



ELGIN O'HARE
WEST BYPASS

communities. opportunities. solutions.

Meeting Summary

Public Information Meeting #2

Prepared for
Illinois Department of Transportation

September 2008



Table of Contents

Elgin-O'Hare – West Bypass Project Public Information Meeting #2 Summary

Section 1	Description of Public Meeting
	a. Meeting Summary
	b. Display Ads
Section 2	Meeting Attendance
Section 3	Meeting Materials
	b. Comment Form
	c. Exhibits
	d. Presentation
Section 4	Media Coverage
Section 5A	Public Meeting Transcript
Section 5B	Public Comments Received

Public Information Meeting #2 Summary – September 3, 2008

Elgin O'Hare – West Bypass

The second public meeting for the Elgin O'Hare – West Bypass project was held on September 3, 2008. The meeting was an open-house format, preceded by a brief 10-minute PowerPoint presentation that provided a project summary. The meeting was held at the Oak Meadows Golf Course in Addison, Illinois from 4:00 p.m. to 7:00 p.m. A total of 253 people attended based on the meeting sign-in sheets. Personnel from the Illinois Department of Transportation (IDOT) and their consultants were present to answer questions and receive comments about the project. A court reporter was also present and available to record verbal comments for the project record. In addition to the summary presentation, attendees received a comment form and also had an opportunity to study and discuss the project exhibits with project staff. These materials can be found in Section 3.

The purpose of the meeting was to share the initial roadway and transit alternatives, and to solicit public comments regarding the seven alternatives presented. Potential connection locations of the north and south Elgin-O'Hare -- West Bypass with other highway systems were also presented with the intent to elicit feedback from the people who live and work in the area. Information regarding the study objectives, process and schedule was presented. The public was invited to review aerial exhibits of the entire study area and to identify transportation issues, sensitive community features, and sensitive environmental features on the exhibits.

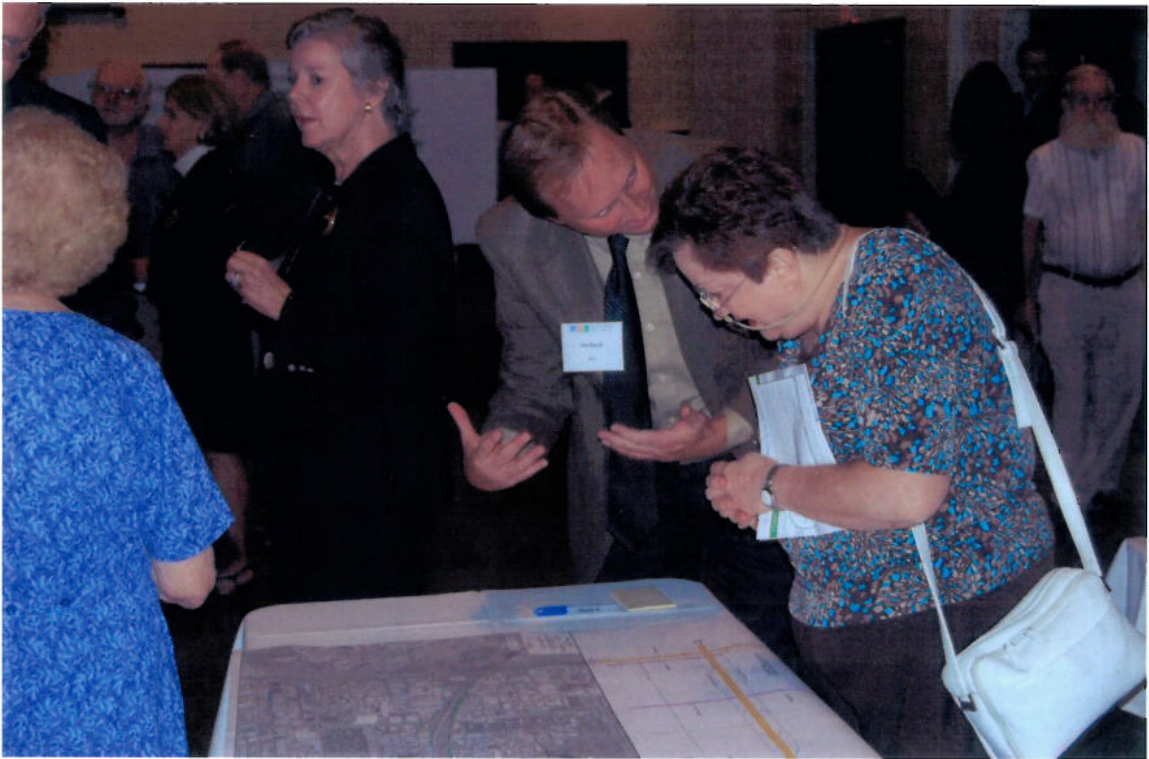
The meeting was publicized through advertisements in newspapers, on various municipality websites, and in a newsletter. Over 700 newsletters were mailed to individual public officials, organizations, local community residents, and citizens. An advertisement appeared in the Daily Herald on August 12 and again on August 26, 2007. There were also articles or calendar items in the Daily Herald and the Chicago Tribune.

