms. Lisa Bonnett  
Illinois Environmental Protection Agency  
Acting Deputy Director  
1021 North Grand Avenue East  
P.O. Box 19276  
Springfield, IL 62794

Dear Ms. Bonnett:

Thank you for your September 23, 2009 comment letter regarding the Draft EIS for the Elgin O'Hare – West Bypass Study. We have appreciated the opportunity to work with IEPA and look forward to continuing to do so throughout the remainder of the Tier One Study and as the project moves into Tier Two.

In your letter, you note that permits may be required from the Division of Water Pollution Control and further requested that we contact the U.S. Army Corps of Engineers if dredge and fill activities will be required for any stream crossings. As Tier Two commences, the Department will consider your comments and take appropriate action.

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

Very truly yours,

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

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



**City of Des Plaines**  
**Public Works and Engineering Department**  
1420 Miner Street  
Des Plaines, IL 60016  
Tel: 847-391-5390  
Fax: 847-391-5619

October 26, 2009

Ref. # 09315

Attn: Ron Krall  
Illinois Department of Transportation  
201 W. Center Court  
Schaumburg, IL 60196

Re: Elgin O'Hare West Bypass – Draft EIS Comments

Dear Mr. Krall:

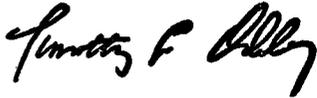
Please find below our comments on the Draft Environmental Impact Statement for the Elgin O'Hare – West Bypass Project.

1. The City of Des Plaines is requesting a listing of the businesses and residences that were assumed in the Draft EIS to be impacted by Alternatives 203 and 402.
2. Is the Des Plaines Oasis on the I-90 Tollway proposed to be removed as part of Alternative 203? It is not clear from the EIS document.
3. On Exhibit 1-7, the grade crossing of Touhy Avenue and the Canadian National Railroad (Wisconsin Central) line should be indicated as a "Major Grade Crossing." Note that this crossing is called out in Exhibit 3-3 as a stakeholder requested grade separation. As of 2008, the Canadian National Line carried approximately 20 freight trains and 22 commuter trains per day. In the near term the Canadian National Railroad will be shifting many of the freight trains over to the newly-acquired EJ&E line. However, it is anticipated that Metra train volumes will increase in the future and that with increased rail freight demand throughout the Chicago region that this recently double-tracked line will remain active.
4. Exhibit 3-17 indicates that congestion is predicted to worsen on several of the arterials within Des Plaines (Wolf Road, Mt. Prospect Road, Elmhurst Road, Oakton Street), under the Build versus the No-Build alternatives. Why is this? New demand generated on these arterials due to the new full interchange at Elmhurst Road and I-90? Why is there less impact from Alternative 402 given that it also includes the full interchange at Elmhurst Road and I-90?

5. On Exhibit 3-14, the street names in Des Plaines are mislabeled and it appears that the regional trail through Des Plaines is indicated in the wrong location. The street labeled Mt. Prospect Road is actually Wolf Road. The street labeled Dempster Street is actually Algonquin Road. We are attaching the full proposed City of Des Plaines Bicycle Network map for your use. This map was created through an internal planning process and through the Northwest Municipal Conference Regional Bicycle Planning effort.
6. Based upon the Draft EIS, and from the perspective of the City of Des Plaines, it appears that the added benefits of Alternative 203 over Alternative 402 do not outweigh the added direct costs (see tables on separate page). As such, the City of Des Plaines supports Alternative 402 in that it satisfies the purpose and need of the project with less direct cost to the City of Des Plaines.

If you should have any questions regarding the above information, please feel free to call me or Derek Peebles at (847) 391-5390.

Yours Truly,



Timothy P. Oakley, P.E.  
Director of Public Works and Engineering

Attachments

Des Plaines Cost-Benefit Summary Tables  
City of Des Plaines Proposed Bicycle Network

Cc: Jason Bajor, City Manager  
Mike Conlan, Director of Community and Economic Development

**COSTS TO CITY OF DES PLAINES**

	<b>Alternative 203</b>	<b>Alternative 402</b>
<b>Residences/Residents</b>	1/3	1/3
<b>Businesses/Employees</b>	3/158 (Des Plaines Oasis?)	0/0
<b>Tax Revenue Loss</b>	\$978,813	\$276,502
<b>Arterial Congestion</b>	Mixed – reduction in congestion on some roads, increase on others	Mixed – reduction in congestion on some roads, increase on others. Results better than for Alternative 203.
<b>STAR Line</b>	Loss of eastern alignment, potential station at southeast redevelopment area due to STAR Line potentially connecting directly to new western O'Hare terminal.	----

**BENEFITS TO CITY OF DES PLAINES**

	<b>Alternative 203</b>	<b>Alternative 402</b>
<b>Full Service Interchange at Elmhurst Road and I-90</b>	Yes	Yes
<b>Railroad Grade Separation at Touhy Avenue and UPM RR Line</b>	Yes	Yes
<b>Dempster Street Express Bus Service (Evanston-O'Hare)</b>	Yes	Yes
<b>Golf Road Express Bus Service (Evanston-Woodfield)</b>	Yes	Yes
<i>Indirect Benefit – New western terminal at O'Hare with transportation connections</i>	Yes	Yes
<i>Indirect Benefit – Connection between proposed Elgin O'Hare expressway extension and I-90</i>	Yes	Yes, but less efficient than full expressway system interchange in Alt 203
<i>Indirect Benefit – Better transit in areas west of O'Hare airport</i>	Yes	Yes
<i>Indirect Benefit – Improved bicycle network throughout project area with connection to Des Plaines</i>	Yes	Yes
<i>Indirect Benefit – Regional economic benefits due to more efficient transportation system</i>	Yes	Yes, but projected less benefit than for Alt 203.

**Legend**

**Des Plaines Bike Trails**

**Type**

- Local Routes
- Trails
- Regional Routes (Proposed)

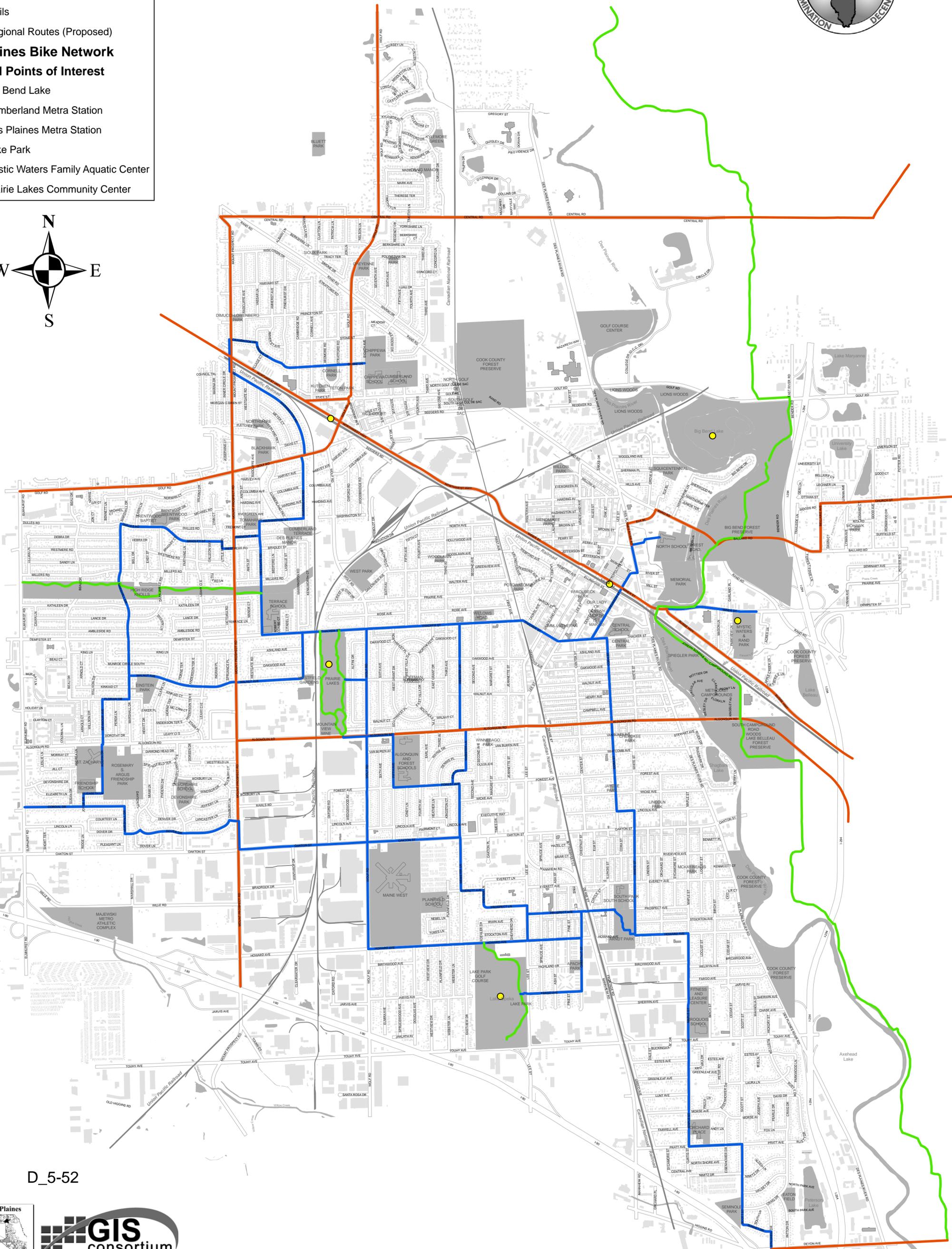
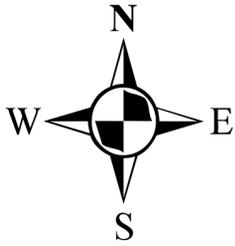
**Des Plaines Bike Network**

**Regional Points of Interest**

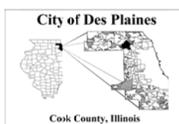
- Big Bend Lake
- Cumberland Metra Station
- Des Plaines Metra Station
- Lake Park
- Mystic Waters Family Aquatic Center
- Prairie Lakes Community Center

C-6

# Des Plaines Bike Network



D\_5-52





# Illinois Department of Transportation

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

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

December 7, 2009

Mr. Timothy P. Oakley, P.E.  
Director of Public Works and Engineering  
City of Des Plaines  
1420 Minor Street  
Des Plaines, IL 60016

Dear Mr. Oakley:

Thank you for your October 26, 2009 comments regarding our Elgin O'Hare-West Bypass Study. We offer the following formal responses, subsequent to the November 16, 2009 meeting held in your offices:

- At our November 16<sup>th</sup> meeting we provided the addresses of all the businesses and residences within the City of Des Plaines potentially displaced by Alternatives 203 and 402. We also provided the business names and number of employees.
- The Des Plaines Oasis would be removed to accommodate the proposed system interchange associated with Alternative 203. Alternatively, shifting the location of the interchange to either the east or west of the oasis would result in substantially greater impacts.
- A grade separation at Touhy Avenue and the Canadian National Railroad is currently included and being considered with both finalist alternatives 203 and 402. We have modified Exhibit 1-7 to better identify the crossing as a "Major Grade Crossing".
- The relative differences in performance for each finalist alternative, as shown on Exhibit 3-17 are based upon two primary factors. First, traffic is redistributed as a result of the improved roadway network associated with each Build Alternative, with full access to I-90 at Elmhurst Road being a particular influence upon local travel performance. Secondly, there is an overall increase in trips for each of the build alternatives due to the increased population and employment that is attracted to the study area. Alternative 402 results in a more moderate decrease in travel performance as a result of a lower projected population and employment forecast. Alternative 203 also has interchange access proposed at Touhy, Devon, and Pratt Avenues, which also has an added influence on travel performance for local streets. As the planning process moves into Tier Two, we will develop more refined traffic information

Mr. Timothy P. Oakley, P.E.  
December 7, 2009  
Page Two

- We have updated Exhibit 3-14 accordingly to more accurately show the regional trail displayed on the map as well as properly identify roads labeled on the exhibit.

We have noted your support for Alternative 402, and anticipate recommending a preferred alternative at our December 9, 2009 CPG/Task Force Meeting on the basis of our technical analysis, as well as stakeholder input.

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

Very truly yours,

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

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

cc: Derek Peebles, P.E.  
John Duddles, P.E.



## Impacted Buildings in Des Plaines Alternative 203

### Legend

- Full Take Impact
- Partial Take Impact
- Alternative 203
- Des Plaines City Limits

**Building 1** 411-415 Touhy Avenue  
Freedom Motors - 2 Employees  
Sprint - 7 Employees  
Owners Choice Auto - 14 Employees  
Total 3 Businesses - 23 Employees

**Building 2** 351 Touhy Avenue  
Tax AirFreight - 34 Employees

**Building 3** 351 Touhy Avenue  
Midwest Express - 74 Employees

**Building 4 & 5** Des Plaines Oasis  
Mobil Gas Canopy

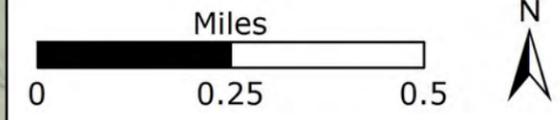
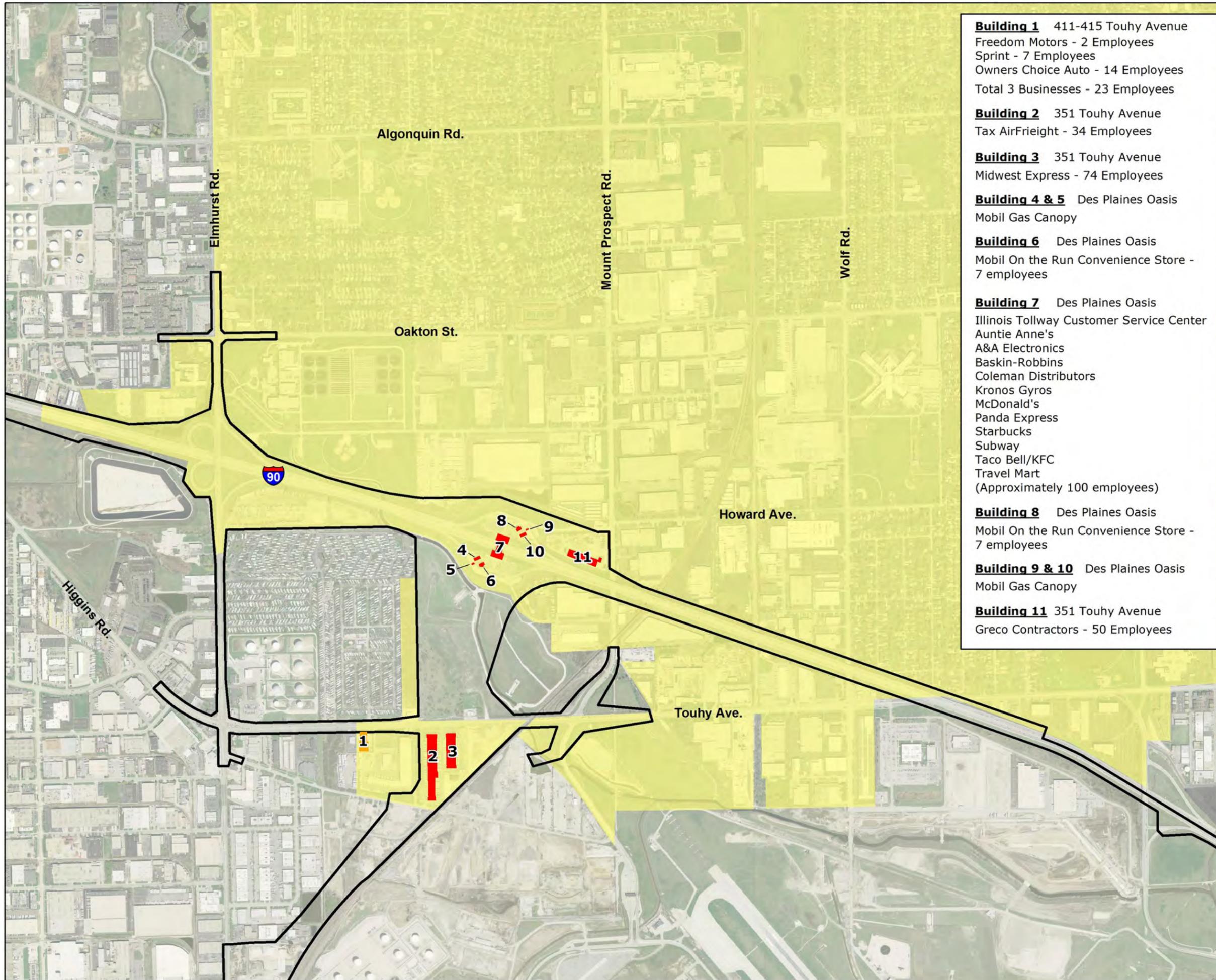
**Building 6** Des Plaines Oasis  
Mobil On the Run Convenience Store - 7 employees

**Building 7** Des Plaines Oasis  
Illinois Tollway Customer Service Center  
Auntie Anne's  
A&A Electronics  
Baskin-Robbins  
Coleman Distributors  
Kronos Gyros  
McDonald's  
Panda Express  
Starbucks  
Subway  
Taco Bell/KFC  
Travel Mart  
(Approximately 100 employees)

**Building 8** Des Plaines Oasis  
Mobil On the Run Convenience Store - 7 employees

**Building 9 & 10** Des Plaines Oasis  
Mobil Gas Canopy

**Building 11** 351 Touhy Avenue  
Greco Contractors - 50 Employees

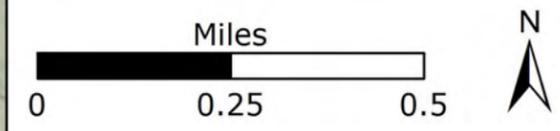
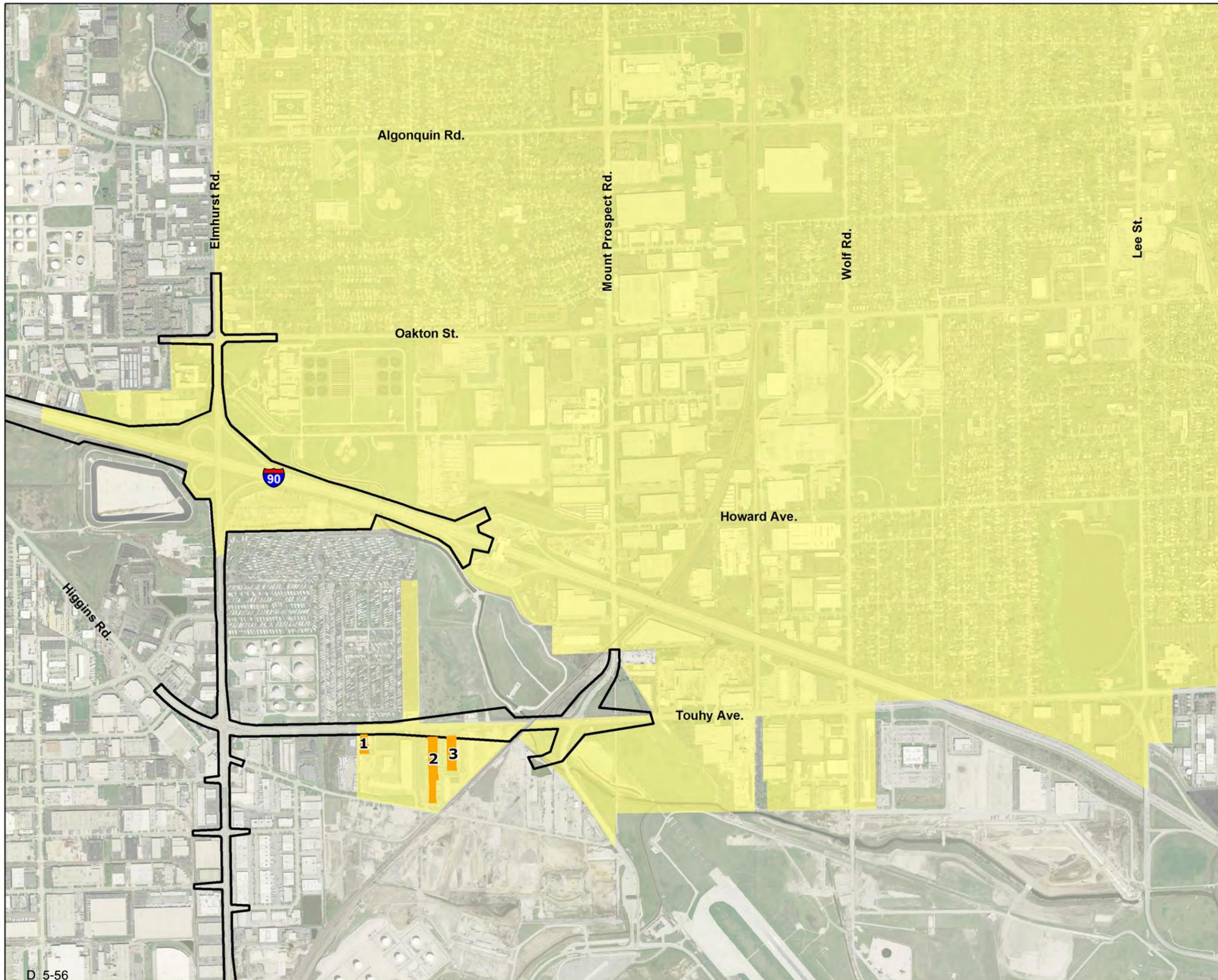


## Impacted Buildings in Des Plaines Alternative 402

### Legend

- Full Take Impact
- Partial Take Impact
- Alternative 402
- Des Plaines City Limits

- Building 1** 411-415 Touhy Avenue  
Freedom Motors - 2 Employees  
Sprint - 7 Employees  
Owners Choice Auto - 14 Employees  
Total 3 Businesses - 23 Employees
- Building 2** 351 Touhy Avenue  
Tax AirFreight - 34 Employees
- Building 3** 351 Touhy Avenue  
Midwest Express - 74 Employees



Mayor  
CRAIG B. JOHNSON

Village Clerk  
ANN I. WALSH

Village Manager  
RAYMOND R. RUMMEL



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

September 25, 2009

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

Dear Mr. Harmet,

Enclosed is a certified copy of Resolution No. 51-09 entitled **“A RESOLUTION DESIGNATING “ALTERNATIVE 203” AS THE LOCALLY PREFERRED SELECTION FOR THE CONSTRUCTION OF THE ELGIN O’HARE-WEST BYPASS WITH CORRESPONDING NORTH AND SOUTH CONNECTIONS.”** This Resolution was passed and approved at the regular meeting of the Mayor and Board of Trustees of the Village of Elk Grove Village, Illinois, held on Tuesday, September 22, 2009.