Articles were also written after the public meeting took place. Articles appeared in the Daily Herald and My Suburban Life. Copies of those articles are included in Section 4 of this document.

A total of 45 written comments, 5 via email and 40 using comment cards distributed at the meeting, were received. Those comments are included in Section 5B of this document. Four verbal comments were also compiled by the court reporter (see Section 5A). A summary of public comments received will be posted to the project website: www.elginohare-westbypass.org. IDOT responses to these comments will be added to this document in the future as an addendum.











"You always hope that two parties can come together and somehow have a resolution and some sort of settlement before things get more complicated. We've failed to do that here."

Juan Figueroa, Elgin city councilman and U-46 parent

Class: Parties expect a costly resolution to U-46 case

Continued from Page 1

representing the plaintiffs. Gittleman wrote that he granted class-action on the basis that the racial bias accusations were tied specifically to the experiences of the 13 plaintiffs and the two minority groups they represent.

Gittleman was expected to rule on the class action status of the amended complaint more than a year ago.

Monday's filing "was not on our radar," said Patricia Whitten, a lawyer for Franczek Sullivan, one of the two firms representing the district.

Whitten said district leaders are "disappointed" by Gittleman's ruling.

U-46 attorney Pat Broncato said district officials are trying to determine a course of action.

According to 2007 state report cards, 42.7 percent of U-46 students are white. With black and Hispanic students making up 47.8 of the district's population, the lawsuit directly affects nearly 20,000 children and their families. If plaintiffs win at trial or gain a settlement, the changes will affect the entire district, and

The claims ...

Five families claim U-46 discriminated against black and Hispanic students by:

- Assigning minorities to crowded schools.
- Busing minorities farther, more often than whites.
- Providing inadequate bilingual services.
- Removing Hispanic students from bilingual classes too early.
- Sending Hispanic students to schools out of their neighborhoods.
- Denying minorities proper access to special education.
- Closing schools in minority areas, opening new schools in white areas.

... and remedies

The Elgin group asks a federal court to:

- Require U-46 to implement a court-approved plan to remedy discriminatory policies and practices.
- Prevent Bartlett or any other U-46 community from separating from the district while the lawsuit is pending.
- Prohibit U-46 from selling or leasing Illinois Park School.
- Grant compensatory damages for plaintiffs as well as plaintiffs' legal fees.

could prove to be very costly, Whitten said. The suit is still in its early stages, with both sides currently in the process of oral discovery — collecting the depositions from a number of

trial will be more comprehensive and certainly the remedies ordered by the court we'd anticipate they'd be more comprehensive."

Over the past two decades, three major school desegregation lawsuits have affected Illinois school districts.

In Champaign and Freeport, parents crying foul over school bias and district leaders managed to stay out of court during the mid-1990s.

Lawyers from Futterman and Howard and Franczek Sullivan — the same firms involved in the U-46 suit — negotiated settlements in both cases, implementing racial fairness guidelines at a fraction of the cost of Rockford's 15-year legal morass, which during the 1990s drove hundreds of families into private schools, sharply divided the city and cost taxpayers \$250 million.

With the U-46 case still in its early stages, "Elgin may be outpacing Rockford in terms of costs," said Ashley, who worked on the Champaign, Freeport and Rockford cases.

A number of people in the U-46 community, Ashley said, "have the misconception we're seeking a Rockford-type remedy here. That's never been the case. This is a more limited case, related to student assignment burdens, mobile classrooms, busing burdens on minority students," she said.

U-46 board President Ken Kaczynski said Monday that the board has long feared the lawsuit would become a repeat of Rockford.

"That's been our fear with this case all along," he said. "It's draining resources from the classroom. And I would

anticipate that this (class-action ruling) wouldn't change that."

Kaczynski declined to comment further, saying board members had not yet been briefed by their lawyers.

A status hearing addressing the class-action ruling will take place next Tuesday at the Dirksen Federal Building in Chicago.

"You always hope that two parties can come together and somehow have a resolution and some sort of settlement before things get more complicated," Figueroa said. "We've failed to do that here."

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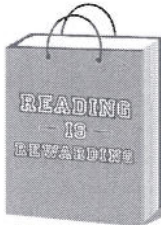
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Illinois Department of Transportation

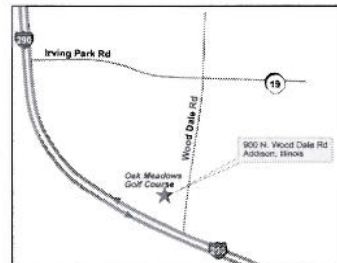
The Illinois Department of Transportation is holding a second Public Informational Meeting for the Elgin O'Hare-West Bypass study. The study is considering the potential extension of the Elgin O'Hare Expressway east of IL 53/I-290 and a potential new western bypass of O'Hare Airport, along with consideration of arterial improvements, transit upgrades, and bike and pedestrian features.

This meeting is an opportunity for you to share your opinions about the alternatives being considered. The meeting will be an open-house format that you can attend any time between 4 p.m. and 7 p.m.

For more information, please visit our web site at www.elginohare-westbypass.org.