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

Sincerely,

Ann I. Walsh  
Village Clerk

AIW:dm  
Enc.





**RESOLUTION NO. 51-09**

**A RESOLUTION DESIGNATING “ALTERNATIVE 203” AS THE LOCALLY PREFERRED SELECTION FOR THE CONSTRUCTION OF THE ELGIN O’HARE - WEST BYPASS WITH CORRESPONDING NORTH AND SOUTH CONNECTIONS**

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

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

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

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

**WHEREAS**, the regional community provided over 40,000 comments to the Illinois Department of Transportation supporting Alternative 203, with Option D for the northern connection, as the locally preferred alternative at the Illinois Department of Transportation’s public meeting that took place in March of 2009; and

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

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

**Section 1: Locally Preferred Alternative:** That Elk Grove Village hereby designates the “ALTERNATIVE 203” PROPOSAL as its locally preferred alternative which extends the Elgin-O’Hare Expressway from I-290 east to O’Hare Airport, and places the planned north connection of the West Bypass on the 300-foot corridor east of Elmhurst Road on existing O’Hare Airport property. This plan is preferred as it provides the following benefits:

- Preserves the existing Elmhurst Road corridor;
- Provides the most economic benefits to the community and the region;
- Preserves Elk Grove businesses and associated jobs;
- Maintains the existing tax base that benefits Schools, Parks, and Library;
- Provides for the long desired full interchange at Elmhurst Road and I-90;

- Provides access along Thorndale Avenue that focuses traffic to major arterials and protects our secondary roads;
- Was long-planned as the appropriate location for an expressway; and,
- Significantly improves the flow of vehicular traffic in the region.

**Section 2: Reject Elmhurst Road Widening – Alternative 402:** That Elk Grove Village hereby rejects the plan that places the planned north connection of the West Bypass on a widened Elmhurst Road corridor in Elk Grove Village for the following reasons:

- It will potentially eliminate numerous existing businesses, negatively impact dozens of other businesses, and eliminate or reduce hundreds of permanent jobs for the region;
- It has negative impacts on existing local roads, water mains, sanitary sewers, and storm sewers; and
- It has negative, costly, and far-reaching impacts to the economic development of our region by dumping a significant amount of expressway traffic directly onto local arterial roads.

**Section 3: That Alternative 203 Outperforms Alternative 402, by the following:**

- Providing a greater percentage increase in regional travel efficiency, travel time savings, transit trips/usage, and network speeds on principal arterials;
- Providing a greater percentage decrease in congested vehicle miles of travel (VMT) on secondary roadways;
- Providing a greater total value – 203 will provide \$4.8 billion in construction value once completed, compared to its total construction cost of \$3 billion;
- Creating more jobs – 203 will create 9,200 construction related jobs annually and 21,600 indirect jobs annually;

**Section 4: Additional Item to be considered by the Illinois Department of Transportation:**

- The Elgin O'Hare and complete north and south connections of the Western Bypass Expressway proposal is a comprehensive solution to the region's transportation needs as demonstrated by the unprecedented multiagency support for the plan. Financing strategies for the implementation of the program must be developed for the plan in its entirety including accommodations for future transit improvements. A staged approach to the program would not yield the identified regional transportation benefits and would negatively impact the system operation;
- Financing programs must maximize State and County resources eliminate the local match as to not place undue burdens upon municipal agencies for this regional transportation enhancement;

- The construction of the Elgin O'Hare expressway and north and south connections of the West Bypass must be completed in their entirety no later than December 31, 2015.

**Section 5:** That this Resolution is to be delivered to IDOT at its October 8, 2009 public meeting to determine the Locally Preferred Alternative.

**Section 6:** That this Resolution shall be in full force and effect from and after its passage and approval according to law.

**VOTE: AYES: 6 NAYS: 0 ABSENT: 0**

**PASSED this 22<sup>nd</sup> day of September 2009.**

**APPROVED this 22<sup>nd</sup> day of September 2009.**

**APPROVED:**

**Mayor Craig B. Johnson**  
**Village of Elk Grove Village**

**ATTEST:**

**Ann I. Walsh, Village Clerk**



# Illinois Department of Transportation

Division of Highways / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois / 60196-1096  
Telephone 847/705-4000

December 21, 2009

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

Dear Mayor Johnson:

Thank you for the Village's Resolution No. 51-09 regarding the Elgin O'Hare – West Bypass project. As noted at the December 9<sup>th</sup> stakeholder event, Alternative 203, South Connection D, was selected as the preferred plan. We greatly appreciated the Village's active participation in the planning process, and look forward working with the Village as we move on to Tier Two.

Regarding section four of the resolution, please note that we will be preparing a detailed Financial Plan as part of our Tier Two studies, which are scheduled to begin in 2010. We will examine both public and private sources of funding and various implementation strategies. Our intention is to ensure that the project is eligible for the widest variety of funding options.

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

Very truly yours,

A handwritten signature in blue ink, appearing to read "Diane M. O'Keefe".

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

cc: Raymond Rummel, Village Manager

Prepared By: Ron Krall, ext. 4103  
Bureau of Programming



# CITY OF ELMHURST

209 NORTH YORK STREET  
ELMHURST, ILLINOIS 60126-2759  
(630) 530-3000  
www.elmhurst.org

PETER "PETE" DICIANNI  
MAYOR  
PATTY SPENCER  
CITY CLERK  
DAVID DYER  
CITY TREASURER  
THOMAS P. BORCHERT  
CITY MANAGER

October 22, 2009

Illinois Department of Transportation  
Attn: Mr. Peter Harmet  
201 W. Center Ct.  
Schaumburg, IL 60196-1096

BUREAU DE PROGRAMMING  
RECEIVED  
OCT 28 2009  
DISTRICT #1

Dear Sir:

At their regularly scheduled meeting on Monday, October 5, 2009, the City of Elmhurst City Council approved resolution R-44-2009 titled *A Resolution of the City of Elmhurst Supporting the IDOT Proposed Elgin-O'Hare West Bypass, Alternative 203 (Option D) for the Ring Road Project*. Enclosed please find a certified copy of said resolution to be counted as the City of Elmhurst's comment on the Draft Environmental Impact Statement (DEIS).

If you have any questions regarding Elmhurst Resolution R-44-2009, please contact City of Elmhurst, City Manager Thomas P. Borchert at (630)530-3010.

Sincerely,

Erin K. Van De Walle  
Deputy City Clerk

CC: Ron Krall, IDOT  
Tam Kutzmark, DuPage Mayors & Managers Conference

STATE OF ILLINOIS )  
 ) SS )  
COUNTIES OF DUPAGE & COOK )

I, PATTY SPENCER, HEREBY CERTIFY that I am the duly elected, qualified and acting City Clerk of the City of Elmhurst, DuPage and Cook Counties, Illinois, a municipal corporation, an the keeper of its seal and records.

I HEREBY FURTHER CERTIFY that the attached document is a true and correct copy of Resolution No. R-44-2009 entitled A Resolution A Resolution of the City of Elmhurst Supporting the IDOT Proposed Elgin-O'Hare West Bypass, Alternative 203 (Option D) for the Ring Road Project now on file in my office at 209 North York Road, Elmhurst, Illinois.

I HEREBY FURTHER CERTIFY that said Resolution was passed by the City Council of said City of Elmhurst on the 5<sup>th</sup> day of October, 2009 and that the vote of said City Council on the question of passage of said Resolution was taken by yeas and nays and fully recorded in the minutes of the proceedings of said City Council, and the result of said vote so taken was as follows:

Ayes: 11 Nays: 0

I FURTHER CERTIFY that the original, of which the attached is a true copy, is entrusted to my care for safekeeping, and that I am the true and lawful keeper of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the City of Elmhurst aforesaid, at said City, in the County and State aforesaid, this 21<sup>st</sup> day of October, 2009.

Patty Spencer REMOVED  
Patty Spencer, City Clerk DEPUTY

SEAL

**R-44-2009****A RESOLUTION OF THE CITY OF ELMHURST  
SUPPORTING THE IDOT PROPOSED ELGIN-O'HARE WEST BYPASS,  
ALTERNATIVE 203 (OPTION D) FOR THE RING ROAD PROJECT**

---

WHEREAS, the City of Elmhurst (hereinafter the "City") is a body of politic and corporate, organized and existing pursuant to the Illinois Municipal code; and

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

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

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

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

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

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

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

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

WHEREAS, the City, through its Public Works and Buildings Committee, has evaluated the remaining options for the project and has determined that it is in the best interests of the City and its residents to formally approve and announce support for IDOT's proposed Alternative 203 Option D; and

WHEREAS, the City desires to formally express its support for the option proposed by IDOT commonly known as Alternative 203 Option D.

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

SECTION 2. The Mayor and the City Council approve and support IDOT's proposed Alternative 203 Option D.

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

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

**APPROVED** this 5<sup>th</sup> day of October, 2009.

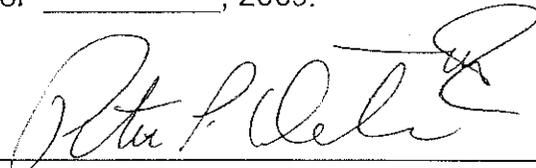
AYES: 11

NAYS: 0

ABSENT: 3

ABSTENTION: \_\_\_\_\_

**APPROVED** by me this 5<sup>th</sup> day of October, 2009.

  
\_\_\_\_\_  
Peter P. DiCianni III, Mayor

ATTESTED and filed in my office,  
this 5<sup>th</sup> day of October, 2009.

  
\_\_\_\_\_  
Patty Spencer, City Clerk



# Illinois Department of Transportation

Division of Highways / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois / 60196-1096  
Telephone 847/705-4000

December 21, 2009

The Honorable Peter P. DiCianni, III  
Mayor  
City of Elmhurst  
209 N. York Street  
Elmhurst, IL 60126-2759

Dear Mayor DiCianni:

Thank you for the City's Resolution R-44-2009 regarding the Elgin O'Hare – West Bypass project. As presented at our December 9<sup>th</sup> Stakeholder event, we have selected Alternative 203, South Connection D as the preferred plan. We look forward to working with the City as the planning process moves into Tier Two.

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

Very truly yours,

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

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

cc: Mr. Thomas P. Borchert

Prepared By: Ron Krall, ext .4103  
Bureau of Programming



# CITY OF ELMHURST

209 NORTH YORK STREET  
ELMHURST, ILLINOIS 60126-2759  
(630) 530-3000  
www.elmhurst.org

**PETER "PETE" DICIANNI**  
MAYOR  
**PATTY SPENCER**  
CITY CLERK  
**DAVID DYER**  
CITY TREASURER  
**THOMAS P. BORCHERT**  
CITY MANAGER

October 27, 2009

Ms. Diane M. O'Keefe, P. E.  
Deputy Director of Highways – Region One Engineer  
IDOT  
201 W. Center Ct.  
Schaumburg, IL 60196-1096

RE: I 290 Eastbound Ramp to I 294 South

Dear Ms. O'Keefe:

The City of Elmhurst has expressed concern associated with the referenced ramp on numerous occasions for the past several years. Please review the attached correspondence from Elmhurst resident Mr. Robert Jenkins which identifies the problem in a very thorough and articulate and accurate fashion. Your cooperation in analyzing this situation for the appropriate capacity enhancement and relief would be most appreciated.

If any additional information is needed or necessary from this office please do not hesitate to call. Thank you very much for your concern and interest.

Respectfully submitted,

Thomas P. Borchert  
City Manager

TPB/ds

- c.c. Hon. Dan Cronin, State Senator
- Hon. Carole Ann Pankau, State Senator
- Hon. Robert "Bob" Biggins, State Representative
- Hon. Dennis M. Reboletti, State Representative
- Mayor Peter P. DiCianni and Elmhurst City Council
- Mr. Robert Jenkins

10/22/2009

Mr. Pete DiCianni, Mayor of Elmhurst  
Mr. Thomas Borchert, Elmhurst City Manager

**The backed up ramp from I290 East to I294 South and its major impacts on the City of Elmhurst and Surrounding Communities**

The ramp from I290 East to I294 South cannot handle the volume of cars and trucks traversing this major interchange during high volume periods. It is a narrow, rough, and somewhat hilly single lane interchange. Trucks have to slow down significantly before exiting onto this ramp. At the end of the 20 to 40 minute rush hour backup the ramp merges onto I290 South where traffic is moving at highway speeds.

It is doubtful that any ramp in the Chicago area, by itself, causes such major backups.

The narrow ramp has been causing longer and longer backups on I290 east. Years ago the backups were only to St. Charles, but now the backup reaches back 5 or 6 miles to Route 83 during most evening rush hours. Sometimes the backup extends all the way to the Route 53/I355 interchange. Because drivers don't merge over to the right until the last minute, all I290 east lanes are blocked until the interchange. Then the I290 eastbound cars quickly reach highway speeds as they proceed east to Hillside.

Elmhurst bears the brunt of problems because many drivers exit at Route. 83 and drive through Elmhurst when the backup reaches Route 83. The worse the backup on inbound I290 the more pronounced the effects of the spillover occurring in approximately the following sequence.

1. When I290 is backed up past Route 83, then Route 83 backs up to the I290 ramp
2. To avoid the many North Avenue light sequences, drivers exit to Lake Street.
3. The Lake Street ramp is then backed up to Route 83.
4. Then the exit ramp from I290 east to Route 83 backs up to I290 which pushes the I290 backup further west towards Route 53.
5. Then drivers head east on Lake Street to West Ave. West Ave. then backs up from North Ave., sometimes to the 4-way stop by Emerson School.
6. Then drivers spillover to other Elmhurst streets such that larger backups occur on every southbound street
  - o York Rd
  - o Hagans/Spring
  - o Berkeley
  - o Walnut

RECEIVED

OCT 23 2009

CITY OF ELMHURST  
*7/2/2009 del'd*

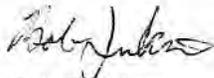
Besides the great inconvenience to Elmhurst residents from this increased traffic, there are the following costs.

- More accidents
- The average commuter trying to get by Elmhurst takes 20 to 40 minutes of driving rather than 5 or 6 minutes.
- An extra ¼ to ½ gallon of gas is burned per commuter with the resultant pollution
- Increased need for police and emergency services
- Shorter life to Elmhurst roads
- Discouraging residents from shopping during this high traffic period (perhaps offset by commuters making some additional purchases)
- Reduced property values. This major traffic problem negates some of the advantage Elmhurst enjoys due to proximity to major interstates and arterials.

If all the impacts to Elmhurst were quantified in dollars, the narrow ramp from I290 East to I294 south may cost Elmhurst more than the O'Hare expansion. It seems like the ramp's capacity can be significantly increased, and the ramp is probably going to require maintenance soon anyway. The project ought to be "shovel ready" pretty quickly.

Elmhurst and other municipalities (e.g. Villa Park, Oakbrook, Oakbrook Terrace) and organizations will need to prod the Tollway Authority because apparently there are no current plans to rectify the problem.

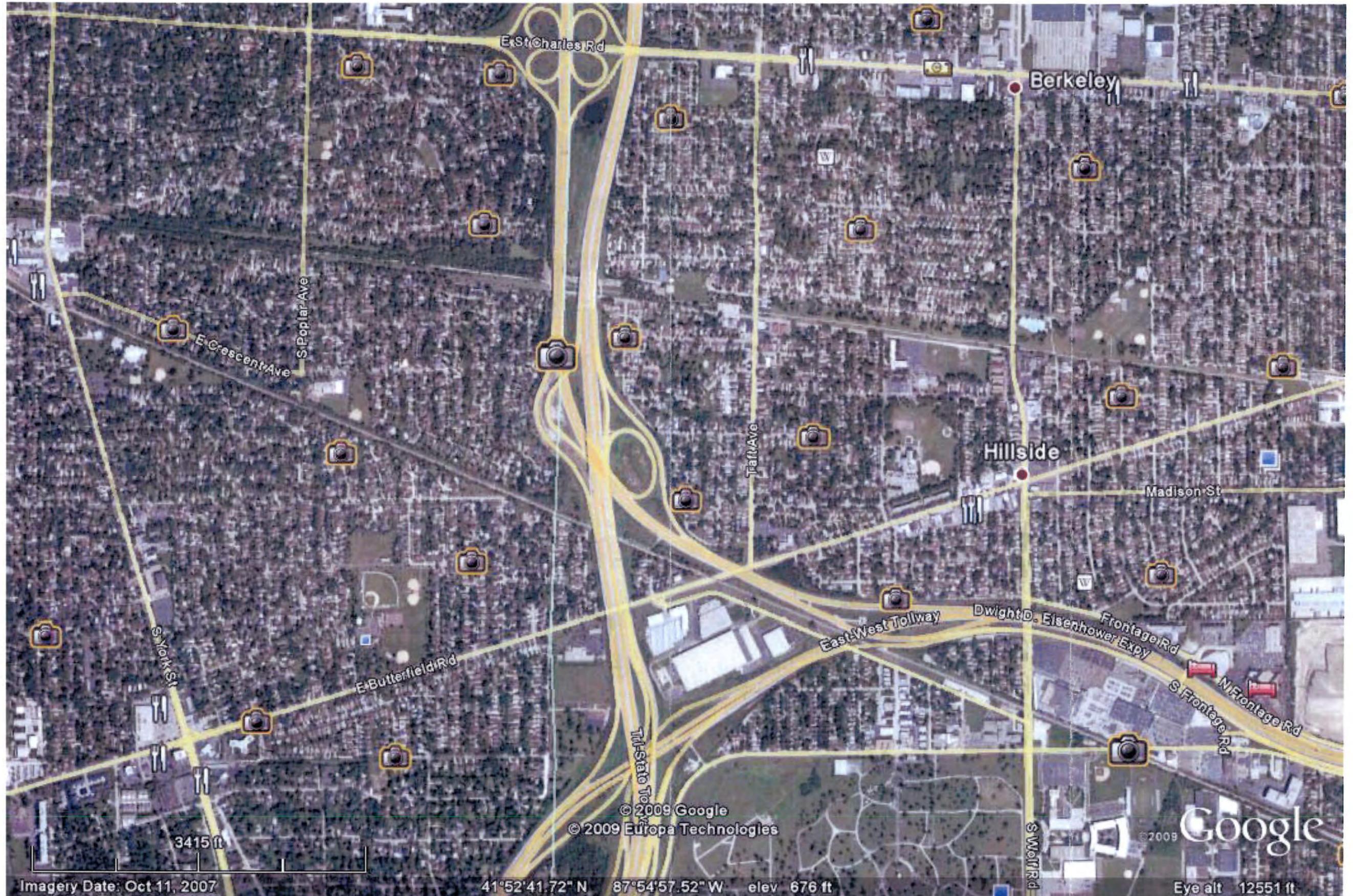
Thanks for your help in addressing this problem,



Bob Jenkins

823 Washington  
Elmhurst, IL 60126

630-530-8582 Home, 630-564-8582 Cell

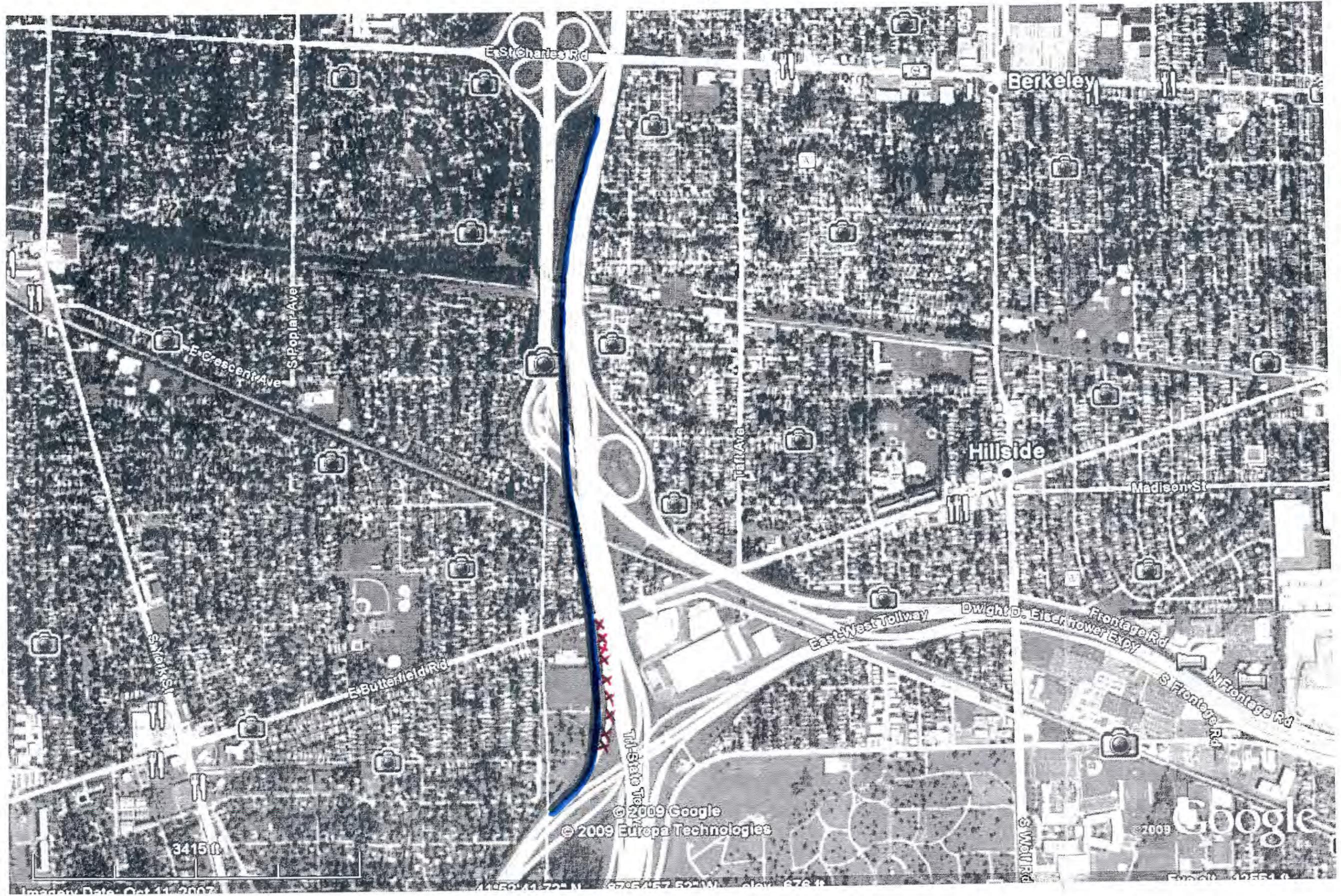


SB I-294 to WB I-88 } Existing WEAVE Highlighted  
EB I-290 to SB I-294



22-15-1-25

SB J-294 to WB I-88 - Option 1  
Separated/Consecutive Exit Ramps



↑  
N  
10-1-07

# SB I-294 to WB I-88 - Option 2 Combined Exit Ramps



1  
2  
2011  
2012



# Illinois Department of Transportation

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

December 22, 2009

Re: Interstate 290 Eastbound Ramp to Southbound Interstate 294

Mr. Thomas P. Borchert  
City Manager  
City of Elmhurst  
209 North York Street  
Elmhurst, IL 60126-2759

Dear Mr. Borchert:

This is in response to your letter of concern regarding the eastbound Interstate 290 (I-290) exit ramp to southbound Interstate 294 (I-294).

As you are aware, this interchange consists of a series of ramps carrying high volumes of traffic. While the exit ramp configuration may be contributing to some of the congestion, the sheer volume of traffic is the primary issue that would need to be addressed with a long term capacity improvement. We reviewed some of your suggestions and noted the following concerns. Widening to two lanes may actually cause more operational and resultant safety problems between the two ramps along mainline I-294 since there would be more traffic from eastbound I-290 converging with southbound I-294 traffic destined for westbound Interstate 88 (I-88). As a result, we could expect longer backups along I-294 north of the area with no relief to backups on I-290 which would not ease the flow on the ramp nor change driver behavior with respect to queue jumping as described in Mr. Robert Jenkins' letter.

In order to determine the most suitable and cost effective long range improvements, the entire interchange complex would be required to be analyzed. Given that this interchange complex involves I-294 and I-88, the Illinois State Toll Highway Authority (Tollway) would be a key stakeholder and/or the lead agency in such a study. Currently, IDOT has no funding in our Fiscal Year 2010-2015 Proposed Highway Improvement Plan to apply towards such a project. In fact, due to fiscal restraints, we must focus our limited resources on pavement and bridge rehabilitation. As a result, there is little flexibility to add new capacity improvements to the Highway Improvement Program at this time. However, in line with the rehabilitation mandate we are currently operating under, the entirety of I-290 from Interstate 90/94 to Thorndale will be completely resurfaced starting in Spring, 2010.

Mr. Thomas P. Borchert  
December 22, 2009  
Page Two

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

Very truly yours,



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

cc: Mr. Robert Jenkins

Prepared By: Ron Krall, ext. 4103  
Bureau of Programming

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**THE VILLAGE OF FRANKLIN PARK**  
**COOK COUNTY, ILLINOIS**

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**RESOLUTION**

**NUMBER 0910-R-27**

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**A RESOLUTION OF THE VILLAGE OF FRANKLIN PARK, COOK COUNTY,  
ILLINOIS SUPPORTING OPTION D PROVIDED PRECONDITIONS ARE  
INCORPORATED IN THE CONSTRUCTION PLANS FOR THE ELGIN  
O'HARE WEST BYPASS PROJECT SOUTH CONNECTION**

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**BARRETT F. PEDERSEN, Village President**  
**TOMMY THOMSON, Village Clerk**

**JUAN ACEVEDO**  
**PAUL BELLENDIR**  
**TOM BRIMIE**  
**JOHN JOHNSON**  
**CHERYL MCLEAN**  
**ROSE RODRIGUEZ**  
**Trustees**

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**Published in pamphlet form by authority of the President and Village Clerk of the Village of Franklin Park on 09/08/09**  
**Village of Franklin Park – 9500 Belmont Avenue - Franklin Park, Illinois 60131**

**RESOLUTION NUMBER 0910-R-27**

**A RESOLUTION OF THE VILLAGE OF FRANKLIN PARK, COOK COUNTY,  
ILLINOIS SUPPORTING OPTION D PROVIDED PRECONDITIONS ARE  
INCORPORATED IN THE CONSTRUCTION PLANS FOR THE ELGIN  
O'HARE WEST BYPASS PROJECT SOUTH CONNECTION**

---

**WHEREAS**, the Village of Franklin Park, Cook County, Illinois (the "*Village*") is a duly organized and existing municipal corporation created under the provisions of the laws of the State of Illinois and under the provisions of the Illinois Municipal Code, as from time to time supplemented and amended; and

**WHEREAS**, the Illinois Department of Transportation (the "*IDOT*") is engaged in a study to identify various options for the construction of an extension of the Elgin O'Hare Expressway and a western bypass of O'Hare International Airport (the "*Elgin O'Hare West Bypass Project South Connection*"), which includes a range of alternative proposals; and

**WHEREAS**, the IDOT is in the process of evaluating these various options and is gathering ideas and suggestions from surrounding communities, which includes the examination of new roadways, improvements to existing roadways, mass transit and pedestrian elements; and

**WHEREAS**, the first segment of the study is scheduled for completion in early 2010, which will serve to identify a preferred transportation plan for the area; and

**WHEREAS**, two current routes for the Elgin O'Hare West Bypass Project South Connection are under consideration as the preferred transportation plan for connection to I294, including what are generally known and referred to as Option A (connection West of County Line Road) and Option D (connection East of the United Pacific rail lines); and

**WHEREAS**, the Village is in preliminary agreement that Option D is the most viable preferred transportation plan for the Elgin O'Hare West Bypass Project South Connection, which would run East of the Union Pacific rail lines on the West side of the Village's corporate boundaries near Mt. Prospect Road, provided that certain conditions are addressed to create additional storm water detention and to enhance the remaining tax base of the Village by incorporating local roadway and storm water drainage improvements; and

**WHEREAS**, the Village is prepared to fully support Option D, if the IDOT agrees to address the following issues throughout the preparation of Option D plans for the Elgin O'Hare West Bypass Project South Connection, which will address storm water management and the status of Franklin Avenue (the "*Preconditions*"), which are summarized, as follows:

Storm Water Management:

1. Construction of a new storm water detention facility at a minimum of approximately 70 acre feet, which will provide 100 year flood detention for the surrounding industrial area, as further specified in the Village engineer's storm water study;
2. Construction of additional detention for construction of any new roadways in the area that will also be capable of handling future detention needs in nearby areas; and
3. Construction of a direct connection mechanism to the Copenhagen Detention Facility that will lie east of the facility and under the Union Pacific rail tracks.

Franklin Avenue:

1. Rebuilding of Franklin Avenue from Williams Drive to the Village's corporate boundaries with a minimum three lane cross section;
2. Jurisdictional transfer and future maintenance of Franklin Avenue from Williams Drive to the Village's corporate boundaries, at no cost to the Village;
3. Construction of storm drainage infrastructure to address drainage issues at the intersection of Franklin Avenue and Williams Drive that were created when the IDOT constructed said roadway; and
4. Construction of improved traffic signals at the intersection of Franklin Avenue and Wolf Road.

**WHEREAS**, the Village believe that Option D, provided the Preconditions herein specified are included, will provide the most convenient and direct connection to and from southbound I294

while creating better opportunities to improve traffic congestion and address significant storm water management deficiencies in the area surrounding the proposed Elgin O'Hare West Bypass Project South Connection.

**NOW, THEREFORE, BE IT RESOLVED** by the President and Board of Trustees of the Village of Franklin Park, Cook County, Illinois, as follows:

**Section 1.** That the above recitals and legislative findings are found to be true and correct and are hereby incorporated herein and made a part hereof, as if fully set forth in their entirety.

**Section 2.** The Village President and Board of Trustees of the Village of Franklin Park (the "*Corporate Authorities*") support and consent to Option D as the preferred transportation plan for the Elgin O'Hare West Bypass Project South Connection, so long as the Preconditions herein contained are incorporated into any final recommendation and construction plans for the project.

**Section 3.** The Village Clerk is hereby directed to mail a certified copy of this Resolution to the Illinois Department of Transportation.

**Section 4.** If any section, paragraph, clause or provision of this Resolution shall be held invalid, the invalidity thereof shall not affect any other provision of this Resolution.

**Section 5.** All ordinances, resolutions, motions or orders in conflict with this Resolution are hereby repealed to the extent of such conflict.

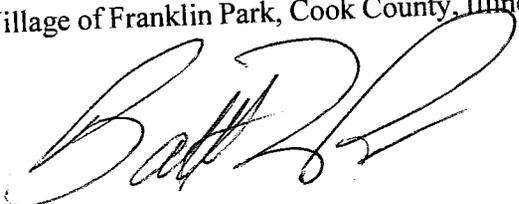
**Section 6.** This Resolution shall be in full force and effect upon its passage, approval and publication as provided by law.

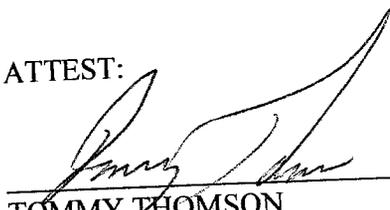
*(Intentionally Left Blank)*

**PASSED** by the President and Board of Trustees of the Village of Franklin Park, Cook County, Illinois this 8th day of September 2009, pursuant to a roll call vote, as follows:

	YES	NO	ABSTAIN	ABSENT	PRESENT
ACEVEDO				X	
BELLENDIR	X				
BRIMIE	X				
JOHNSON	X				
MCLEAN	X				
RODRIGUEZ	X				
PRESIDENT PEDERSEN					
<b>TOTAL</b>	5			1	

**APPROVED** by the President of the Village of Franklin Park, Cook County, Illinois on this 8th day of September 2009.

  
 \_\_\_\_\_  
 BARRETT F. PEDERSEN  
 VILLAGE PRESIDENT

ATTEST:  
  
 \_\_\_\_\_  
 TOMMY THOMSON  
 VILLAGE CLERK



# Illinois Department of Transportation

Division of Highways / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois / 60196-1096  
Telephone 847/705-4000

December 7, 2009

Mr. Barrett F. Pedersen  
Village President  
Village of Franklin Park  
9500 Belmont Avenue  
Franklin Park, IL 60131

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

Dear Mr. Pedersen:

Thank you for the Village's resolution regarding the Draft EIS for the Elgin O'Hare – West Bypass Study. The Department greatly appreciates the involvement and support of the Village of Franklin Park during Tier One. The Department also acknowledges that the next phase or tier, Tier Two, of our work will require resolution of design issues that you noted.

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

Very truly yours,

A handwritten signature in blue ink, appearing to be "Diane M. O'Keefe".

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

cc: Jeff Eder, Director of Community Development  
Dave Talbott, Village Engineer

Prepared By: Ron Krall, ext. 4103  
Bureau of Programming

Franklin Park PH DEIS reply.docx

## Village of Hanover Park

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

Rodney S. Craig  
Village President

Eira L. Corral  
Village Clerk

630-372-4201  
Fax 630-372-4215

Ron Moser  
Village Manager

October 26, 2009



Ron Krall  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196

Dear Ron,

An important project like the Elgin-O'Hare West Bypass, Alternative 203 roadway improvement, offers an exceptional plan which will fill a tremendous need. The expanded study area, which includes the remainder of the roadway West to Gary Avenue, falls less than three miles short of the end of the road at Lake Street in Hanover Park. Given the impending increase in traffic both in and out of O'Hare International Airport, and the planned completion of the Bridge over the Fox River an opportunity to resolve impacts at the opposite end of the corridor is being missed.

Opportunities:

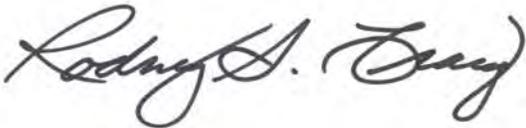
- The Lake Street Bridge is in place and provides facility for routing the designated Bus Rapid Transit (BRT) lanes to County Farm Road.
- IDOT owns/controls all the property West of Lake Street to County Farm Road within a quarter mile of the Metra Station. This will ease the land use acquisition phase of the project.
- Church Street provides easy access to terminate a new bus route/turn around buses at the Metra Station, including the already existing PACE 554 bus route.
- County Farm/Barrington Road provides a critical north/south arterial roadway that assures bus traffic need to access local, neighborhood roadways.
- The Village of Hanover Park has the capacity and willingness to share improvement costs, as appropriate, to access existing parking and Metra facilities.
- Planning is under way right now to launch a future Hanover Park Circulator along the Gary Avenue/County Farm corridor to serve Hanover Park, Roselle, Carol Stream, Wheaton, and Winfield which will feed a BRT service.

We in Hanover Park are concerned that impending improvements to the East and to the West of our fine town will have a devastating impact given the large increase in auto traffic from not only the Elgin O'Hare Expressway, but also the Fox River Bridge. Discussions with IDOT Contract support personnel and IDOT engineers confirm the huge cost to improve the Hanover Park juncture in the system and we are respectful of those costs in the early phase. Therefore, we only seek changes to the proposed public

transit component of the Draft Environmental Impact Statement. Specifically, we request the extension of the BRT component to the Hanover Park Metra Station in addition to the proposed Schaumburg Metra location.

Please do not hesitate to contact me, 630-372-4201, if I can provide you with additional information.

Sincerely,

A handwritten signature in black ink that reads "Rodney S. Craig". The signature is written in a cursive style with a large, stylized 'R' and 'C'.

Rodney S. Craig  
Village President  
2121 W. Lake St.  
Hanover Park, IL. 60133

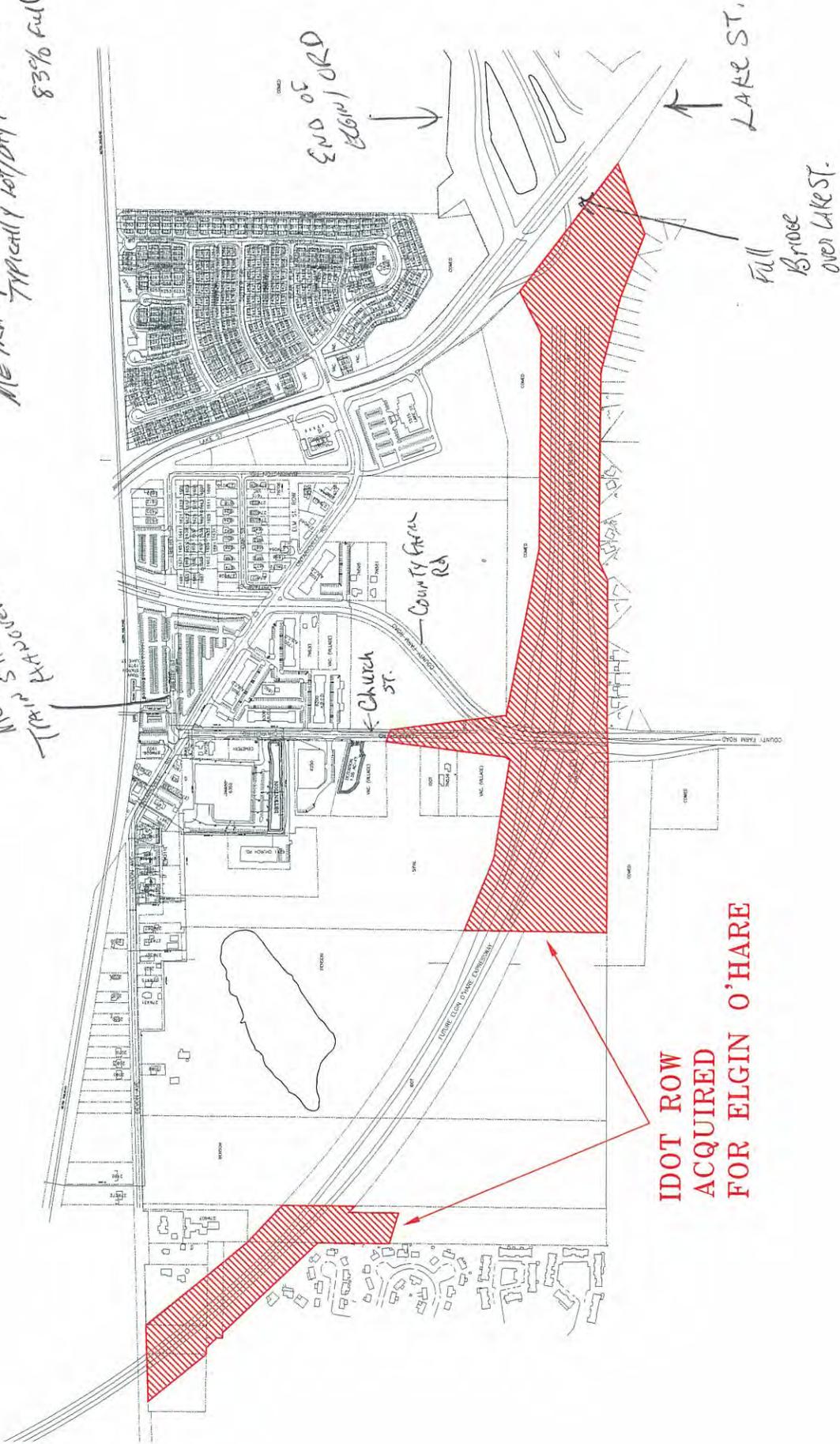
cc: DMMC

Attachments:

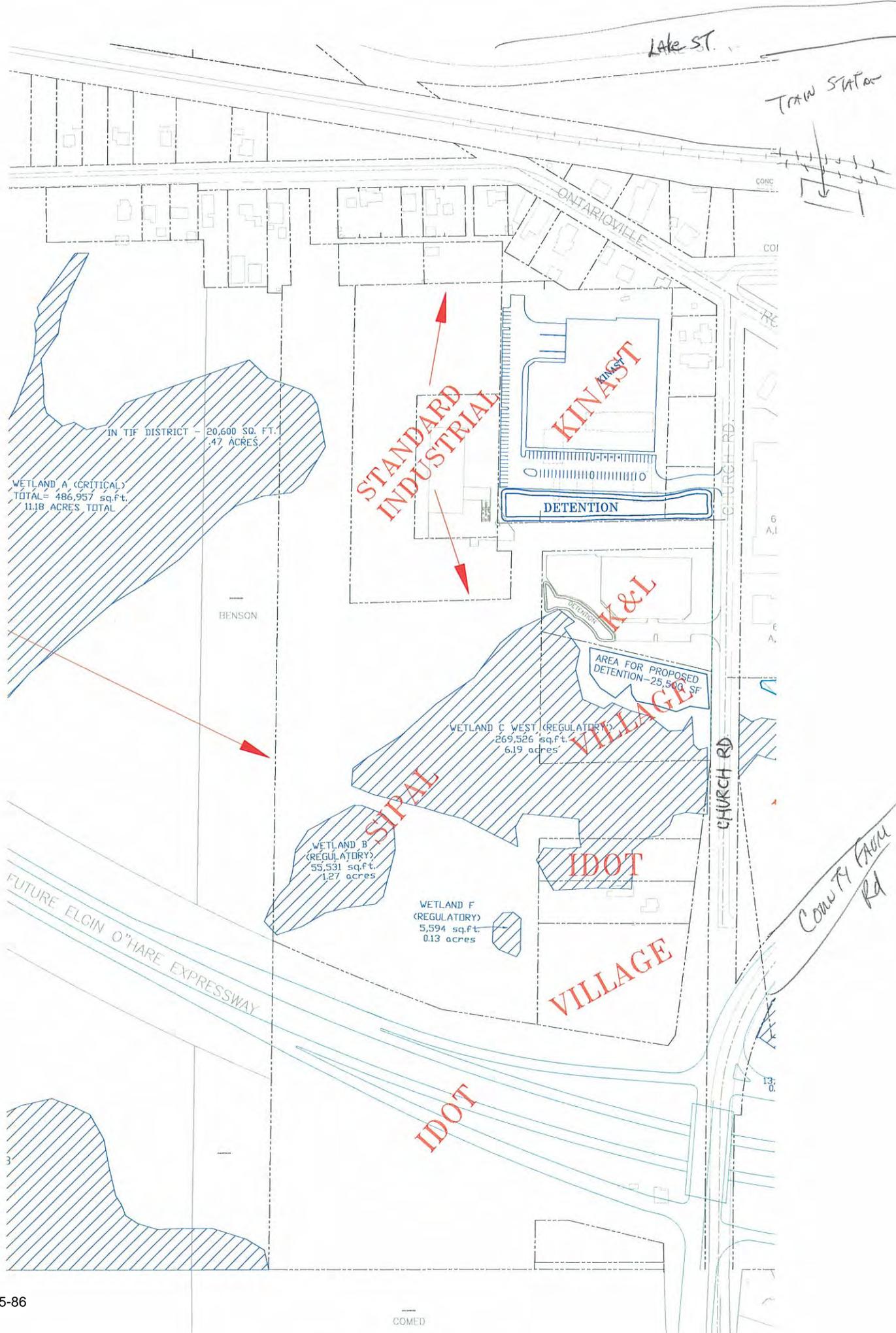
Map of Hanover Park at the end of the Elgin-O'Hare, road  
Expanded Map showing Church St, Ontarioville Rd, and County Farm