This meeting will be accessible to handicapped individuals. Anyone needing special assistance should contact Ron Krall at (847)705-4103. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the Department's TTY/TDD number (800)526-0844/or 711; TTY Users (Spanish) (800)501-0864/711; and for Telebriaille dial (877)526-6670 at least 5 days prior to the meeting.

September 3, 2008
4:00 – 7:00 p.m.
Oak Meadows Golf Course
900 Wood Dale Rd.
Addison, Illinois



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First: Kennedy appearance cheered

Continued from Page 1

Michelle Obama talked about tucking in her daughters Malia and Sasha at night. "I think about how one day, they'll have families of their own. And one day, they — and your sons and daughters — will tell their own children about what we did together in this election," she said. "They'll tell them how this time, we listened to our hopes, instead of our fears. How this time, we decided to stop doubting and to start dreaming."

Michelle Obama's mission was to humanize her husband and convince skeptical voters to envision him as the next president. Barack Obama has repeatedly faced questions about whether he's a real American.

She also used the address to dismiss questions about her patriotism. Republicans have criticized her comments earlier this year that she was "really proud" of her country for the first time. Her answer at the convention was to express her love of country.

The Obamas' two daughters joined their mother on stage after the speech as Stevie Wonder's "Isn't She Lovely" blared from in the convention hall.

Kennedy and Obama's wife were the bookends of an evening that left the delegates cheering, one representing the party's past, the other its present.

"The work begins anew, the hope rises again and the dream lives on," Kennedy said in a strong voice, reprising the final line of a memorable 1980 speech that brought a different convention to its feet. The senator has been undergoing treatment for a malignant brain tumor.



Rep. Melissa Bean begins to tear as she listens to Michelle Obama speak at the Democratic National Convention Monday.

Michelle and her daughters spoke to Barack Obama, who appeared by satellite connection from Missouri.

"How about Michelle Obama?" he asked the crowd. "Now you know why I asked her out so many times even though she said no. You want a persistent president."

The girls responded to their father on the giant screen with "Hi, Daddy" and "I love you, Daddy."

JOHN STARRS/jstarrs@dailyherald.com

Michelle Obama didn't explicitly address race, but allaying concerns among white voters was part of the strategy for the first black nominee of a major party. "Barack doesn't care where you're from, or what your background is, or what party — if any — you belong to. That's not how he sees the world," she said. "He knows that thread that connects us — our belief in America's

promise, our commitment to our children's future — is strong enough to hold us together as one nation even when we disagree."

She joked about his love of basketball and his overcautious driving when he drove their first daughter home from the hospital. She described his upbringing by a single mother and grandparents who "scrimped and saved so that he could have opportunities they never had themselves."

E-mails and videos circulating on the Internet criticized him for attending a church that promoted black culture, for not wearing a flag pin on his lapel, for not putting his hand over his heart during the national anthem. They suggested — falsely — that he was secretly Muslim.

Michelle Obama's job was to show voters they have nothing to fear.

She said little about his policies beyond quickly mentioning his goal of ending the Iraq war, improving the economy and providing health for those who need it.

Michelle Obama drew enthusiastic cheers by praising Hillary Rodham Clinton for putting "those 18 million cracks in the glass ceiling" — a reference to the failed Democratic candidate's vote total in the primaries. The crowd also roared.

She was introduced by her brother, Craig Robinson, the head basketball coach at Oregon State University. Robinson noted that she memorized every episode of "The Brady Bunch" and praised her passion for helping others.

As before she appeared, the audience watched "South Side Girl," a biographical film narrated by her mother. It covered everything from her childhood to her career in law to her puzzled reaction to a hotshot law student interning at her firm.



Hillary Clinton, speaking in Denver on Monday, is said to have agreed with Barack Obama on how best to limit divisiveness that may still exist after their long nomination battle.

Clinton agrees to limit role call vote

Associated Press

DENVER — Hillary Rodham Clinton and Barack Obama agreed Monday to limit a divisive roll call for president, giving delegates a brief but historic choice between a black man and white woman.

The deal would allow some states to cast votes for both Obama and Clinton before ending the roll call in acclamation for the Illinois senator. Clinton herself may cut off the vote and recommend unanimous nomination of Obama, according to Democratic officials involved in the negotiations. They discussed the deal on condition of anonymity while details were being finalized.

Some Clinton delegates said they were not interested in a compromise, raising the prospect of floor demonstrations that would underscore the split between Obama and Clinton Democrats.

"I don't care what she says," said Mary Boegers, a Maryland delegate who wants to cast a vote for Clinton.

As part of the deal, Obama and Clinton activists teamed up and circulated three

petitions on the convention floor Monday night — supporting Clinton, Obama and vice presidential candidate Joe Biden. Each needed 300 signatures to be nominated.

The dealmaking indicates the divided nature of the party. Obama does not have full control over a convention that includes many delegates who are enthusiastic Clinton supporters. But both senators have an incentive to help make peace between their opposing sides — Obama so he'll have their backing in November and Clinton so she'll be well positioned for a future run.

Clinton herself said she wouldn't tell her backers how to vote, but she told them she would cast her own vote for Obama.

"We were not all on the same side as Democrats, but we are now," she said.

Kathleen Kennedy Townsend, the eldest child of the late Robert F. Kennedy and a former lieutenant governor of Maryland, said the animosity that some Clinton delegates feel toward Obama "is getting worse."



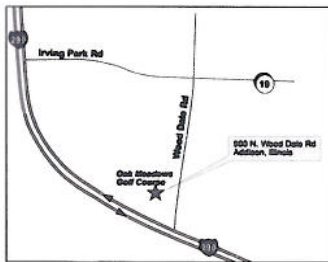
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Illinois needs change — from Dems

As Illinois Democrats gather 600 miles away in Denver for the Democrat National Convention, few of their references in Monday's speeches and program focused on accomplishments in their home state. Surprised? You shouldn't be.

While the theme at the Democrat National Convention is on change, it is hard to argue that there is a state in the union that needs change more than Illinois.

Over the last six years, Democrats in Illinois, led by Gov. Rod Blagojevich, Speaker Michael Madigan and Senate President Emil Jones have increased state spending by \$9 billion, ballooned our state debt to over \$100 billion and raised taxes and fees on employers and families across the state.

The result of Democrat leadership has created a state that is fractured, crumbling and out-of-work.

Communities in Cook County are seeking to secede from their home counties because they believe they are being taxed without

A Republican's view



Tom Cross

representation.

Our state infrastructure, like roads, hospitals and schools, is crumbling because Statehouse

Democrats cannot agree on a plan to access the billions in federal funds waiting to be used in Illinois.

And recent unemployment figures demonstrate that the Democrats' job-crushing taxes and fees have produced over 400,000 unemployed Illinoisans.

The priorities of the Democrat Party in Illinois are not the priorities of the families of Illinois.

During just the last 60 days of legislative session, Democrats have advanced pay raises for themselves and Rod Blagojevich, introduced a measure to double the income tax on families and produced a budget that was unbalanced

by over \$2 billion. This is a record of dysfunction and disappointment.

All the while, the issues important to Illinois families are ignored. Over the last six years, here is what hasn't been accomplished:

- No ethics reform
- No education funding reform
- No major property tax relief
- No job creation legislation
- No state construction program

The list goes on and on, but I know we all understand the problem. We see it every day in the form of the nation's highest sales tax, rising gas prices, skyrocketing property tax bills and pot-holed roads. The evidence of dysfunction is apparent everywhere.

Politics is by its nature divisive, but after watching some of the speeches Monday night, there is one common thread that binds Republicans with Democrats in Illinois — we need change.

• Tom Cross, an Oswego Republican, is Illinois House Minority Leader.

Cindy McCain to visit distressed Georgia

Associated Press

SACRAMENTO, Calif. — John McCain told a crowd at a fundraiser his wife is on her way to Georgia, an announcement coming hours before Barack Obama's wife made a high-profile speech at the Democratic convention.

McCain told a crowd his wife, Cindy, was to accompany him on the California swing and he apologized for her absence.

"Cindy is not here today and I'm sorry she's not," said McCain. "She's on her way to the little country of Georgia."

McCain has been a staunch supporter of Georgia in that nation's clash with Russia, and sending his wife there underscores his commitment. It also could deflect attention from Michelle Obama's convention speech in Denver as the Obama campaign seeks to



Republican presidential candidate Sen. John McCain, right, boards a plane with Puerto Rican reggaeton star Daddy Yankee in Phoenix on Monday. The entertainer endorsed McCain.

introduce the family to voters. In his speech to the fundraiser, McCain didn't mention Mrs. Obama's speech, but did give the 500 people attending the event something of a history lesson. "Georgia was one

of the first Christian nations," McCain said. "Georgia, back in the Third Century, the king of Georgia converted to Christianity. You see churches there that date back to the Fourth and Fifth Century."

SECTION 2

Meeting Attendance

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Public Meeting #2 September 3, 2008

Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
Paul Blund	179 ROSE	BENSENVILLE		<input type="checkbox"/>
Roy Syle	392 N Cedar	WOOD DALE, IL 60191		<input checked="" type="checkbox"/>
Fred Schroeder	9575 W. Higgins Suite 400	ROOSEVELT, IL 60018		<input type="checkbox"/>
UMA WOLK	221 JEFFERSON	NAPERVILLE, IL		<input checked="" type="checkbox"/>
WIKI CANNON	5 W. Travis Ave	BENSENVILLE, IL		<input type="checkbox"/>
DAN SHAWKE	271 ROBIN LN.	WOOD DALE, IL	DANSHAWKE@YAHOO.COM	<input checked="" type="checkbox"/>
HARVEY SPEDDEN	401 N. WALNUT	WOOD DALE, IL	AIDRAW@COMCAST.NET	<input checked="" type="checkbox"/>
R. Bergman	P.O. BOX 906	Franklin Ave	Franklin.park.il@gmail.com	<input checked="" type="checkbox"/>
Paul Bobby	200. W. Monroe	Chicago, IL	paul.bobby@stvinc.com	<input type="checkbox"/>
George Martix	465 W. Dominion Dr #1502	Wood Dale IL		<input checked="" type="checkbox"/>
GERHARD KALLUS	135 N. CENTER ST.	BENSENVILLE		<input type="checkbox"/>
THERESA YANUSKIS	312 GLORIA JEAN DR	BENSENVILLE		<input type="checkbox"/>
PAUL FLOOD	9933 ROOSEVELT RD	WESSEX, IL	pauflood@comcast.com	<input type="checkbox"/>
ROBERT KASIRAK	366 DUNLAP ST	WOOD DALE 60191		<input type="checkbox"/>
RAY BASSO	224 PAMELA DR.	BENSENVILLE		<input checked="" type="checkbox"/>
FRANK CANDRE	233 S CENTER	BENSENVILLE		<input checked="" type="checkbox"/>
JANIS CANDRE	233 S CENTER	BENSENVILLE	JANISCANDRE@AOL.COM	<input checked="" type="checkbox"/>