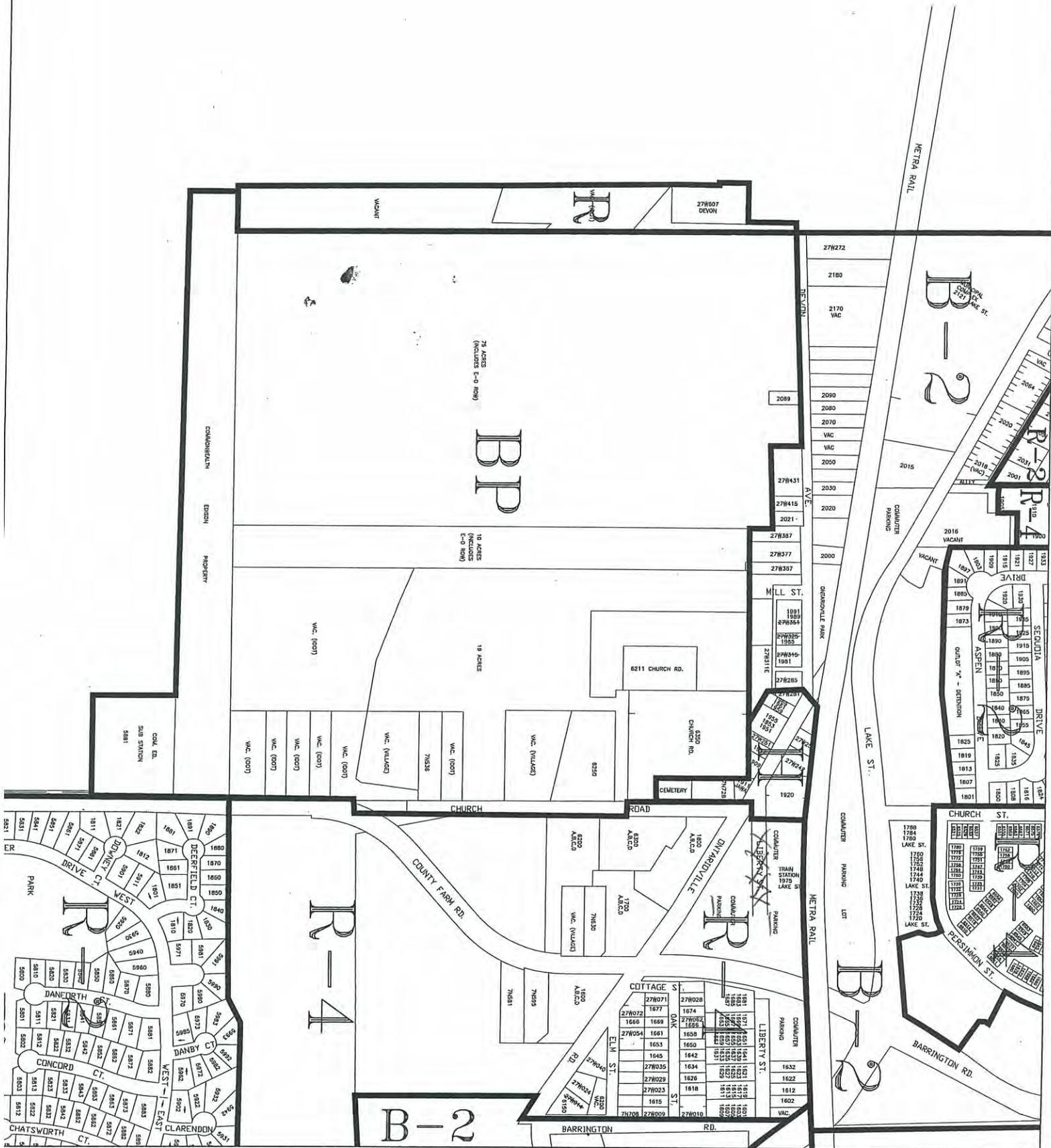
METRA PARKING - AVAL 1200 SPACES  
TYPICALLY 1070/DA 1000 SPACES  
83% Full

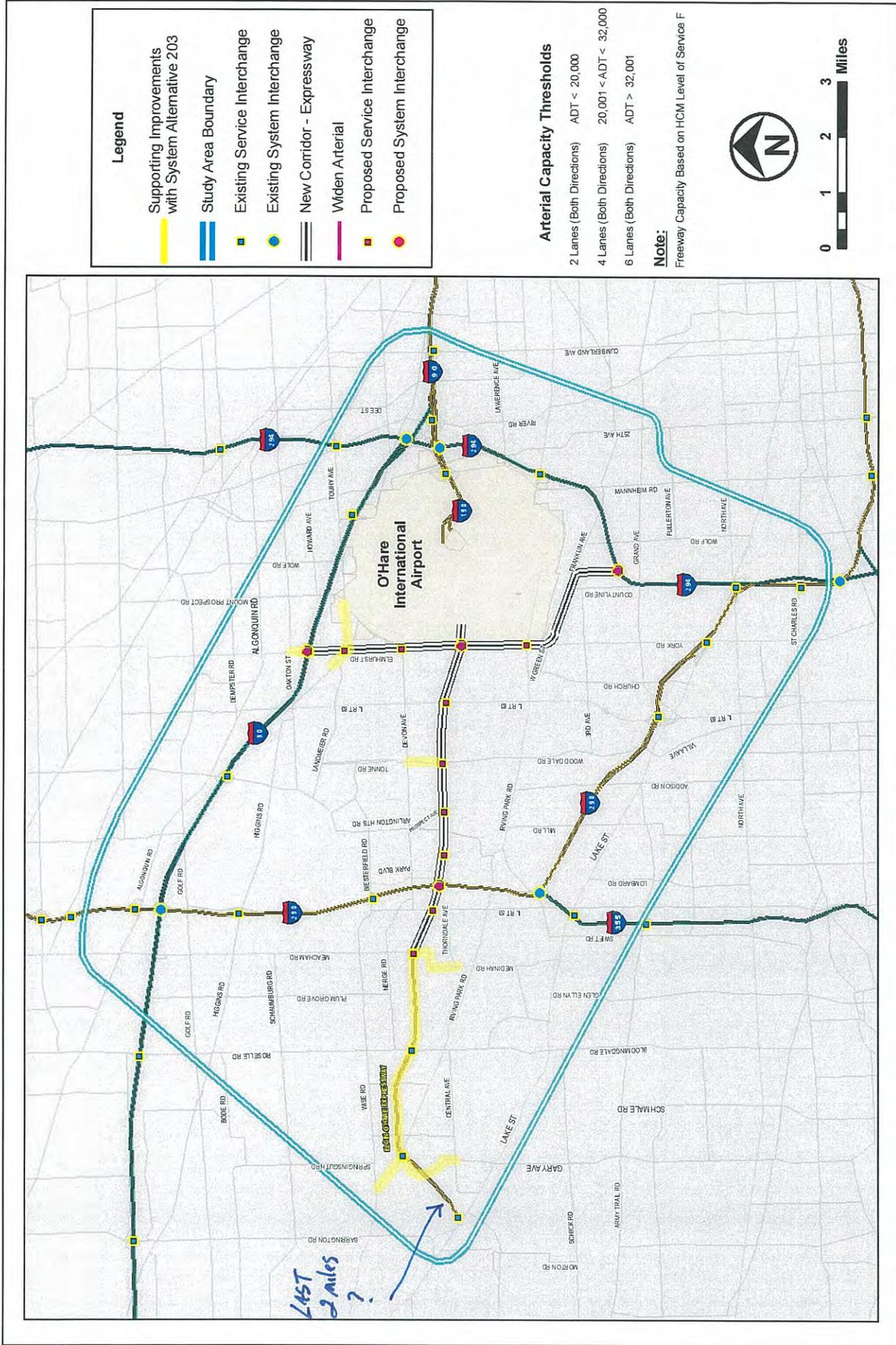
Train Station Park  
Katherine Park



**IDOT ROW  
ACQUIRED  
FOR ELGIN O'HARE**







Elgin O'Hare - West Bypass  
 Elgin-O'Hare and West Bypass - Group 2  
 Option 3  
 Exhibit 2



Supporting Improvements Needed due to  
 Current System Alternatives 203 In-Place (2030 Traffic)





# Illinois Department of Transportation

Division of Highways / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois / 60196-1096  
Telephone 847/705-4000

December 9, 2009

Mr. Rodney S. Craig  
Village President  
Village of Hanover Park  
2121 Lake Street  
Hanover Park, IL 60133

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

Dear Mr. Craig:

Thank you for your letter dated October 26, 2009 regarding the Elgin O'Hare – West Bypass project.

As discussed at our November 16, 2009 meeting, we believe that as an interim option, transit service can most reasonably be extended from the Elgin O'Hare corridor through a Shuttle Service between the Schaumburg Metra Station and the Hanover Park Metra Station. This service could be operated with Arterial Rapid Transit features such as a pre-emptive signal control at intersections and bus turnouts. This service would have frequent headways that would be timed to the departures of the preferred transit option (BRT or Rail) at Schaumburg to minimize wait times.

The relatively short distance (2.8 miles) between stations and the use of the existing roadway system avoids further impacts and added capital costs that would be associated with a full extension of a dedicated transit facility. As alluded to above, the other factor to consider is that we have not determined a specific transit mode for the Elgin O'Hare corridor. Therefore, a shuttle service also provides flexibility until a transit mode choice can be made. The proposed shuttle has been added to the Tier One transit improvements and this information will be referenced in the Final Environmental Impact Statement.

We will coordinate with Hanover Park to further refine this option and others that would improve the Village's connectivity to the proposed regional transit network in Tier Two of the process.

The Department also notes your support the Elgin O'Hare Expressway extension east of I-290 by funding it via tolls. Please note that during Tier Two, we will be exploring numerous potential funding scenarios.

Mr. Rodney S. Craig  
December 9, 2009  
Page Two

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

Very truly yours,



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

cc: Mr. Marc G. Hummel, Village Manager  
Senator Michael Noland

Prepared By: Ron Krall, ext. 4103  
Bureau of Programming

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31 South Prospect Street  
Roselle, Illinois 60172-2097

Telephone (630) 980-2000  
Administrative Fax: (630) 980-8558  
General Village Fax: (630) 980-0824  
www.roselle.il.us

October 21, 2009

Attn: Ron Krall, Project Manager  
Illinois Department of Transportation  
Division of Highways / Region One / District One  
201 W. Center Court  
Schaumburg, Illinois 60196-1096

BUREAU OF PROGRAMMING  
RECEIVED  
OCT 22 2009  
DISTRICT #1

**RE: Comments from Village of Roselle on the DEIS  
Tier One Elgin O'Hare – West Bypass project/study**

Mr. Krall,

The President and Board of Trustees of the Village of Roselle recently adopted the attached resolution, which states the preferences of the Village in relation to the Elgin O'Hare – West Bypass project/study.

As stated in the resolution itself, please add the resolution to the Illinois Department of Transportation's collection of comments regarding the Tier One Draft Environmental Impact Statement for the Elgin O'Hare – West Bypass project/study.

Feel free to contact me with any questions via phone at (630) 671-2806 or via email at <rzimmerer@roselle.il.us>.

Thank You,

Robert L. Zimmerer  
Village Planner

enc: Village of Roselle (Illinois) Resolution 2009-1549

Cc: Gayle Smolinski (Mayor/President, Village of Roselle)  
Jeff O'Dell (Administrator, Village of Roselle)  
Pat Watkins (Director of Community Development, Village of Roselle)

Gayle A. Smolinski  
Mayor

Linda J. McDermott  
Village Clerk

Grow Together With Us

D\_5-91

**RESOLUTION 2009-1549****A RESOLUTION STATING THE PREFERENCES OF THE VILLAGE  
IN RELATION TO THE ELGIN O'HARE – WEST BYPASS STUDY**

(Tier One Draft Environmental Impact Statement)

**WHEREAS**, the Illinois Department of Transportation, in consultation with the Federal Highway Administration, has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare – West Bypass study area (hereinafter "Study"), which comprises 127 square miles and 27 communities in Cook and DuPage counties in Illinois (hereinafter "Study Area"); and,

**WHEREAS**, the Village of Roselle, a municipal corporation located in DuPage and Cook Counties, Illinois (hereinafter "Village"), is one of the 27 communities within the Study Area; and,

**WHEREAS**, the Study is being advanced as a tiered process; and,

**WHEREAS**, Tier One will yield a preferred multimodal transportation concept for the Study Area, and Tier Two will conduct detailed engineering and environmental studies for elements of the preferred concept; and,

**WHEREAS**, the Tier One Draft Environmental Impact Statement for the Study (hereinafter "DEIS") has recently been published/released; and,

**WHEREAS**, the Study Area is further defined and depicted in the DEIS; and,

**WHEREAS**, the DEIS details two build alternatives, Alternative 203 and Alternative 402 (jointly referred to hereinafter as the "Build Alternatives"), both of which call for, among other improvements, the widening of the existing, Elgin – O'Hare Expressway (hereinafter "Expressway"), which traverses the Village; and,

**WHEREAS**, several residential neighborhoods surround the Expressway in those areas where the Expressway traverses the Village and the DEIS indicates that these areas include eleven (11) "Noise-Sensitive Residential Areas" and three (3) "Noise-Sensitive Non-residential Receptors" (jointly referred to hereinafter as the "Roselle NSR Areas"); and,

**WHEREAS**, the existing noise walls along the Expressway will be insufficient to reduce traffic noise levels to acceptable levels in the Roselle NSR Areas if one of the Build Alternatives are built; and,

**WHEREAS**, given the limited amount of right-of-way for the Expressway – and the limited amount of unused land that could be acquired to enlarge the right-of-way of the Expressway – in those areas where the Expressway traverses the Village, nonstructural traffic noise abatement methods are limited; and,

**WHEREAS**, IDOT Staff has offered to measure existing, noise-levels in the Roselle NSR Areas; and,

**WHEREAS**, the unincorporated area of Cook County to the south of the Expressway and to the west of Roselle Road contains a residential neighborhood that did not exist at the time of construction of the Expressway (hereinafter "Unincorporated Neighborhood"); and,

**WHEREAS**, prior to its development, the Unincorporated Neighborhood contained several, small wetlands; and,

**WHEREAS**, the Unincorporated Neighborhood was developed without a storm water management plan; and,

**WHEREAS**, the Unincorporated Neighborhood is part of the Salt Creek Watershed and is located upstream of portions of the Village; and,

**WHEREAS**, the Expressway traverses the Salt Creek Watershed upstream of the Unincorporated Neighborhood; and,

**WHEREAS**, at the time of the construction of the Expressway, after discharging from the single, storm water pipe under the Expressway in the vicinity of the Unincorporated Neighborhood, storm water runoff flowed across the undeveloped land in the Unincorporated Neighborhood to the several, small wetlands that have been filled but not mitigated since that time; and,

**WHEREAS**, this situation has negatively impacted some of the neighborhoods downstream of the Unincorporated Neighborhood, which are in the Village; and,

**WHEREAS**, the improvements associated with both Build Alternatives could include a second, additional storm water pipe in the vicinity of the Unincorporated Neighborhood to disperse storm water runoff from the Expressway – but more importantly from areas upstream of the Expressway – through the Unincorporated Neighborhood; and,

**WHEREAS**, the improvements associated with both Build Alternatives that are in and near the corporate limits of the Village are identical, and therefore, regardless of which Build Alternative is built, the Village's preferences for traffic noise abatement and storm water runoff are equal.

**NOW, THEREFORE, BE IT RESOLVED**, by the President and Board of Trustees of the Village of Roselle, DuPage and Cook Counties, Illinois, as follows:

- A. That the foregoing recitals are incorporated herein as representing the understanding of the Village of the facts associated with the Build Alternatives and as defining the terms used herein.
- B. That both structural and nonstructural traffic noise abatement methods be designed and implemented in all the Roselle NSR Areas, as structural methods are insufficient in and of themselves to provide adequate traffic noise abatement. Specifically, the Village advocates that new noise walls be constructed and that trees and other forms of landscaping be installed – and where possible, preserved – near the new noise walls but within the existing or enlarged limits of the right-of-way of the Expressway.

- C. That the Village's Staff shall work with IDOT's Staff to measure existing levels of traffic noise in the Roselle NSR Areas in order to establish a baseline. Furthermore, Village Staff is further authorized and directed to work with IDOT Staff in any other manner to accomplish the goals of this Resolution.
- D. That storm water runoff from the Expressway not increase in any manner during or after the construction of the improvements associated with either Build Alternative and that any alteration of current storm water conditions be fully mitigated so as to not adversely affect current downstream conditions.
- E. That a second, additional storm water pipe be properly engineered and constructed in the vicinity of the Unincorporated Neighborhood to disperse storm water runoff.
- F. That upon adoption and publication of this Resolution as required by law, the Village President or the Village Administrator – or his/her designee – is hereby authorized and directed to forward a copy of this Resolution to IDOT and to all federal and state legislators representing all, or a portion of, the Village.
- G. That the copy of this Resolution to be forwarded to IDOT be forwarded prior to the end of the public comment period associated with the DEIS so it becomes an element of the public's comments.

ADOPTED THIS 12th day of October, 2009

AYES: Atkinson, Rhode, Wittman, Sass, Maglio

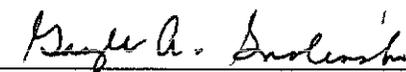
NAYS: None

ABSENT: Hochstadt

ATTEST:

  
\_\_\_\_\_  
Patricia E. Burns  
Clerk, Village of Roselle, Illinois

VILLAGE OF ROSELLE:

  
\_\_\_\_\_  
Gayle A. Smolinski  
President, Village of Roselle, Illinois



# Illinois Department of Transportation

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

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

December 7, 2009

Mr. Robert L. Zimmerer  
Village Planner  
Village of Roselle  
31 South Prospect Street  
Roselle, IL 60172-2097

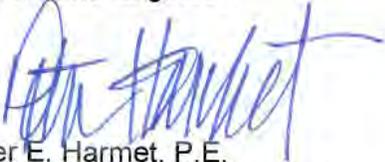
Dear Mr. Zimmerer:

Thank you for your October 21, 2009 comments and the Village's resolution regarding the Draft EIS for the Elgin O'Hare – West Bypass Study. The Department has appreciated the involvement and support of the Village of Roselle throughout this process, and acknowledges that the next phase of our work requires the resolution of the design issues that you noted.

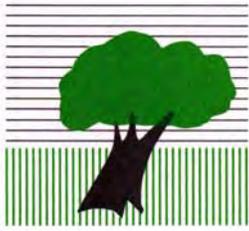
If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.

Very truly yours,

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

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

cc: Jeff O'Dell



## **DUPAGE MAYORS AND MANAGERS CONFERENCE**

*an association of municipalities representing 1,000,000 people*

1220 Oak Brook Road  
Oak Brook, Illinois 60523  
(630) 571-0480  
Fax: (630) 571-0484

Founded June 19, 1962

### **MEMBER MUNICIPALITIES**

Addison  
Aurora  
Bartlett  
Bensenville  
Bloomington  
Bolingbrook  
Burr Ridge  
Carol Stream  
Clarendon Hills  
Downers Grove  
Elmhurst  
Glendale Heights  
Glen Ellyn  
Hanover Park  
Hinsdale  
Itasca  
Lisle  
Lombard  
Naperville  
Oak Brook  
Oakbrook Terrace  
Roselle  
St. Charles  
Villa Park  
Warrenville  
Wayne  
West Chicago  
Westmont  
Wheaton  
Willowbrook  
Winfield  
Wood Dale  
Woodridge

Ron Krall  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196

Dear Mr. Krall:

October 26, 2009

Thank you for the opportunity to comment on the Illinois Department of Transportation (IDOT) Elgin-O'Hare West Bypass Project Draft Environmental Impact Statement (DEIS).

This project has the potential to advance viable options that could help to increase mobility in the heavily congested Elgin-O'Hare area of the region. DMMC believes that the projects prioritized through this study will focus current resources – as well as future discussions – on important solutions which can be implemented. For this reason, our input at this crucial point in the process is important.

DMMC supports IDOT's planning process and appreciates the extent to which IDOT has reached out to participating municipalities. IDOT's efforts in 2008 to extend the study area boundaries to include western municipalities was an excellent step that upheld principles of sound planning as well as IDOT's own Context Sensitive Design. DMMC looks forward to seeing how these principles are realized in the final EIS.

DMMC underscores the importance of each municipality's individual input regarding the alternatives outlined in this DEIS, since municipalities are the jurisdictions most directly affected by IDOT's ultimate selection of a preferred alternative.

DMMC's comments relate to two general categories of the DEIS: financing and planning.

### **Financing Considerations**

- DMMC adopted the attached resolution at its October 21, 2009, Conference Business Meeting. The resolution urges the State of Illinois, the Governor of Illinois, the Illinois General Assembly, and IDOT to allocate sufficient funds for the complete construction of both the Western Bypass and the Elgin-O'Hare Expressway.
- Further, DMMC recommends that, if funding is not provided by the State, and IDOT is unable to complete both roadways, another agency or funding source be identified.
- Finally, DMMC outlines a role for the Illinois State Toll Highway Authority in the event that this situation should occur.

### **Planning Considerations**

- DMMC supports the inclusion of the objective to improve both road and transit access to O'Hare International Airport from the West. DMMC encourages IDOT to design and detail how access *to and through* the Airport (i.e. *across* Airport property) would occur, relative to the preferred alternative that is selected through the process.

- DMMC urges IDOT to ensure that designs for bus, bus rapid transit (BRT), and rail services – as well as concepts for transit hubs – are fully incorporated and detailed in the overall project designs and coordinated with surrounding land uses and developments. Moreover, designs for the Elgin O’Hare Corridor should preclude neither bus rapid transit nor light rail. Finally, Corridor Transit Improvements should include system-wide improvements similar to the new and upgraded transit corridors and the inter-modal facilities defined through the IDOT Tier One process.
- DMMC encourages IDOT to coordinate planning and design with other local and regional transportation planning process (e.g. *DuPage Area Transit Plan* update, CMAP *GoTo 2040*, IDOT Eisenhower Expressway, RTA corridor planning efforts, municipal capital improvement plans, DuPage County Comprehensive Road Improvement Plan and DuPage County Regional Bikeway Plan etc.)
- DMMC strongly encourages IDOT to consider and incorporate planning and design for the proposed Metra STAR Line in the final preferred alternative.
- DMMC strongly urges IDOT to mitigate impacts and maximize opportunities to transportation facilities that are at the edge of – *but still included in* – the IDOT study area. IDOT should avoid planning and design that abruptly ends at jurisdictional boundaries and, instead, consider the comprehensive transportation system and identify phases for future project planning and design. This approach should include short-, mid-, and long-term phases that identify where future opportunities could best be located and outline how phased development could support maximizing these opportunities. An excellent example of this is identifying how transit facilities in the western edge of the study area, e.g. Hanover Park Metra Station, could be incorporated into overall planning for the preferred alternative.

Please contact Tam Kutzmark if you have questions about this or need additional information or assistance.

Best Regards



Mark A. Baloga  
Executive Director

Cc: DMMC Transportation Policy Committee

Attachment

DUPAGE MAYORS AND MANAGERS CONFERENCE

2009-10-\_\_

A RESOLUTION SUPPORTING CONSTRUCTION OF WESTERN BYPASS  
AND ELGIN-O'HARE EXPRESSWAY

**WHEREAS**, DuPage municipalities around O'Hare Airport have joined together to promote and support the construction of the Western Bypass and Elgin-O'Hare Expressway; and

**WHEREAS**, These road and airport improvements are expected to increase the annual gross regional product of the DuPage economy in 2006 dollars by \$3.6 billion in 2015 and more than \$10 billion in 2030; and

**WHEREAS**, These communities support IDOT Western Bypass Design 203 (north section of the Western Bypass to be constructed along a railroad right-of-way north of Elgin-O'Hare Expressway) and IDOT Western Bypass South Alignment 'D' (brings the south leg of the proposed Western Bypass to the east of the existing rail corridor in Franklin Park); and

**WHEREAS**, In order to keep up with the O'Hare Modernization Program, designs and engineering of these roads must begin soon in order to meet the proposed completion date of December 31, 2015.

**NOW, THEREFORE, BE IT RESOLVED** by the DuPage Mayors and Managers Conference that we strongly urge the State of Illinois, the Governor of Illinois, the Illinois General Assembly, and the Illinois Department of Transportation to allocate sufficient funds for the complete construction of both the Western Bypass and the Elgin-O'Hare Expressway; and

**BE IT FURTHER RESOLVED** that these improvements shall be completed no later than December 31, 2015; and

**BE IT FURTHER RESOLVED** that if funding is not provided by the State, and IDOT is unable to complete both the Western Bypass and the Elgin-O'Hare Expressway, then another agency or funding source should be identified; and

**BE IT FURTHER RESOLVED** that the Illinois State Toll Highway Authority has the ability to issue bonds and provide financing for this project; and

**BE IT FURTHER RESOLVED** that if the State and IDOT determine they are unable to complete the project in a timely manner, then the DuPage

Mayors and Managers Conference supports action by the Illinois State Toll Highway Authority to issue bonds and provide the financing to construct and complete both the Western Bypass and the Elgin-O'Hare Expressway, with tolls not extended to the roadway west of I-290, by December 31, 2015.

Adopted by the members of the DuPage Mayors and Managers Conference at a regular meeting thereof held on the 21<sup>st</sup> day of October, 2009 and approved by me as President on the same day.



Robert G. Iden, President



David Cook, Secretary/Treasurer



# Illinois Department of Transportation

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

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

December 7, 2009

Mr. Mark A. Bologna  
Executive Director  
DuPage Mayors and Managers Conference  
1220 Oak Brook Road  
Oak Brook, IL 60523

Dear Mr. Bologna:

Thank you for your comments on the Draft EIS for the Elgin O'Hare – West Bypass Study. We offer the following responses:

#### Financing Considerations

As part of our scope of work for Tier Two, we will prepare a detailed Financial Plan, and examine both public and private sources of funding. Our intention is ensure that the project is eligible for the widest variety of funding options.

#### Planning Considerations

Stakeholder and agency coordination has been a central component of our planning process thus far, including the agencies (RTA, et. al.) and stakeholders listed in your letter. We will continue those efforts during Tier Two design.

As the planning process moves into Tier Two, we will continue coordinating with the RTA, CTA, Metra and PACE with respect to transit, and further refine the proposals that were developed in Tier One. If a decision is not reached prior to the completion of our studies, we are committed to providing sufficient space to accommodate either Commuter Rail or Bus Rapid Transit, so as to not preclude any mode in future years. We have worked with Hanover Park and developed an interim transit solution to address their concern. We have proposed a shuttle service transit link between the proposed Elgin O'Hare transit corridor and their community Metra Station as a starting point with further transit studies to be performed in Tier Two.

Mr. Mark A. Bologa  
December 7, 2009  
Page Two

The design of the transit station at the O'Hare West Terminal and the extension of the CTA Blue Line through the airport property are the responsibility of the City of Chicago, Department of Aviation. We will work with the City to incorporate their proposed designs.

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

Very truly yours,

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

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

cc: Mr. Rodney Craig, President, Hanover Park  
Tam Kutzmark  
JR McBride, County Board Member



## COUNTY BOARD

DuPage County

(630) 407-6023

November 3, 2009

The Honorable Rodney Craig, President  
 Village of Hanover Park  
 2121 Lake Street  
 Hanover Park, IL 60103-4398

Re: Transportation Issues in DuPage County

Dear President Craig:

Thank you for your e-mail of October 23, 2009 concerning various transportation and transit matters in DuPage County.

I believe that you are correct in your assessment that DuPage County is being hit disproportionately hard in the number of Pace routes that are recommended for elimination and/or reduction in service.

This is particularly distressing when DuPage County has the highest farebox recovery ratio of all the collar counties. We also pay more sales tax for transit service than any other collar county in the region. To this end, it appears that we are considered a "donor county," whereby we contribute more than we receive back in transit service to our residents. I believe you heard my testimony at the Public Hearing where I also discussed issues of regional and structural inequity which I also find problematic, and seem to discriminate against our residents.

I will be meeting with Pace and RTA staff this week to discuss the issues noted above, as well as what additional service, such as BRT, our residents can anticipate to see on our streets and roadways in the coming months. I intend to share this information at a future Public Transportation Committee meeting.

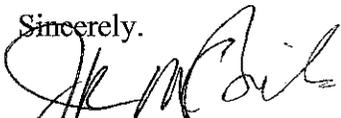
Thank you also for your comments and suggestions relating to Western Access transit improvements in the northwest portion of the County. I agree that it would appear to make good sense to continue the BRT north through the Village rather than its proposed terminus at Gary Avenue. There is very good north-south continuity in the County Farm corridor, the Gary Avenue corridor, and others. As the Village was specifically included in the expanded study area, it makes sense to examine the feasibility of your suggestions. By copy of this letter, I want to pass along your comments to Peter Harmet @ the Illinois

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 DISTRICT #1

Department of Transportation, who, as you know, is the Project Manager/Corridor the Tier One/CPG Improvements.

Thanks again for your comments. I look forward to working with you on issues of mutual interest.

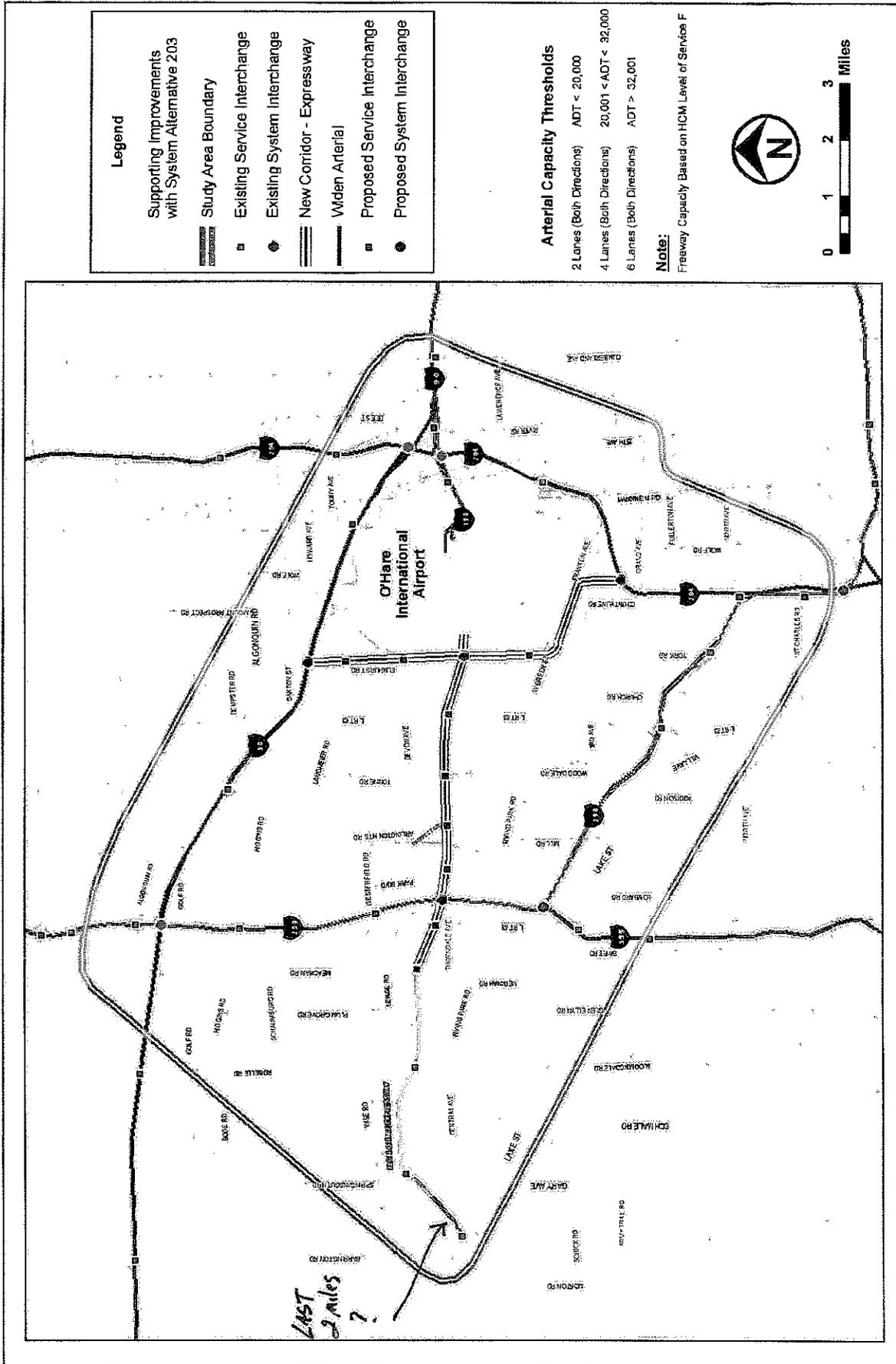
Sincerely,



J.R. McBride, Chairman  
Public Transit Committee

District 4 County Board Member

Cc: Dirk Enger  
Peter Harmet  
Jim Zay  
Linda Kurzawa  
Tam Kutzmark  
Ron Moser  
Mark Avery

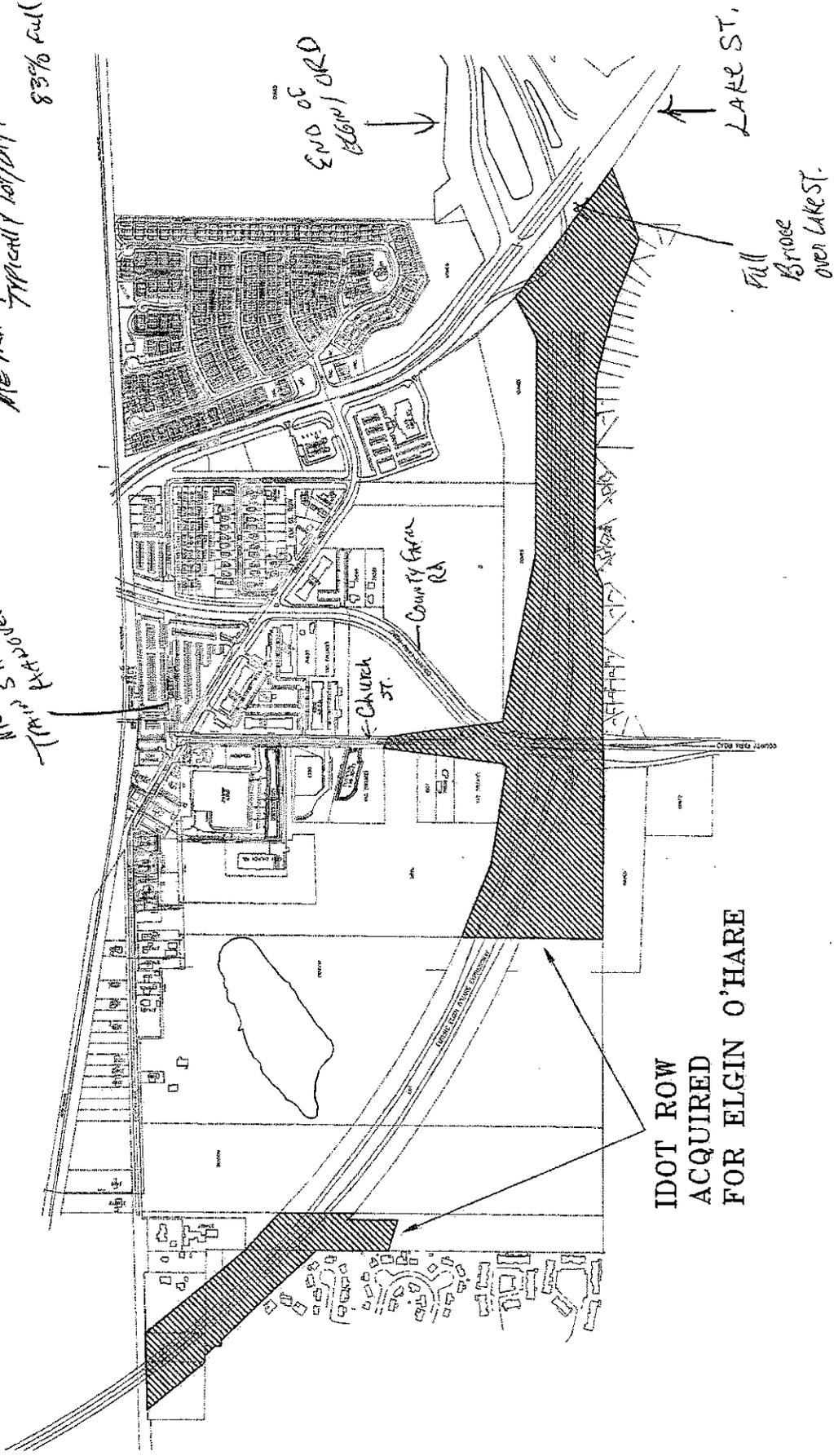


Supporting Improvements Needed due to Current System Alternatives 203 In-Place (2030 Traffic)

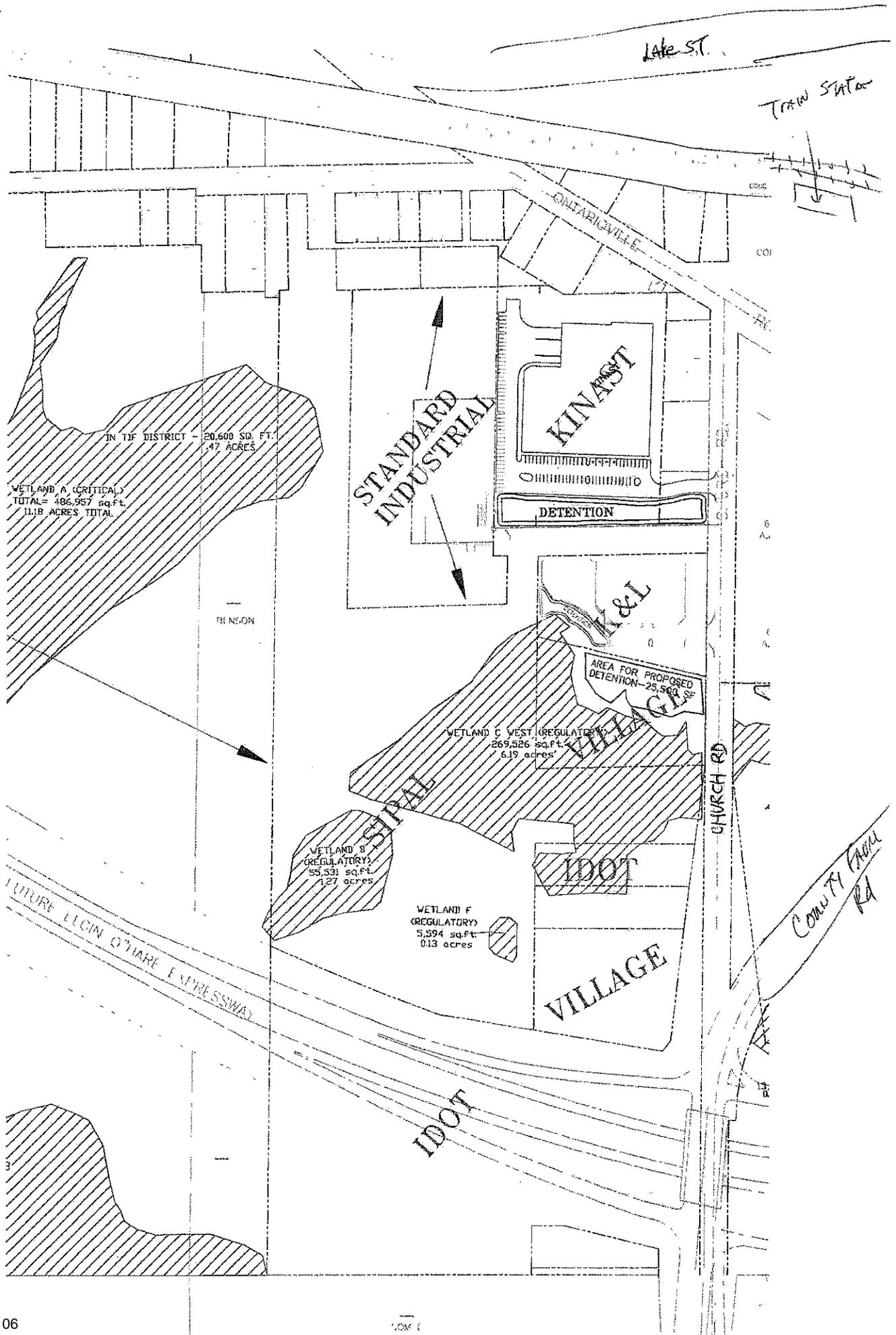
Elgin O'Hare - West Bypass  
Elgin-O'Hare and West Bypass - Group 2  
Option 3  
Exhibit 2