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September 3, 2008**

Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
Art MacKask	22 W. BELMONT	BEANSVILLE IN	ART@SBCGLOBSOL.VNET	<input type="checkbox"/>
Tom Thompson	215 W. IRVING PK	Bensenville	TATSR@ThompsonAssociates.com	<input type="checkbox"/>
TK Thompson	"	"	TAT@ThompsonAssociates.com	<input type="checkbox"/>
Dave Kneip	1031 Lincoln St	Elkhart IN		<input checked="" type="checkbox"/>
AL MAETKA	221 N. Addison Road	WOOD Dale	almae@meritech.net	<input type="checkbox"/>
Tom James	865 Hillside	Bensenville IL		<input type="checkbox"/>
Jeff Mennys Corp	404 N W 126th Rd	Wood Dale IL 60191	jmmennys@comcast.net	<input checked="" type="checkbox"/>
JEN EBEL, CITY OF NAPERVILLE			ebeljen@naperville.il.us	<input type="checkbox"/>
Bob ZAJA	400 N. ELWOOD	WOODDALE IL		<input type="checkbox"/>
Tom Murski	126 N Addison	Bensenville		<input checked="" type="checkbox"/>
Ted Georgey Pook Corp	67 W Washington	Chicago IL 60602		<input type="checkbox"/>
AL HORTON	1009 DOLORES DR	BENSENVILLE		<input type="checkbox"/>
K. Kavelin	135 N Center St	Bensenville		<input type="checkbox"/>
JK Mueh	312 Glenview Ave	Bensenville		<input type="checkbox"/>
J Rodriguez	175 S Moson	Bensenville		<input type="checkbox"/>
J Brontec	334 Benson	Bensenville		<input type="checkbox"/>
Tom Barber	344 Timberline Dr	Old Brook	Ferryden@T.com	<input type="checkbox"/>

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Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
① Railway Supply Store Susan Sjogren	805 Wolf Lane	Bensenville 60154	pat.jacobs@rsi.com	<input checked="" type="checkbox"/>
LARSEN ENTERPRISE	700 LARSEN LANE	BENSENVILLE	LEXCO@DLS.NET	<input checked="" type="checkbox"/>
Elaine Schwitzer	19W130 Thorndale	Itasca	STASCA ELAINE	<input checked="" type="checkbox"/>
Harold "D"	"	"		<input type="checkbox"/>
Joe Lynch	527 W. GREEN	Bens		<input type="checkbox"/>
K. L. Sultz	1808 SW. F DR	Oak Brook 60057	Ksultz@Comcast.net	<input checked="" type="checkbox"/>
M Makowicki	457 S. ELLIS	Bensenville		<input type="checkbox"/>
B. Glowacz	353 WOOD	Bensenville		<input type="checkbox"/>
C. M. CUTCHEAV	279 S ADDISON ST	BENSENVILLE		<input type="checkbox"/>
N. Moniewski	1206 ITASCA ST.	BENS		<input checked="" type="checkbox"/>
E. Payne	1001 REPUBLIC	ADDISON		<input type="checkbox"/>
A. ROELSCH	381 S. JUPSON	BENS		<input checked="" type="checkbox"/>
Tom Cuartan			Tomcuartan@hotmail.com	<input type="checkbox"/>
JOE KREBSL	374 ITASCA ST.	WOOD DALE	AKREBS@AOL.COM	<input checked="" type="checkbox"/>
JIM JOHNSON	12 S. CENTER	BENSENVILLE	Johnson@benseville.il.us	<input type="checkbox"/>
Patricia Stoll	145 South Cedar	Wood Dale		<input type="checkbox"/>