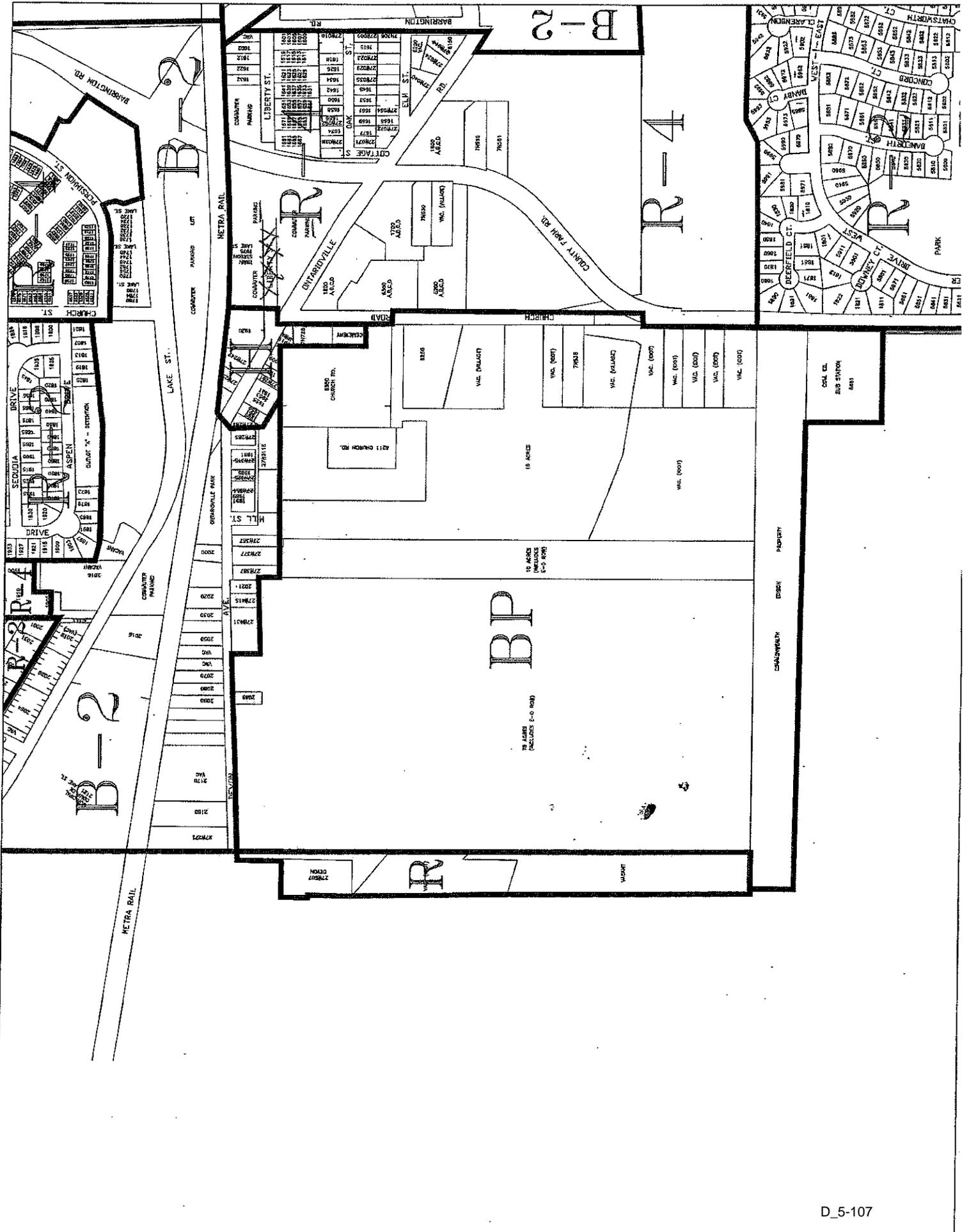
METRA PARKING AREA 1200 SPACES  
TYPICALLY 100/DAY / 0800 SPACES  
83% FULL

NEXT STRAYERS PARK  
THAT FITS OVER PARK



**IDOT ROW  
ACQUIRED  
FOR ELGIN O'HARE**





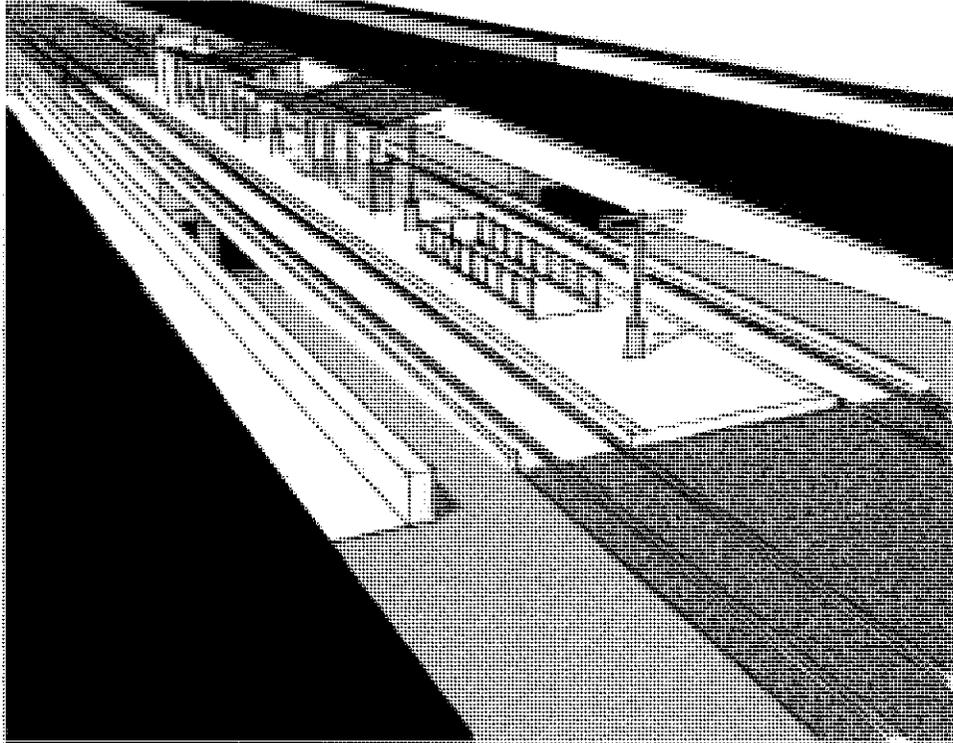


ELGIN O'HARE  
WEST BYPASS

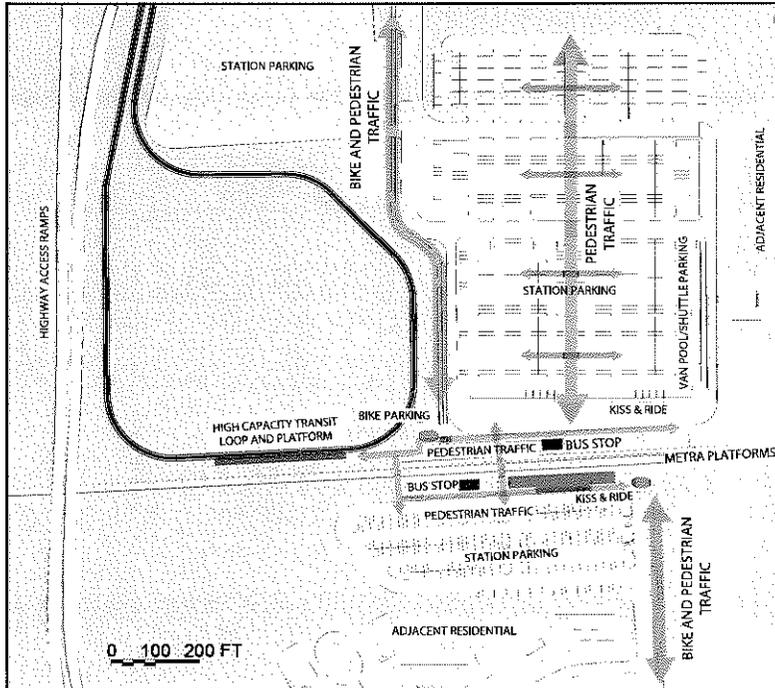
communities. opportunities. solutions.

# Example Transit Stations

Example High Capacity Transit Station



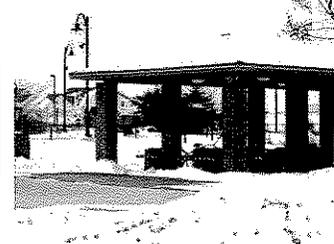
Example Intermodal Station with Bicycle/Pedestrian Accommodations



BIKE AND PEDESTRIAN APPROACH TO STATION AREA



PEDESTRIAN PATH THROUGH PARKING AREA



BIKE PARKING AREA



October 26, 2009

Ron Krall  
Illinois Department of Transportation  
201 W. Center Court  
Schaumburg, IL 60067

Dear Mr. Krall:

Metra is pleased to have the opportunity to review the Tier One Elgin-O'Hare West Bypass (EOWB) project Draft Environmental Impact Statement (DEIS). We want to applaud IDOT's efforts to include all affected stakeholders in this process, and we feel that our input throughout this process has been accurately reflected in the DEIS.

The DEIS reflects the two most significant impacts of the EOWB project on Metra's proposed future service: routing of the eastern end of the proposed STAR Line into the O'Hare Western Terminal, and the potential extension of the STAR Line west from the airport in the median of the Elgin-O'Hare Expressway.

Metra is currently completing an alternatives analysis study in the STAR Line corridor. If the commuter rail alternative is selected as the locally preferred alternative, Metra proposes to examine routing options to the Western Terminal as a part of Preliminary Engineering or at such time as funding is committed to construct the Western Terminal and the proposed CTA Blue Line Extension to the Western Terminal. This routing is not currently included as part of the STAR Line Alternatives Analysis due to the lack of committed funds.

While either of the two remaining EOWB alternatives provides the opportunity for Metra's proposed STAR Line to connect to the Western Terminal, Metra feels that Build Alternative 203 provides the most security in planning for this future Metra expansion. Constructing the full Western Bypass while providing a reservation for the proposed STAR Line connection addresses the EOWB project need of improving modal opportunities and connections. Metra has shared design specifications with the EOWB project team detailing the right of way needs for the proposed STAR Line. These specifications appear to be accurately reflected in the plans for Alternative 203. Metra is not yet at a sufficiently detailed stage of engineering to comment in detail on the cost estimates for this proposed connection, but they appear to be sufficiently accurate for this pre-engineering level of analysis.

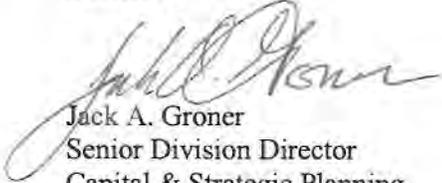
In addition to the overall STAR Line alignment, Metra has significant interest in providing as direct a connection as possible from the terminus of the proposed STAR Line to both the Western Terminal and the proposed CTA Blue Line extension. We urge IDOT and all those involved in planning for this terminal to include the easiest and shortest connection possible in order to facilitate intermodal transfers between Metra, CTA, Pace, and the airport.

The other component of the EOWB proposal that has significant impacts to a potential Metra project is the transit reservation in the Elgin-O'Hare Expressway corridor. Metra believes this may serve as a potential future extension of the STAR Line and therefore supports the planned right of way reservation

for future transit options. Since a transit mode has not been determined, Metra believes that providing a reservation that could accommodate rail or bus options is preferable in this corridor. The EOWB team has worked extensively with the area transit providers to reflect this in the DEIS, and it appears that the option for either mode has been sufficiently preserved in this document. We ask that this option remain an open question until further study can be done to determine the most appropriate mode in this corridor.

Metra appreciates the opportunity to be involved in this process, and we look forward to continuing to work with the IDOT EOWB team as this project moves forward, further addressing the transportation needs of the traveling public throughout the Chicago region.

Sincerely,



Jack A. Groner  
Senior Division Director  
Capital & Strategic Planning



# Illinois Department of Transportation

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

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

December 7, 2009

Mr. Jack A. Groner  
Service Division Director  
METRA  
Capital & Strategic Planning  
547 West Jackson Blvd.  
Chicago, IL 60661

Dear Mr. Groner:

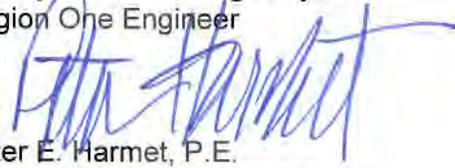
Thank you for your October 26, 2009 comments on the Draft EIS for the Elgin O'Hare – West Bypass Study. As we move into our Tier Two studies, we will continue to work with Metra and other transit agencies regarding the space reserved in the median of each facility to accommodate the preferred transit component. If a decision is not reached prior to the completion of our Tier Two studies, we are committed to providing sufficient space for either Commuter Rail or Bus Rapid Transit, so as to not preclude any mode in future years.

The design of the transit station at the O'Hare West Terminal is the responsibility of the City of Chicago, Department of Aviation, and we will work with them and all the transit providers to facilitate a design that accommodates all transportation modes.

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

Very truly yours,

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

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

cc: Leanne Redden, RTA  
David Kralik, METRA

Terrence J. O'Brien

*President*

Kathleen Therese Meany

*Vice President*

Gloria Aiitto Majewski

*Chairman of Finance*

Frank Avila

Patricia Horton

Barbara J. McGowan

Cynthia M. Santos

Debra Shore

Mariyana T. Spyropoulos

**Metropolitan Water Reclamation District of Greater Chicago**

100 EAST ERIE STREET

CHICAGO, ILLINOIS 60611-3154

312-751-5600

Joseph P. Sobanski, P.E.

*Director of Engineering*

312-751-7905 FAX 312-751-5681

September 22, 2009

Ms. Diane M. O'Keefe, P.E.  
 Deputy Director of Highways, Region One Engineer  
 Illinois Department of Transportation, Division of Highways/District 1  
 201 West Center Court  
 Schaumburg, IL 60196-1096

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

Dear Ms. O'Keefe:

Subject: Project and Environmental Studies, Elgin O'Hare-West Bypass, Cook and DuPage Counties

Reference is made to your letter dated September 9, 2009, concerning the subject matter.

The Metropolitan Water Reclamation District of Greater Chicago (District) has reviewed the Tier One Draft Environmental Impact Statement for the Elgin O'Hare West Bypass Project and has the following comments:

- As stated on Page 3-23, Alternative 203 is projected to have flyover ramps spanning the District's O'Hare Reservoir. The District is interested in obtaining any plans as they are developed to assess impacts to our facilities, as well as proposed IDOT mitigation for those impacts.
- Alternative 402 entails widening of York/Elmhurst Road. The District is interested in reviewing exact alignment as it becomes available to assess potential encroachments or access limitations to our TARP Reservoir and other facilities on the southwest corner of Elmhurst Road and I-90, and any proposed IDOT mitigation for those impacts.

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

-2-

September 22, 2009

- In the discussion of potential impact to special lands, Pages 4-49 thru 4-51 mentions that 0.78 acres of the south side of Majewski Athletic Complex of the Mount Prospect Park District (MPPD) could be needed for Alternative 203 for a collector-distributor road at the interchange between the O'Hare West Bypass and Elmhurst Road. This property is owned by the District and leased to MPPD, and we request the proposed detailed alignment as it becomes available to review in conjunction with MPPD to determine potential impacts.

If you have any questions, please call Joe Schuessler, Principal Civil Engineer, at 312-751-3236.

Very truly yours,

  
Joseph P. Sobanski  
Director of Engineering

WSS:AP:JMS



# Illinois Department of Transportation

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

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

December 7, 2009

Mr. Joseph P. Sobanski  
Director of Engineering  
100 East Erie Street  
Chicago, IL 60611  
Dear Mr. Williams:

Dear Mr. Sobanski:

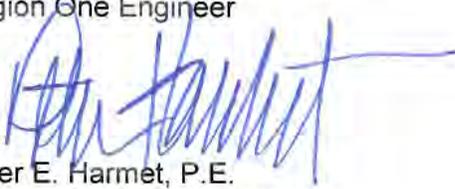
Thank you for your September 22, 2009 comment letter regarding the Draft EIS for the Elgin O'Hare – West Bypass Study. The Department has appreciated the involvement and support of the Metropolitan Water Reclamation District of Greater Chicago (MWRD) throughout this process.

In your letter, you request detailed drawings at various locations where the proposed improvements may involve MWRD resources. The Department will coordinate with MWRD throughout the Tier Two process of design at these locations. As designs are developed, MWRD will be provided with them for your review and input. We continue to look forward to working with the MWRD throughout this Tier Two process.

If you have questions, or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4393.

Very truly yours,

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

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

PUBLIC COMMENTS  
ELGIN O'HARE WEST BYPASS

Report of proceedings held at Belvedere  
Banquets, 1170 West Devon Avenue, Elk Grove Village,  
Illinois, on the 8th day of October, A.D., 2009,  
commencing at the hour of 4:00 p.m.

**JENSEN REPORTING**

205 West Randolph Street  
5<sup>th</sup> Floor  
Chicago, Illinois 60606  
Phone:(312) 236-6936  
Fax:(312) 236-6968  
[www.jensenreporting.com](http://www.jensenreporting.com)



C-17

1           ROBERT CROCKER: 402 and D. 402 puts something in  
2           that you will never get in if you don't put it in now.  
3           And if you ever do decide to build it in the future, it  
4           will probably cost 10 times the amount of money it would  
5           cost now to build which means you'll never build it. If  
6           you do -- If you do go to 203, you will wind up with  
7           traffic dumped on that road and nobody very happy, so  
8           why did you build it? So spend the almost extra a  
9           billion dollars and build. The extra jobs and things  
10          like that will probably help pay for it. Besides, the  
11          federal government is looking for ways to get rid of  
12          some of our hoarded transportation funds that they  
13          haven't spent the year so the economy will stimulate.  
14          If you can ever get this thing under -- passed under  
15          consideration, you can probably get the money to build  
16          the thing from them, not in 10 years, but soon, you  
17          know. So go for the money and build 402.

18                 And as to D, along the railroad tracks is far  
19          less intrusive on the people that work or live down  
20          there. I see no reason to dislocate and cause great  
21          commotion to the businesses down there by building going  
22          along County Line Road when they can go over the  
23          railroad tracks which there's not a lot of people who  
24          live on the railroad tracks. So D is superior to the

1 other one. That's it. Thank you.

C-18

2 RAY RUMMEL: My name is Ray Rummel, I'm the Village  
3 Manager with the Village of Elk Grove. For the public  
4 record, I want it to be known that I support Option 203  
5 D both north and south. That's it.

C-19

6 MATT ROAN: My name is Matt Roan, I work for the  
7 Village of Elk Grove. For the public comment, I support  
8 Option 203 North Connection D, South Connection D.  
9 That's it.

C-20

10 DINO MATSAS: We have a property, a bar, a  
11 restaurant on the corner of Elmhurst and Touhy, and what  
12 would benefit our property more would be Alternative 402  
13 and we're against 203. Thank you.

C-21

14 RODNEY S. CRAIG: Rodney Craig, Village of Hanover  
15 Park President. The inclusion of Hanover Park for bus  
16 rapid transit consideration in the planning and design,  
17 the route should use the turnaround at the Hanover Park  
18 train station. Use of the existing right of way at the  
19 end of the highway (at Lake Street) should be utilized  
20 to avoid the Metra bridge underpass. The toll component  
21 is supported east of Highway 290.

22

23

24

1 STATE OF ILLINOIS )  
 2 COUNTY OF COOK ) SS.

3

4 Carrie L. Brown, being first duly sworn, on  
 5 oath says that she is a Certified Shorthand Reporter and  
 6 Registered Professional Reporter doing business in the  
 7 City of Chicago, County of Cook and the State of  
 8 Illinois;

9 That she reported in shorthand the proceedings  
 10 had at the foregoing Public Comments Session;

11 And that the foregoing is a true and correct  
 12 transcript of her shorthand notes so taken as aforesaid  
 13 and contains all the proceedings had at the said Public  
 14 Comments Session.

15

16

\_\_\_\_\_  
 CARRIE L. BROWN, CSR, RPR

17

18 CSR No. 084-004516

19

20 SUBSCRIBED AND SWORN TO  
 before me this \_\_\_\_\_ day of  
 \_\_\_\_\_, A.D., 2009.

21

22

23

\_\_\_\_\_  
 NOTARY PUBLIC

24

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



Eliminate the ring road completely.

Save the ~~the~~ money.

Connect Thorndale on the West with <sup>★</sup> 294 on east by running underground STRAIGHT thru ORD. It's more direct, better for O'Hare's neighbors & air quality.

Also, I heard a man suggest taking the Elgin O'Hare all the way west to Rte 59. Sounds good. 290 + 90 are always congested.

★ I forgot 290 already connects and runs through the airport already.

I (do  do not ) desire a response.

Would you like your name added to our project mailing list?  
Yes  No

Name: Brian Arquette

Address: 1916 S. Mason  
Bensenville IL 60104

Phone: \_\_\_\_\_



# Illinois Department of Transportation

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

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

December 22, 2009

Mr. Brian Arquette  
196 South Mason Street  
Bensenville, IL 60106

Dear Mr. Arquette:

Thank you for your comments regarding the Elgin O'Hare - West Bypass project. On the basis of technical analysis and stakeholder input, Alternative 203, South Connection D, was selected as the preferred plan. With respect to tunneling an east-west roadway through the middle of O'Hare, such a proposal would not be feasible. The planning process is now moving forward into Tier Two, which involves more detailed engineering and environmental studies for the preferred plan, and continued stakeholder involvement.

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

Very truly yours,

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

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

**From:** support@elginohare-westbypass.org  
**Sent:** Monday, October 12, 2009 8:00 AM  
**To:** Braband, Libby/CHI  
**Subject:** Elgin O'Hare Comments  
Comments

**Email:** hfreitag@royaldie.com

**Name:** Henrik Freitag

**Subject:** Bensenville / Franklin Park Bypass

**Message:** Why not go on the North side of the Railroad tracks and have Iving Park (Hwy #19) come in under.

Anyway the Roadway have to be elevated.

**Add me to the Project Mailing List:** Add

**Street Address:** 949 E. Green Street.

Bensenville IL 60106



# Illinois Department of Transportation

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

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

December 22, 2009

Mr. Henrik Freitag  
949 E. Green St.  
Bensenville, IL 60106

Dear Mr. Freitag:

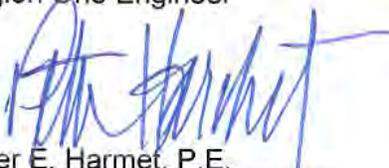
Thank you for your comments on the Elgin O'Hare - West Bypass project.

On the basis of the technical analysis and stakeholder input, Alternative 203, South Connection D was selected as the preferred plan. Over the past two years, many options were considered for the south connection, including the option that you suggested. However, based on review of restricted air space, freight operations, constructability and costs, the only feasible location for the West Bypass was along the south side of the Bensenville Rail Yard. As the planning process moves into Tier Two (detailed engineering and environmental studies), we will examine the elevation of the proposed roadway in detail.

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

Very truly yours,

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

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

**Subject:** FW: Elgin O'Hare Comments

---

**From:** support@elginohare-westbypass.org [mailto:support@elginohare-westbypass.org]

**Sent:** Tuesday, September 08, 2009 7:55 PM

**To:** Braband, Libby/CHI

**Subject:** Elgin O'Hare Comments

Comments

**Email:** grandvlgrl@sbcglobal.net

**Name:** Brian Hatfield

**Subject:** Elgin O'Hare lane expansion

**Message:** What is the total number off lanes to be added to the East bound side of the Elgin-O'Hare expressway, between Gary ave and Rohwing road ?

What is the total number off lanes to be added to the West bound side of the Elgin-O'Hare expressway, between Gary ave and Rohwing road ?

**Add me to the Project Mailing List:** *No Response*

**Street Address:** *No Response*



# Illinois Department of Transportation

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

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

December 22, 2009

Mr. Brian Hatfield  
210 East Granville Avenue  
Roselle, IL 60172

Dear Mr. Hatfield:

Thank you for your email inquiry regarding the Elgin O'Hare – West Bypass project. Based on traffic studies conducted to date, we have identified that an additional travel lane in each direction needs to be added to the existing Elgin-O'Hare Expressway, from I-290 to Gary Avenue. In addition, auxiliary (merging) lanes are proposed between interchanges to improve traffic operations.

Next year, we will begin detailed engineering and environmental studies for the preferred alternative (Alternative 203, South Connection D) using refined traffic information. These studies will be completed by the end of 2012. We will add your name to the mailing list to keep you informed of project events and updates, and suggest that you also visit the project website on a regular basis. The website is noted below.

[www.elginohare-westbypass.org](http://www.elginohare-westbypass.org)

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

Very truly yours,

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

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

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009. 

As business owner at 849 Thomas Drive, Bensenville, IL. Plan 203 does not interfere with our property, Although Plan 402 does show off ramps going through the East side of our property/BLDG.

Recent Addition put on BLDG which does not show on your renderings.

I (do  do not ) desire a response.

Would you like your name added to our project mailing list?  
Yes  No

Name: Jim Hornacek  
Address: 849 Thomas Drive  
Bensenville IL 60106  
Phone: 630-595-3770



# Illinois Department of Transportation

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

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

December 22, 2009

Mr. Jim Hornacek  
849 Thomas Drive  
Bensenville, IL 60106

Dear Mr. Hornacek:

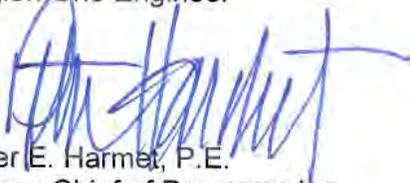
Thank you for your attendance at our October 8, 2009 Public Hearing and your comments on the Elgin O'Hare - West Bypass project.