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Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
J. Cunningham	103 W CENTER	BENSONVILLE		<input checked="" type="checkbox"/>
W. LAURIDGEN	4241 BRIAR LN	BENSONVILLE		<input checked="" type="checkbox"/>
CHIVILLO	809 201st	Bens. VIll		<input checked="" type="checkbox"/>
K. GRUNER	805 JOHN ST	BENSONVILLE		<input checked="" type="checkbox"/>
B. GRUNER	805 JOHN ST	BENSONVILLE		<input checked="" type="checkbox"/>
P. Johnson	243 So. Church Rd	Bensonville		<input type="checkbox"/>
Dan Wennerholm	201 S. Bloomingdale Rd.	Bloomg Dale 60108		<input type="checkbox"/>
Joe Dalgaard	398 HAWATHA TRAIL	WOODDALE		<input checked="" type="checkbox"/>
Ken Johnson	191 W Irving	Wood Dale		<input type="checkbox"/>
ART HOGAN	712 ST JOHNS PL	ADDISON		<input checked="" type="checkbox"/>
BARBARA P. HAVER	4303 ATLANTIC AVE	SCHILLER PK		<input checked="" type="checkbox"/>
CARL W. HAENNICKE	467 E. HAWATHA TR UNIT 305	WOODDALE		<input checked="" type="checkbox"/>
Nick + Jill Jensen	226 Blackburnville	Bensonville		<input checked="" type="checkbox"/>
De Montgomerie	429 May	"		<input type="checkbox"/>
Richard Budnik	462 So. Larson	Bensonville		<input type="checkbox"/>
Steve Budnik	500 N SIRICE	Bensonville		<input type="checkbox"/>
Stacy Uerdinger		Bensonville		<input type="checkbox"/>

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Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
Deine Cunningham	103 N Center	Bena		<input type="checkbox"/>
Al Riedel	16 W 701 White Pine	Bensenville IL 60106		<input checked="" type="checkbox"/>
A. Seaton	8678 ROSSIGNOL ^{600 CARSON} LANE	AMITA LILLET IL	ASCOM@BARUSSO.COM	<input type="checkbox"/>
Ken Newman	756 George St.	Bensenville IL		<input type="checkbox"/>
Hollie Pierce	1000 W. JESSIE	Bensenville	pierce@bensenville.org	<input type="checkbox"/>
BRIAN FAIRWOOD	1051 Perimeter Dr Ste 102 S	Schaumburg IL 60173		<input type="checkbox"/>
DON BRANT	430 S. CENTER	BENSENVILLE		<input checked="" type="checkbox"/>
Richard Hoffert	320 Norman St	Des Plaines 60016		<input checked="" type="checkbox"/>
WESLEY EBY	6911 MAGNOLIA ST	HANOVER PARK		<input type="checkbox"/>
Melissa Spill	145 S. Cedar	Wood Dale		<input type="checkbox"/>
DAN MCGUIRE	905 Glendale St.	Bensenville		<input type="checkbox"/>
LINDA PETERSON	422 E. WASHINGTON ST	BENSENVILLE		<input checked="" type="checkbox"/>
Jamie Kurl	248 Jacquelyn Dr.	Bensenville, IL		<input type="checkbox"/>
JERRY + DENISE CIAMBER	110 ARCYLE ST	BENSENVILLE		<input type="checkbox"/>
TOM PONSOT	33 S. ARLINGTON HTS RD	ARL HEIGHTS, IL	tponsot@yahoo.com	<input type="checkbox"/>
EVA BUEHNER	580 N. SPRUCE	BENSENVILLE, IL		<input type="checkbox"/>
RUTH M. GOLDEN	325 S. YORK #509	"	RUGOLDEN55@AOL.COM e 017	<input checked="" type="checkbox"/>

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JOHN WILHELM	807 S. CENTEL	SENSENVILLE 60106	11111xpt@comcast.net	<input checked="" type="checkbox"/>
John Yohse	262 Wildspring Ct.	Itasca		<input type="checkbox"/>
Kristin Knud, Chicago Land Chamber		Chicago IL	kknud@chicago.landchamber.org	<input checked="" type="checkbox"/>
KEVIN BARR, VILLAGE OF SENSIVILLE PARK	9526 W. IRVING PARK RD.	SENSIVILLE PARK IL 60176	KBARR@VILLAGEOFSENSIVILLE.IL.GOV	<input type="checkbox"/>
Joe McPannan	523 Monarch Ln.	ADDISON, IL 60101	THE McPANNANS 523@ATT.NET	<input type="checkbox"/>
Tom Seranko	701 Thorndale Ave	Bensenville IL 60106	tom@seranko.com	<input checked="" type="checkbox"/>
Marie Turack	1046 S YORK	Bensenville		<input checked="" type="checkbox"/>
Rep Vinyard	508 Meyer Rd	96		<input type="checkbox"/>
Rini Schoppe	314 E. Jefferson	Bensenville, IL	Schoppe@bdc.com	<input checked="" type="checkbox"/>
Johanna Newman	756 George St	Bensenville	johnnewman105@yahoo.com	<input checked="" type="checkbox"/>
David Metz		MO. IL	dmetz@mtsonor.com	<input type="checkbox"/>
JIM DERRIT	560 N. YORK RD	BENSENVILLE		<input type="checkbox"/>
Brian Smith	303 E. East Wacker Dr. Suite 600	Chicago IL 60601	brian.smith@ctc.com	<input type="checkbox"/>
Alice Plutz	1051 So Center	Bensenville		<input checked="" type="checkbox"/>
LANCE PETERMAN, HDR	8550 W. Bryn Mawr Ave Suite 900	Chicago IL 60631	Lance.Peterman@hdrinc.com	<input checked="" type="checkbox"/>
PAUL & NORMA VON DACHEN	1307 W. Cumberland Cir	ELK GROVE VILLAGE, ILL 60007		<input type="checkbox"/>
MR + MRS ORVILLE RUDD	1259 SPRUCE	BENSENVILLE 60106		<input type="checkbox"/>



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G. Schultz	537 W. Green St	Bensenville IL 60106	---	<input type="checkbox"/>
John Ellis - OMF	10510 W. 2 nd & Mike R.	Chicago, IL 60666	---	<input type="checkbox"/>
George Wagner	304 E Pine Ave	Bensenville IL	---	<input type="checkbox"/>
M. Diener	10559 Marina St	Melrose Park IL 60164	---	<input type="checkbox"/>
W. Baronek	500 S. Annandale Dr	Cake in the Hills IL 60156	---	<input type="checkbox"/>
S. Kascienack	366 DONAY ST	WOOD DALE	---	<input type="checkbox"/>
John Edgar Franklin Park	9500 Belmont	Franklin Park IL	---	<input type="checkbox"/>
Jane Johns - Village of Schaumburg	101 Schaumburg Ct Schaumburg, IL	Schaumburg IL	---	<input type="checkbox"/>
Jesus YBARCA	100 W ROOSEVELT	BENSENVILLE, IL	---	<input type="checkbox"/>
John Lopez	421 N. County Farm Rd	Wheaton, IL	jlope@duygeco.org	<input type="checkbox"/>
RICHARD P. HANCOCK	1812 CLEVERLY	IL 60187	---	<input type="checkbox"/>
David Tomzick	550 W ALGONQUIN	ARLINGTON Hts 60005	---	<input type="checkbox"/>
Scott Steyer	102 V ANDRUSE	Bensenville IL	---	<input type="checkbox"/>
John Adamowski	813 River Forest Pt	Bensenville, IL 60106	---	<input type="checkbox"/>
Linda Dickson	125. Center St.	Bensenville IL 60106	---	<input type="checkbox"/>
Maureen O'Malley	71424 Linden	Medinah 60157	---	<input type="checkbox"/>

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Nancy Bulice	257 E Windsor	Wood Dale IL 60191		<input type="checkbox"/>
Atari Study Steel	449 W. 1st	Stuart, FL 60142		<input checked="" type="checkbox"/>
Sharon Duplain	827 BLENWOOD DR	PEW. 60106		<input type="checkbox"/>
STATE SENATOR CAROLE	PANKAW ONE TIFFANY POINTE	SITE G, BLOOMINGDALE, ILL 60108		<input type="checkbox"/>
Beth Hynes	Village of Bensenville			<input type="checkbox"/>
Bill Ewers	189 Fonerich Dr	ADDISON, IL		<input type="checkbox"/>
LORRAINE HALLADAY	210 BARRAN	BENSENVILLE		<input checked="" type="checkbox"/>
CAROLYN DANT	770 JOHN STREET	BENSENVILLE		<input checked="" type="checkbox"/>
LEE A. SKIPKYS	260 S. Addison St	BENSENVILLE 60106		<input checked="" type="checkbox"/>
Robert Kaskas	202 S. MAY ST	Bensville 60106		<input type="checkbox"/>
Kama Dobbbs	1220 Oakbrook Rd	Delbrook IL 60523	kdobbbs@aol.com	<input type="checkbox"/>
TOM KUBICA	177 S. YORK ROAD	BENSENVILLE 60106		<input checked="" type="checkbox"/>
Rhonda Anderson	231 S. Mason	Bensenville	rhonda.72511@sbeglobel.net	<input type="checkbox"/>
Jeff Snyder	1901 Albany CT	Elk Grove Vly 60007	snyder.jeff@west.net	<input checked="" type="checkbox"/>
TONY FANFETTI	129 W BELMONT AVE	BENSENVILLE		<input type="checkbox"/>
MARYANN WAGNER	43 Wildwood Rd	ELK GROVE		<input type="checkbox"/>
Tail Homs	46 Diecks St	Bensenville		<input type="checkbox"/>



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BOB LEVITSKY	135 HILLTOP DR	SCARSDALE NY		<input type="checkbox"/>
James Pirtich	1014 S. Addison St	Bensenville		<input type="checkbox"/>
Pety Wagner	43 Wilburton Rd	Elk Grove		<input type="checkbox"/>
JIM WEBSTER	17 W 251 BYRON	BENSENVILLE, IL		<input type="checkbox"/>
FRAN WHITE	325 S. BARRON	BENSENVILLE ⁶⁰¹⁰⁶ IL		<input type="checkbox"/>
Joan Dunne-Trot	16 W 683 3rd Ave	Bensenville IL		<input type="checkbox"/>
Tom O'MALLEY	1006 E IRVING	ITASCA IL		<input type="checkbox"/>
Gary Meinh	800 421 Alasen	B-v. IL		<input type="checkbox"/>
JOE MEZNARGIL	3111 N. LAPORTE	MELROSE PARK ILL		<input type="checkbox"/>
Bill Palatz	1022 E. Devon Ave	Boltell, FL 60103		<input type="checkbox"/>
JOAN MARES	255 S. CENTER	Bensenville IL 60106		<input type="checkbox"/>
Don Scawster	814 BENTWOOD DR	Bens		<input type="checkbox"/>
MIKE O'BRIEN	252 JUDSON	Bensenville 60106		<input type="checkbox"/>
ROSEMARY MORRIS	209 S. MADISON	Bensenville		<input type="checkbox"/>
DAVE KEATOR	581 JOHN	Bensenville		<input type="checkbox"/>
MIKE MORRIS	807 WILLOW CT	ITASCA		<input type="checkbox"/>
MARY MORRIS	807 WILLOW CT	ITASCA		<input type="checkbox"/>