On the basis of the technical analysis and stakeholder input, Alternative 203, South Connection D has been selected as the preferred plan. As you noted with Alternative 203, we have not identified the need for property acquisition from your business. We will soon be moving into Tier Two (detailed engineering and environmental studies) using refined traffic information to develop our final roadway design, confirming lane assumptions, and ramp movements from our studies to date. In addition, we will be obtaining detailed topographic survey information and updated aerial photography. Our Tier Two studies are anticipated to be completed in mid to late 2012. We will ensure that your name is on our mailing list, so that you can keep informed of project events and updates.

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

Very truly yours,

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

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

**From:** Braband, Libby/CHI  
**Sent:** Tuesday, September 08, 2009 11:27 AM  
**To:** 'Krall, Ronald D'  
**Cc:** Buckhout, Sarah/CHI  
**Subject:** FW: Elgin O'Hare Comments

**Follow Up Flag:** Follow up  
**Flag Status:** Red  
Ron - web comment  
Sarah - add to ML

---

**From:** support@elginohare-westbypass.org [mailto:support@elginohare-westbypass.org]  
**Sent:** Tuesday, September 08, 2009 11:26 AM  
**To:** Braband, Libby/CHI  
**Subject:** Elgin O'Hare Comments

Comments

**Email:** terry\_laplante@sbcglobal.net  
**Name:** Terry LaPlante

**Subject:** Sound abatement fences along Elgin O'Hare Expressway

**Message:** I own a home just south of the Elgin O'hare and west of Roselle rd. in unincorporated Schaumburg twsp. My home is probably less than 100 yards from the highway. I've written to IDOT on a number of occasions about the absence of noise abatement fences along a stretch of the Elgin O'Hare, west of Roselle rd. Most of the homes located in this area were not constructed when the highway was built back in the late 1980's. Since then there are many homes on either side of the highway west of Roselle rd. Additionally, subsequent to the construction of this roadway, an enormous Fedex facility was built which has constructed which has added a great volume of truck traffic on this roadway. I've been told in the past that there are no provisions in IDOT's budget to retrofit sound abatement fencing. However, I've also been told by state legislative representatives that if there were modifications made to the highway that environmental impact studies would have to be conducted. I believe that is already begun. I would like to know if there is any possibility of looking at my problem. I'm quite sure that the decible level here is well over the allowable norm. There is a hearing scheduled on October 8 but I will be out of town. Any info you could provide in this regard would be greatly appreciated. Thank you.

**Add me to the Project Mailing List:** Add

**Street Address:** 1715 Logan St  
Roselle, IL 60172



# Illinois Department of Transportation

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

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

December 22, 2009

Mr. Terry LaPlante  
1715 Logan Street  
Roselle, IL 60172

Dear Mr. LaPlante:

Thank you for your comments on the Elgin O'Hare – West Bypass project.

As part of our Tier One studies (conceptual level of detail), we have identified noise sensitive areas along the existing Elgin O'Hare Expressway where additional lanes are proposed, including your neighborhood. As we begin Tier Two studies in 2010 (detailed engineering and environmental studies), we will investigate noise impacts in detail, as well as mitigation strategies, which may include noise walls, earthen berms or a combination of the two to reduce impacts per Federal and State requirements.

We will include you on our project mailing list for future notification of stakeholder events. We also recommend that you check our website ([www.elginohare-westbypass.org](http://www.elginohare-westbypass.org)) for project updates.

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

Very truly yours,

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

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

**From:** support@elginohare-westbypass.org  
**Sent:** Thursday, October 22, 2009 10:26 AM  
**To:** Braband, Libby/CHI  
**Subject:** Elgin O'Hare Comments  
Comments

**Email:** janispasq@yahoo.com  
**Name:** JanisPasquale  
**Subject:** Elgin Ohare

**Message:** I am not happy about either 402 or 203 because they are based on the premise that the southern runway will be built. When it isn't built, there will be no need for the RPZ zone. Hence, the expressway connecting 294 and 90 can be placed further west of York Road and Route 19. The northeastern edge of Bensenville is being desecrated and polluted for a runway that may never exist. When the city of Chicago runs out of funds or if it has other plans for the land, then put the ring road inside the airport.

Another idea, eliminate the proposed expressway south of Thorndale (Elgin Ohare) to connect with 294. Vehicles that need to connect to 294 can go 90 to 294 north of the airport; 290 to 294 south of the the airport. The Elgin Ohare going all the way from Elgin to OHare will help with the east west flow across counties.

I also do not think the western access should end at the airport. Let it go underground through the airport. Vehicles that need to connect to 294 and 90 eastbound can do it more directly through the airport.

**Add me to the Project Mailing List:** Add  
**Street Address:** 196 South Mason  
Bnesenville  
Illinois 60106



# Illinois Department of Transportation

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

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

December 22, 2009

Ms. Janis Pasquale  
196 South Mason  
Bensenville, IL 60106

Dear Ms. Pasquale:

Thank you for your comments on the Elgin O'Hare – West Bypass project.

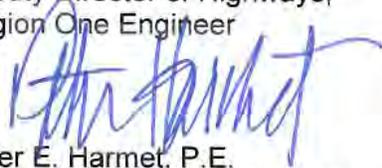
On the basis of the technical analysis and stakeholder input, Alternative 203, South Connection D, was selected as the preferred plan. Next year, the planning process will move into Tier Two, which involves detailed engineering and environmental studies, as well as continued stakeholder involvement. Regarding your specific comments, we offer the following:

- As part of our planning process, the O'Hare Modernization Program is considered a given, based upon their federally approved Environmental Impact Statement.
- The location of the West Bypass (Bypass) is constrained by both existing and proposed land use features.
- The south leg of the Bypass is needed to serve travel patterns and provide a proper connection to the eastern extension of the Elgin O'Hare expressway.
- In terms of the proposed western terminal, an extension of the CTA's Blue Line from the existing terminal to the western terminal is being considered.

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

Very truly yours,

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

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

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



I own the property at 701 Thorndale Avenue and run a commercial masonry business from this location.

As a contractor, this particular piece of property serves my business perfectly because of the outdoor storage area for my equipment and the proximity to I-90, I-290, I-294 and I-355. It took a long time to find this property as not all communities look favorably on construction equipment being stored outdoors. Now I am concerned that my property will be acquired and it will be impossible to find a property with outdoor storage and proximity to area expressways. We perform our services in Chicago and the surrounding counties so efficient transportation is very important. We have also made improvements to the property that required a significant amount of funds. I am hopeful that IDOT considers all of these factors when determining the amount to be paid. My business is my livelihood.

I (do  do not ) desire a response.

Would you like your name added to our project mailing list?

Yes  No

Name: Julie Serauko

Address: 1230 Waller Place

Downers Grove IL 60516

Phone: 630-595-2536



# Illinois Department of Transportation

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

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

December 22, 2009

Ms. Julie Seranko  
701 Thorndale Avenue  
Bensenville, IL 60106

Dear Ms. Seranko:

Thank you for your comments regarding the Elgin O'Hare – West Bypass project. As noted, our preferred alternative, Alternative 203, will require acquisition of your property for the eastern extension of the Elgin-O'Hare Expressway within the Thorndale corridor.

We are concluding the Tier One portion (conceptual level of detail) of our planning process and will be initiating Tier Two (detailed engineering and environmental studies) in 2010. As Tier Two progresses, right-of-way acquisition needs will be better defined. We ensure your name is on our mailing list so that we can keep you apprised of project updates. Beyond our preliminary studies, which will be complete in 2012, there is no timetable set for construction since project funding has yet to be identified. As such, we are not actively acquiring property for the project unless we need to exercise protective acquisition or a property owner can demonstrate a hardship based our agency's identified highway plans and their inability to sell.

As part of the land acquisition process, the Department will assess the fair market value of any property acquired and will also determine any damages to the remainder. If it is determined that your business cannot function within the area remaining, we will consider acquiring the entire parcel and provide relocation assistance. We understand any inconveniences that moving may cause, including any loss of business during the move. We will assist you with finding a suitable location and compensate you for your move. Enclosed is a brochure which explains the Department's relocation assistance program.

Ms. Julie Seranko  
December 22, 2009  
Page Two

If you have any questions or need additional information on the Department's land acquisition procedures, please contact Mike Cullian, Land Acquisition Manager, at (847) 705-4280. Any other project related questions can be directed to Ron Krall, Project Manager, at (847) 705-4103.

Very truly yours,

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

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

Enclosure

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



Re-evaluate the Bike Trail. Trail needed along salt creek from Thorndale to Arlington Heights Rd. Mostly park land along Salt Creek makes perfect trail to connect trails in DuPage Cty w/ Busse Woods Trail System. Also look into connecting to new Schaumburg Trail (currently being constructed at Plum Grove Rd at Schaumburg Public Works Facility.

203 A is the best plan for the roadways 203 should be moved further west to allow for more expansion at O'hare in future

Since local access will be limited at Rowling Rd and Elgin/O'hare it will be necessary to widen and improve 290/Biersterfield interchange that is already over capacity with this it will be also necessary to widen Biersterfield Rd to 6 lanes from Rowling Rd to Arlington Hrs Rd.

No Mass Transit along Elgin/O'hare Exp. 8 Lanes would be much more useful alternative.

I (do  do not ) desire a response.

Would you like your name added to our project mailing list?

Yes  No

Name:

Jeffrey Snyder

Address:

872 Cass Lane

Elk Grove Village, IL 60007

Phone:

847-891-3248



# Illinois Department of Transportation

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

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

December 22, 2009

Mr. Jeffrey Snyder  
872 Cass Lane  
Elk Grove Village, IL 60007

Dear Mr. Snyder:

Thank you for your attendance at our October 8, 2009, Public Hearing and your comments on the Elgin O'Hare – West Bypass project.

Since beginning the planning process in 2007, extensive technical studies and numerous stakeholder meetings have occurred, culminating in the identification of the two finalist alternatives that were presented at the Public Hearing. Briefly, Alternative 203 includes the Elgin O'Hare and West Bypass as freeway facilities. Alternative 402 is similar but includes the arterial upgrade of York/Elmhurst Road in place of the northern leg of the West Bypass. Each alternative included a transit and pedestrian/bicycle component understanding that any transportation solution must be multi-modal in nature. Based on input received at the Public Hearing, comments received on the Draft Environmental Impact Statement, coordination with the communities directly affected, and discussions with the resource and regulatory agencies, we are moving forward with Alternate 203 with South Connection Option D (203 D) as our preferred alternative.

As we move into our Tier Two studies, we will consider your comments on Bike Trail connections and will further evaluate the need to improve nearby interchanges and roadways if they are affected by traffic as result of the project. We are reserving right-of-way for a transit-way along the existing Elgin O'Hare and Thorndale corridors since a need exists and this has been strongly endorsed by DuPage County, the surrounding communities, and the Regional Transit Authority.

Mr. Jeffrey Snyder  
December 22, 2009  
Page Two

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

Very truly yours,

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

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

# COMMENT FORM


 ELGIN O'HARE  
WEST BYPASS

Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.  Illinois Department of Transportation

THE OPTION D PLAN KEEPS MOST OF THE CONSTRUCTION AWAY FROM THE RESIDENTIAL AREAS. THE TOWN OF BENSENVILLE HAS ALREADY LOST ~~LOTS~~ LOTS OF HOMES TO OMP. NEITHER OPTION HAS GOOD ACCESS TO 294 N OR AN EXIT AT GRAND AVE. WHY? IF WE ~~LIVE~~ LIVE NEAR THESE HIGHWAYS WE NEED BETTER ON/OFF OPTIONS.

WOULD LIKE MORE INFO ON DIFFERENCES OF OPTION A AND D  
- COST DIFFERENCES

WITH OPTION A, ALL THE HOMES WEST OF COUNTY LINE ROAD WOULD BE ~~HARMED~~ HARMED W/ ADDITIONAL LIGHT/NOISE POLLUTION. KEEP THAT STUFF CLOSER TO THE INDUSTRIAL AREA OF FRANKLIN PARK, BENSENVILLE AND ABOVE RR TRACKS.

THANKS -



I (do  do not ) desire a response.

Would you like your name added to our project mailing list?

Yes  No

Name: TONY SPENCER

Address: 545 E. RED OAK  
BENSENVILLE, IL 60106

Phone: 630 860-9455



# Illinois Department of Transportation

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

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

December 22, 2009

Mr. Tony Spencer  
 545 East Red Oak  
 Bensenville, IL 60106

Dear Mr. Spencer:

Thank you for your comments on the Elgin O'Hare West Bypass project.

On the basis of technical analysis and stakeholder input, Alternative 203, South Connection D was selected as the preferred alternative. As shown in the table below (right column), the total cost differential between South Connections A and D is relatively small. Community support, in the form of a resolution from the Village of Franklin Park, was a key consideration in selecting Option D.

	Alternative 203		Alternative 402		South Connection Options (West Bypass)	
	with Option A	with Option D	with Option A	with Option D	Option A	Option D
Roadway Construction Costs	\$3.061B	\$2.987B	\$2.405B	\$2.331B	\$689.0M	\$615.0M
Roadway ROW Costs	\$563M	\$648M	\$388M	\$473M	\$125.2M	\$210.4M
Total Roadway Cost	\$3.624B	\$3.635B	\$2.793B	\$2.804B	\$814.2M	\$825.4M

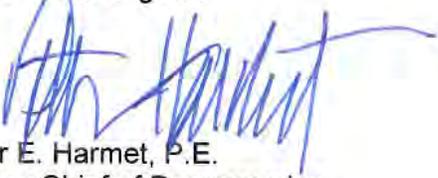
Over the past two years, our studies have been conducted at a conceptual level of detail. Therefore, the layout of the proposed roadway was also conceptual. As the planning process moves forward into Tier Two (detailed engineering and environmental studies) in 2010, one of the first tasks will be to examine interchange alternatives.

Mr. Tony Spencer  
Page Two  
December 22, 2009

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

Very truly yours,

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

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

Project and Environmental Studies  
Illinois Route 19 (Irving Park Road) at York Road  
DuPage County

12-10-2009

Dear Mr. Harmet,

I will try to reply to your letter and comments dated from November 12, 2009, regarding my submission of the Illinois Route 19 (Irving Park Rd) at York Road Project.

Basically, the Canadian Pacific and Union Pacific Railroads have to be open everyday, all day, so any relocation and calls for bridges must have temporary bypasses.

My preliminary shows a Permanent relocation which would save millions of dollars for IDOT and Bensenville (who originally asked for my help). (I tried)

Ms. Rosemarie Andolino, the Executive Director of the OMP and Railroads Officials, really admire this alignment.

Considering the Elgin O'Hare Bypass in my preliminary plan submitted October 5, 2009, there is a note included that you have missed. All railroads were moved East of York Road to make room for future Western Bypass Expressways East of York Road, and elimination of lowering York Road and Irving Park Road.

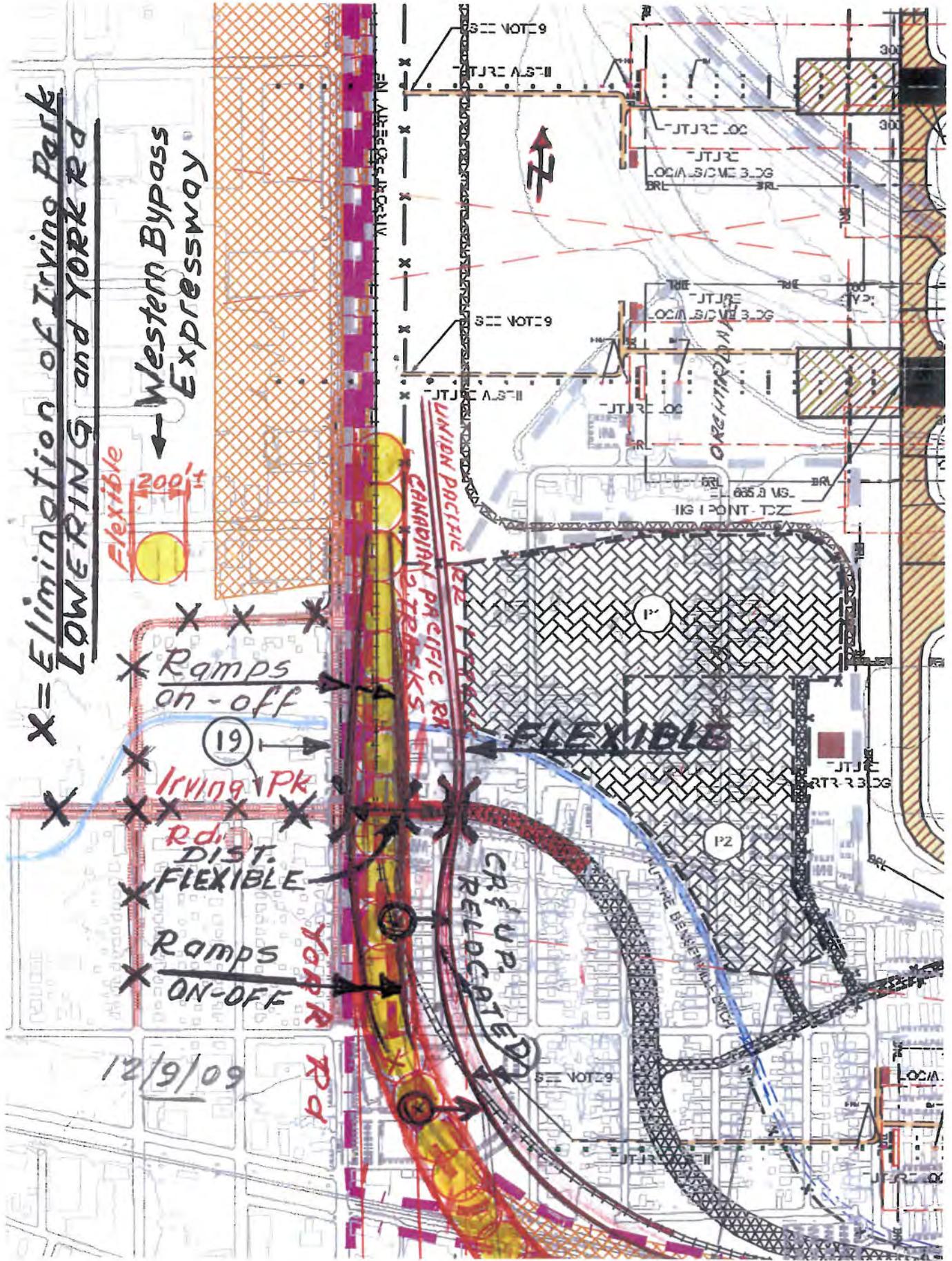
Since railroad movement East is flexible as shown, it provided adequate space for the proposed Western Bypass Expressway and its proposed intersection at Illinois Route 19 X (Irving Park Road).

Your response will be greatly appreciated.

P.S. A brief overview of my background

- Korean War Veteran
- University of Illinois in the 1950's
- Consoer, Townsend & Associates (highways)
- Toups & Olson (highways)
- Alfred Benesch and Company (highways)
- Sargeant Engineering Company, LTD (roads)
- Village of Addison, retired in 1988 (roads)
- H.F. Vegter Excavating Company
- Home office as Earthwork consultant, closed 2007

By: Mitchell Beyersing  
 Mitchell Beyersing P.E.  
 8 N. Grant Dr  
 Addison IL 60101  
 Tel (630) 543-1748



**X = Elimination of Irving Park LOWERING and YORK Rd**

**Western Bypass Expressway**

**Flexible 1200'±**

**Ramps on-off**

**(19)**

**Irving Pk Rd. DIST. FLEXIBLE**

**Ramps ON-OFF**

**YORK Rd**

**12/9/09**

**CANADIAN PACIFIC RR**

**CRÉPUSCULE RELOCATED**

**FLEXIBLE**

**P2**

**FUTURE BENEVOLE ST**



# Illinois Department of Transportation

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

Project and Environmental Studies  
Illinois Route 19 (Irving Park Road) at York Road  
DuPage County

December 22, 2009

Mr. Mitchell C. Wyczesany  
8 North Grant Avenue  
Addison, IL 60101-3530

Dear Mr. Wyczesany:

Thank you for your letter of December 10, 2009.

As mentioned in numerous conversations, meetings, and correspondence, the proposals you had submitted were not feasible. Also, as mentioned in our last correspondence, the Phase I planning process has been completed, and as such, we will not be considering any further design alternatives.

Again, thank you for your interest in highway matters.

Very truly yours,

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

By:

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

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



1. Would like to see landscaping in the median maintained in the existing Elgin O'hare portion to some degree- it makes the drive more pleasurable to have an element of nature in the corridor. With the addition of transit in the median, I am concerned the green space will disappear. Lets not create another Eisenhower Expressway!

2. Lets try to landscape the new corridors as well, get enough ROW to do this.

I (do  do not ) desire a response.

Name: \_\_\_\_\_

Would you like your name added to our project mailing list?

Yes  No

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



PLEASE GO WITH  
 A/T # 402.

THANK

I (do  do not  ) desire a response.

Name: \_\_\_\_\_

Would you like your name added to our project mailing list?

Address: \_\_\_\_\_

Yes  No

Phone: \_\_\_\_\_

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



I Recommend Alternative 203.

Altho cost estimates are \$900,000,000 Higher than #403 the business displacements are about the same, and the Return is \$1B. More, and growing!

**ALLAN ANDERSON**  
1076 Cernan Ct  
Elk Grove Village, IL 60007

Besides, a full freeway to I-90 should be built eventually - so Why Not Now.

I (do  do not ) desire a response.

Name: \_\_\_\_\_

Would you like your name added to our project mailing list?

Yes  No

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



203D is the lesser of all evils.

The IDOT project should not be started until the southern runway at O'Hare falls thru. When ~~the~~ <sup>Southern</sup> runway project is abandoned, there will be room to put the expressway that connects 294 + 90 further west of York + Irving Park Roads. That part of Bensenville is being destroyed for a phantom runway. Put the ring road inside the airport.

I (do  do not ) desire a response.

Name: Richard Arquette

Would you like your name added to our project mailing list?

Address: 196 S. Mason

Yes  No

wife is on list

Bensenville IL 60106

Phone: \_\_\_\_\_

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



EVALUATING THE ALTERNATIVES, I SUPPORT ALT. 203  
AND BYPASS OPTION D.

203 PROVIDES SUPERIOR TRAFFIC FLOW

OPTION D ALLOWS DIRECT ACCESS FOR TRUCKS  
TO THE BRIDGE OVER THE RAIL YARD.

OPTION A WOULD REQUIRE TRUCKS WITH  
TRAILERS TO MAKE 2 TURNS TO ACCESS  
THIS BRIDGE, WITH POTENTIAL BACK-UPS  
AND TRAFFIC DELAYS.

I (do  do not ) desire a response.

Would you like your name added to  
our project mailing list?

Yes  No

ALREADY ON LIST!

Name:

GARY D. BENGLUNG

Address:

24 S. ADDISON #809

BENSenville IL 60106

Phone:

630 350 2983

**From:** Braband, Libby/CHI  
**Sent:** Tuesday, October 27, 2009 4:12 PM  
**To:** Buckhout, Sarah/CHI  
**Subject:** Fw: Elgin O'Hare Comments

---

**From:** Braband, Libby/CHI  
**To:** Krall, Ronald D <Ronald.Krall@illinois.gov>  
**Sent:** Fri Oct 09 14:42:23 2009  
**Subject:** FW: Elgin O'Hare Comments

---

**From:** support@elginohare-westbypass.org [mailto:support@elginohare-westbypass.org]  
**Sent:** Sunday, September 13, 2009 2:55 PM  
**To:** Braband, Libby/CHI  
**Subject:** Elgin O'Hare Comments

Comments

**Email:** ken.brandt@yahoo.com

**Name:** Ken Brandt

**Subject:** Please do this

**Message:** The first option is best. Having this new west side access would make a quality difference in my life. more sleep, more family time. more industry for the area, jobs, etc. I am all for this plan!!!

**Add me to the Project Mailing List:** Add

**Street Address:** 508 Cameron Way  
Buffalo Grove, IL. 60089

# COMMENT FORM



ELGIN O'HARE  
WEST BYPASS

Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



Build Option 203D - this option provides the best method of getting the trucks into and out of the Elk Grove industrial area and onto the major North-South route - I-294 to ~~the~~ out of the area / east-west travel at I-80 and the new intermodal ports in Elwood / Toliet / Lincoln National / Arsenal. This option will help relieve the truck congestion at 290/294 which causes major congestion and delays for a major part of the day. It will do this by taking the truck traffic from 290 and pathing it onto the new West bypass onto 294 North of the 290/294 Interchange.

Oh yeah, by the way, build 53 North through Long Grove while your at it.

I (do  do not ) desire a response.

Would you like your name added to our project mailing list?

Yes  No

Name:

Greg Cerven

Address:

140 W. Devon Ave

Roseelle IL.

Phone:

(773) 592-9747

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



PRE FER 203D

I (do  do not  ) desire a response.

Name: JIM DENNA

Would you like your name added to our project mailing list?

Address: 560 N. YORK

Yes  No

BENSENVILLE IL 60106

Phone: 630-697-9106

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



Prefer 203 D

I (do  do not ) desire a response.

Would you like your name added to our project mailing list?  
Yes  No

Name: JOHN DENNA

Address: 560 N. YORK RD  
BENSENVILLE IL

Phone: 630-697-9199  
630-766-5019

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



I have a strong preference for option D over option A.

I have concerns with both option A and D with the impact of the elevation of the freeway for the southernmost runway (10-R). I would like to please be sent the elevation study and impact analysis for the freeway as affects runway 10-R, and the FAA letter stating that this is not a problem point. I am also concerned with the area just south of that point, north of Green St, where the freeway goes below ground, what studies have been done concerning the water table and impact of rain/flooding to that stretch of road?

I would like to please be sent an output of both option A and D for my records.

Option D appears to have less impact overall, and is preferred.

I would also urge IDOT to consider expanding Green St only north of the current road, and not both north and south, to impact fewer businesses. Analysis should be done to study the impact on Green St, and the road badly needs to be improved and widened.

Thank you for hearing my comments.

I (do  do not ) desire a response

Name: MATTHEW DUHAN

Would you like your name added to our project mailing list?

Address: 148 S CENTER ST

Yes  No

BENSENVILLE, IL 60106

Phone: 312-218-3607

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



APPENDIX N-4  
NORTH BYPASS PLAN  
ALT 203

APPENDIX N-7  
YORK - ELMHURST ROAD ARTERIAL PLAN  
ALT 402

Earth INC  
810 N ARLINGTON HTS RD  
ITASCA IL  
60143

I (do  do not ) desire a response.

Name: \_\_\_\_\_

Would you like your name added to our project mailing list?

Yes  No

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



AFTER Reading all the plans presented,

I think that Alternative 203 OPTION "D" is the Best Fit For the AREA.

I (do  do not  ) desire a response.

Would you like your name added to our project mailing list?

Yes  No

Name: PETER Gallagher

Address: P.O. Box 46  
Bensenville IL 60106

Phone: 630-595-5351

VANGUARD160106@AOL.com

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



I LIKE THE 203 ALTERNATIVE FOR THE BEST RESULT. WE NEED TO DEVELOPE AS MUCH AS WE CAN

I (do  do not ) desire a response.

Would you like your name added to our project mailing list?  
Yes  No

Name: THOMAS GRANATH  
Address: 7011 ASTOR AV AP+3D  
HANOVER PARK IL 60133  
Phone: 630-213-8028

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



I am in favor of Alternative 203, as long as the Tushy Ave @ UP-RR Grade Separation (UP-RR) project is done.

If funding does not allow for the UP-RR project then Alternative 402 should be the option. The savings should be spent on UP-RR

The Elgin-O'hare Expwy should be finished and go all the way to Elgin. Fund should be considered for this project. The Expwy is the Not Elgin-O'hare

I (do  do not ) desire a response.

Name: Scott Hurejs

Would you like your name added to our project mailing list?

Address: 209 E. Murray Dr

Yes  No

Wood Dale, IL 60191

Phone: 847-294-7149 (work)

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



after reviewing the displays and talking to the reps I would definitely be in favor of using the D proposal. It would preserve Bensenville and Franklin Park has agreed to let the roadway go through their land. (I wonder what that deal was?)

So yes I want D

I (do  do not ) desire a response.

Would you like your name added to our project mailing list?

Yes  No

*already on it*

Name: Tilly Howard

Address: 325 George St  
Bensenville IL 60106

Phone: \_\_\_\_\_

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



PLEASE FOLLOW OPTION 'D'  
AS SUPPORTED BY BOTH  
BENSENVILLE & FRANKLIN PARK

THANK YOU

I (do  do not ) desire a response.

Would you like your name added to our project mailing list?

Yes  No

Name: JILL HUNT

Address: 342 BRIAR LANE

BENSENVILLE, IL 60106

Phone: 630-766-3116

# COMMENT FORM



ELGIN O'HARE WEST BYPASS

Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



MY NAME IS AL HUTCHISON 1009 DOLORES DR  
BENSENVILLE IL 60106

10-8-09

AND I VISITED BELVEDER BANQUETS TO SEE YOUR  
PRESENTATION ON THE ELGIN O'HARE WESTERN BY-PASS

I WISH TO REGISTER MY VOTE FOR ALTERNATIVE 203 OPTION A

I (do  do not ) desire a response.

Name: \_\_\_\_\_

Would you like your name added to our project mailing list?

Yes  No

Address: \_\_\_\_\_

I AM ALREADY ON YOUR MAILING LIST

Phone: 630 766-2556

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



*I'd like 203-D Southern Alternative  
It's the best alternative.*

I (do  do not ) desire a response.

Would you like your name added to our project mailing list?

Yes  No

Name: ANDREA KOSHARBA

Address: 1124 LANCASTER AVE

EUK GROVE VLG IL 60007

Phone: 847-952-1510

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



Please send copy of (full-size plot)

Appendix N-4 Alt 203 North Bypass plan  
" N-7 Alt 402 York/Einhurst widening  
to below addresses:

• TOM KANZLER

810 N ARLINGTON HTS RD

ITASKA, IL

60143

• BRUCE LARSON

2364 Cove Drive

HANOVER PARK ILL 60133

I (do  do not ) desire a response.

Name: \_\_\_\_\_

Would you like your name added to our project mailing list?  
Yes  No

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



My suggestion is to use  
Alternative 203-D

Helen Lepke

D

I (do  do not ) desire a response.

Would you like your name added to our project mailing list?

Yes  No

Name: Helen Lepke

Address: 1490 Hodgson Ln  
Elk Grove Village, IL 60007

Phone: 847/524-4970

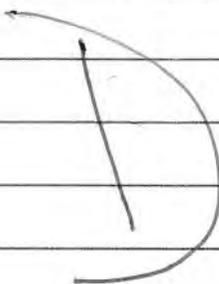
# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



My suggestion is to use Alternative  
203-D



I (do  do not ) desire a response.

Would you like your name added to our project mailing list?

Yes  No

Name: Robert

Address: 1490 Hadlman Lane

Elk Grove Village Ill 60007

Phone: 847-524-4970

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



Great presentation!!! Plans!

Hurry up - Go with

Q03 - Will make

a tremendous difference

to all surrounding

suburbs!!! Test Entrance  
Needed.

Can't wait to see

it starting!!! Thanks!

I (do  do not ) desire a response.

Name: The Lindstrom's

Would you like your name added to our project mailing list?

Yes  No

Address: 164 Grove St

Phone: \_\_\_\_\_

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



Please mail me the detailed  
copies of appendix N5  
+ N6

Can we get an electronic (email) copy?

Mike Mabert  
Plant Manager  
Nestle Foods

3401 Mt Prospect Rd  
Franklin Park IL 60131

I (do  do not ) desire a response.

Name: \_\_\_\_\_

Would you like your name added to  
our project mailing list?

Yes  No

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



I Think Plan D makes more  
sense

I (do  do not ) desire a response.

Would you like your name added to our project mailing list?

Yes  No

Name: Auggie MANCILLA

Address: 480 PodLin DR -  
FRANKLIN PARK IL, 60131

Phone: 630-238-3066



# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



My husband and I live west of County Line Rd on George St. just a few houses west of John St. Our home is a new house and we like our neighborhood in Bensenville. We are very Disturbed about the Planes that are being considered East of us. Please Do Not build the Elgin O'hare West by Pass on County Line Road. We Do Not want 203A or 402A.

The Best Plan For Us would be 402D

Please Reup out of Bensenville We Have had enough !!!!!!

I (do  do not ) desire a response.

Would you like your name added to our project mailing list?  
 Yes  No

Name: To Ann Newman

Address: 756 George St.  
Bensenville IL 60106

Phone: 630-595-9777

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



My wife and I built our home only a few short years ago. Our home is a custom built house on George St just a few houses west of John St. I am very upset about the new project which is being considered at County Line Road. Please DO NOT use County Line Road as the new Elgin O'Hare West by Pass. If you must build this road please keep out of Bensenville. Our town has been disstrayed enough!! I prefer plan 402-D if you must build.

I (do  do not ) desire a response.

Name: Ken Newman

Would you like your name added to our project mailing list?

Yes  No

Address: 756 George St.  
Bensenville IL 60106

Phone: \_\_\_\_\_

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



Re: South Connector Bypass A or D

If either the South Bypass "A or D" is selected, you need to re-classify both Franklin Ave and County Line Roads to 80,000 capacity roads. As business owners in the Franklin Park area on Franklin Avenue, it is vital to be able to access the ring road with 80,000 gross weight.

Currently, those roads are restricted to the old weight law of 73,280#. Police will ticket truckers when in fact the road is more than capable of 80,000# gross weight. The county of Cook & DuPage must be on board w/ re-classing those roads to make the access both practical and logical.

Thank-you.

I (do  do not ) desire a response.

Name: Tim Orlovski

Would you like your name added to our project mailing list?

Yes  No

Address: 11355 Franklin Ave  
Franklin Park, IL 60067

Phone: 847-737-2130

Arlington Metals Corporation

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



I SUPPORT ALTERNATIVE 203 OPTION D  
 THIS OPTION TAKES THE LEAST OF THE BUSINESSES  
 IN THE AREA, SINCE BENSENVILLE HAS BEEN  
 HIT HARD BY THE O'HARE EXPANSION THIS  
 SHOULD BE GIVEN HIGHER ATTENTION, I HOPE  
 IDOT CONSIDER OPTION D TO BENEFIT THE  
 COMMUNITY

I (do  do not ) desire a response.

Would you like your name added to our project mailing list?

Yes  No

Name: ORONZO PECONIO

Address: 1001 GLENDALE

BENSENVILLE IL 60106

Phone: 630-595-4200

O.PECONIO@COMCAST.NET

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



Develop 203  
Option D!!!!

I (do  do not ) desire a response.

Would you like your name added to our project mailing list?

Yes  No

Name:

Kathie Pierce

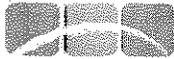
Address:

1000 W. Area St.  
Bensenville, IL 60106

Phone:

630-766-2500

# COMMENT FORM

 ELGIN O'HARE  
WEST BYPASS  
communities. opportunities. solutions.

Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



BUILD 203 WITH OPTION A.

AS RESIDENTS OF NORTHERN ILLINOIS, WE HAVE A GOLDEN OPPORTUNITY TO DO THIS RIGHT. WE HAVE A PRESIDENT IN THE WHITEHOUSE FROM ILLINOIS. I HAVE SEEN WHAT A PRESENT FROM YOUR HOME STATE CAN DO, AS EVIDENCED IN THE DALLAS/FORT WORTH AREA OF TEXAS. AS FOR THE NEW CONNECTIONS OVER THE BENSENVILLE RAIL YARD, (THAT CONNECTS TAFT & FRANKLIN AVE) I'M CONCERNED ABOUT THE VOLUME OF TRAFFIC THAT WILL WANT TO USE THIS CONNECTION AS A SHORTCUT FROM IRVING PARK RD, IL RTE 19 SOUTH TO FRANKLIN, WEST TO COUNTYLINE RD, SOUTH TO JEFFERSON 3RD AVE, WEST TO RTE 83. I REALLY THINK IDOT IS UNDERESTIMATING THE NUMBER OF VEHICLES THAT WILL WANT TO USE 3RD AVE AS A SHORT-CUT. REMEMBER, 3RD AVE/JEFFERSON IN BENSENVILLE IS A RESIDENTIAL STREET NOT A STATE HIGHWAY. THERE IS ALREADY TOO MUCH TRAFFIC TRAVELING THIS ROUTE, EAST & WEST BOUND BETWEEN COUNTYLINE RD & RTE 83. IF YOU REALLY WANT THE NEW TAFT BRIDGE <sup>OVER</sup> THE BENSENVILLE RAIL YARD, THEN I WILL HAVE TO INSIST ON THE REMOVAL OF ACCESS TO RTE 83 VIA 3RD AVE. COMMUTERS SHOULD USE YORK RD TO GRAND AVE FOR RTE 83 ACCESS. ONCE AGAIN, THIS WILL ELIMINATE THE SERIOUS ACCIDENTS THAT OCCUR AT THE 3RD AVE & RTE 83 INTERSECTION

I (do  do not ) desire a response.

Name: MICHAEL PLUMERI

Would you like your name added to our project mailing list?

Yes  No

Address: 435 S. MINER ST.

BENSENVILLE, IL 60106

Phone: 630-202-3765

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



Recommend: South Connection Option D  
Plan 203

I (do  do not ) desire a response.

Would you like your name added to our project mailing list?  
Yes  No

Name: Paul L Quinn

Address: 717 E. Jefferson  
Benseville, IL 60106

Phone: 630-350-3435

**From:** Braband, Libby/CHI  
**Sent:** Friday, October 09, 2009 3:41 PM  
**To:** Krall, Ronald D  
**Cc:** Buckhout, Sarah/CHI  
**Subject:** FW: Elgin O'Hare Comments

**Follow Up Flag:** Follow up  
**Flag Status:** Red

---

**From:** support@elginohare-westbypass.org [mailto:support@elginohare-westbypass.org]  
**Sent:** Friday, October 09, 2009 12:51 PM  
**To:** Braband, Libby/CHI  
**Subject:** Elgin O'Hare Comments

Comments

**Email:** dojora@att.net  
**Name:** DOREEN RAFACZ  
**Subject:** ELGIN-OHARE BYPASS...  
**Message:** ON THE I-294 "ATTACHMENT" GRAND AVE TO YORK RD, BENSENVILLE ILLINOIS  
SINCE COOK CO. WANTS THIS EXPANSION..THE PLAN D, OFFERS COOK CO. THE CHANCE TO BE A PART OF MAYOR DALEYS PROJECT.  
THANK YOU  
**Add me to the Project Mailing List:** Add  
**Street Address:** 439 S. JUDSON ST  
BENSENVILLE, IL 60106

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



*I favor #203D to limit the destruction of  
Bensenville*

I (do  do not ) desire a response.

Would you like your name added to our project mailing list?

Yes  No

Name: *James Berland*

Address: *253 So. Church Rd*

*Bensenville, IL*

Phone: \_\_\_\_\_

# COMMENT FORM



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I'd like to register a strong preference for alternative 203. It provides ~~the~~ the best choice for EB O'Hare Elgin traffic to continue EB, as well as choice for East Airport vehicles to access the (future) West ~~Terminals~~ O'Hare terminals.

I also prefer Option A because it displaces fewer large employers and has good access to community centers like the Bensenville Ice arena.

I (do  do not ) desire a response.

Would you like your name added to our project mailing list?

Yes  No

Name: John Rosario

Address: 230 E Grantley Ave

Elmhurst, IL 60126

Phone: 630-833-6891

# COMMENT FORM



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Prefer Alternative 203 & Need Option D  
 to happen vs Option A  
 Option A destroys ~~many~~ businesses & homes.  
 Bensenville has lost so much already.  
 Franklin Park has approved Option A.  
 Neither South options are good for the  
 SE side of Bensenville. The highway  
 would be too close either way. But  
 @ least option D doesn't destroy as  
 much of Bensenville.  
 Option A is close to Redmond Park which  
 has become a safe wetland for many  
 birds.

I (do  do not ) desire a response.

Would you like your name added to our project mailing list?  
Yes  No

Name:

Kim Schoppe

Address:

314 E Jefferson  
Bensenville IL 60006

Phone:

# COMMENT FORM



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~~Elg~~

APPENDIX N-4

NORTH BYPASS PLAN

ACT 203

Big Map

Rhonda Schubert

330 CARDINAL DRIVE

Bloomington IL

60108

630 819-1000

I (do  do not ) desire a response.

Name:

Would you like your name added to our project mailing list?

Address:

Yes  No

Phone:

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



I have lived in Bensenville since 1939-

I would inserted on the plan D.

there is enough impact on Bensenville

already. ~~Plan~~ Please leave something

for Bensenville. John Giels has already

done enough damage to our town.

my father started Sully Dr. worked at Douglas

air craft during World War II. I think my

family has done enough for the area

I (do  do not ) desire a response.

Name: Charles A Sully Jr

Would you like your name added to our project mailing list?

Address: 284 E. Jefferson  
Bensenville, IL 60106

Yes  No

Phone: 630-766-4901

# COMMENT FORM



ELGIN O'HARE  
WEST BYPASS

Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



- > Nice progress on the detail of the drawings - more to detailed engineering
- > Prefer 203 South D option
- > Like the transfer corridor for the north leg from OHare to I 90 spur line and west from OHare to Springfield
- > Like comprehensive transportation solution - multi-modal!
- > The # of lanes shown seems adequate. Do not go with fewer lanes.
- > Let's get it done ASAP - Build it as a roadway.
- > Please SB and work on Richmond MKT please.
- > Bury all overhead utility lines in corridor.
- > These projects are necessary for our future as a transportation center.
- > Heavy, heavy landscaping please.

I do  do not  desire a response.

Name:

SAM L SEMROW

Would you like your name added to our project mailing list?

Yes  No

Address:

1014 HOLLY CIRCLE  
LAKE ZURICH IL

Phone:

602-47

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009.



~~Please send a copy of both Option A and Option D.  
Since the 20~~

Since the updated drawings of option A and D (that were on display at the Oct. 8<sup>th</sup> public hearing) will not be available online, can someone please send me a copy? These two drawings are different than the previous ones on the project's website. Thank you!

I (do  do not ) desire a response.

Would you like your name added to our project mailing list?  
Yes  No

Name: David Siverling

Address: 3401 Mount Prospect Rd.  
Franklin Park, IL 60131

Phone: (847) 957-5824

# COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us by October 26, 2009 Illinois Department of Transportation

I AM IN FAVOR OF THE ELGIN O'HARE 206 D  
 WORK I AM ALSO IN THE CARPENTER'S (LOCAL 181)  
 UNION AND HOPE THE ABOVE MENTIONED  
 JOB WILL GIVE OUR LOCAL MEMBERS WORK.  
 WE NEED TO HAVE OUR MEMBERS EMPLOYED  
 TO BE HELPING THE ECONOMY GET BACK ON TRACK.  
 WHATEVER WORK IS DONE, SOME UNION  
 MEMBERS WILL BE LUCKY ENOUGH TO BE WORKING.  
 OUR ECONOMY NEEDS JUMP-STARTING + THESE  
 PROJECTS HELP.

BUREAU OF PROGRAMMING  
RECEIVED

OCT 20 2009

DISTRICT #1

I (do  do not ) desire a response.

Name: JOHN WAJDA

Would you like your name added to our project mailing list?

Address: 10309 OAK RIDGE RD

Yes  No

MAKENO IL 60152

Phone: \_\_\_\_\_

# COMMENT FORM



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I'm in full support of Alternative 203 along with option D. Thus with both they will create the most needed work for the area.

With Alternative 203 and Option offer least displacement of homes and businesses and the least negative impact on the tax base of the area.

I (do  do not ) desire a response.

Name: Joseph Weber

Would you like your name added to our project mailing list?

Address: 1214 S. 10th St

Yes  No

St Charles, FL 60174

Phone: (630) 334-0577