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STEVE BITTINGER	SUBURBAN LIFE NEWS.	DOWNERS GROVE	MY SUBURBAN LIFE.COM	<input type="checkbox"/>
DAVE Bayles	RPG-	Chicago, IL		<input type="checkbox"/>
Jany John	770 John Street	Bensenville, IL 60106	ntechicage@gmail.com	<input type="checkbox"/>
DAVE WILLIAMS	Index of Itasca		admin@itascanews.com	<input type="checkbox"/>
Scott Frank	341 E. CREST AVE	BENSENVILLE IL		<input type="checkbox"/>
STEW ZIMA	230 Poppy Ln	BENSENVILLE		<input type="checkbox"/>
MELROY ZIMMERMAN	836 Windsor Ln	ADIRISCO 60106	JZDOCK@GMAIL.COM	<input type="checkbox"/>
Jim + Judy Pichler	16 W. Irving Park Rd	Bensenville, IL		<input type="checkbox"/>
DALE DOLEZIL	120 S. SPARK AVE #101	WOODDALE, IL 60191	DALEAD@AOL.COM	<input type="checkbox"/>
Joe Pisano	910 Brentwood Dr.	Bensenville, IL 60106	joseph.pisano@comcast.net	<input checked="" type="checkbox"/>
Laurie Charbonneau	4N602 Ridgewood	Bens, IL 60106		<input type="checkbox"/>
Tony Charbonneau	4N602 Ridgewood	Bens, IL 60106		<input type="checkbox"/>
Beverly Sykes	287 N. Addison Rd	Wood Dale 60191		<input type="checkbox"/>
Linda Pisano	910 Brentwood	Bensenville 60106	Pisano910@comcast.net	<input checked="" type="checkbox"/>
GUY FILIPPELLI	601 DIANA CT.	BENSENVILLE 60106		<input type="checkbox"/>
Mami Ryke	Daily Herald			<input type="checkbox"/>
John Kos	421 Conby Farm Rd	Wheaton		<input type="checkbox"/>



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Sue Krzynski	4NS24 BREWEN	BENSENVILLE	SUZANNAKRYNSKI@AOL.COM	<input checked="" type="checkbox"/>
K.R. Overstreet	16W693-3rd Ave	Bensenville		<input checked="" type="checkbox"/>
MICHAEL KIRCHHOFF	124 E. Memorial Drive	BENSENVILLE		<input checked="" type="checkbox"/>
RICH JOHNSON	243 S CURRY RD	BENSENVILLE		<input type="checkbox"/>
JOHNSCHNITZER	814 BRENTWOOD DR	BENSENVILLE	MCSS@HOTMAIL.COM	<input checked="" type="checkbox"/>
JACK BARBA	354 MASON	Bville	N/A	<input type="checkbox"/>
Ross Anderson	9004 Kennedy Dr.	Des Plaines	randerson@bandwidth.com	<input type="checkbox"/>
Thomas Stiebold	4NS24 Pine Grove	BENSENVILLE	thareab@aol.com	<input type="checkbox"/>
RICH SCHIEHLORN	407 GRACE	BENSENVILLE IL 60106		<input type="checkbox"/>
Alice Gorman	19W099 Marino Ct.	Itasca, IL 60143		<input checked="" type="checkbox"/>
Julia Malec	17W048 Center St.	Bensenville, IL 60106		<input type="checkbox"/>
Janis Arquette	196 S. Mason	Bens. IL		<input type="checkbox"/>
Joe Achelle	414 S. Grace	Bensenville		<input type="checkbox"/>
Janine Hendle	414 S. Grace	Bensenville		<input type="checkbox"/>
Trishna Jones	124 E. Memorial	Bensenville		<input checked="" type="checkbox"/>
MARK ALLEN	755 N. Burne Hwy	Bensenville		<input type="checkbox"/>
NANCY BRENN	132 DAVID DR	BENSENVILLE		<input checked="" type="checkbox"/>

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Helen Butts	1015 S. Church Rd	Bensenville IL 60106		<input checked="" type="checkbox"/>
Shirley Steele	449 W. Peirce Rd.	Stasow, IL 60143		<input type="checkbox"/>
Mary G. Stan-Olyend	1314 Cumberland C.W.	EGU IL 60007		<input checked="" type="checkbox"/>
Arthur H. Dennis	560 N. York Rd	BENSENVILLE 60106		<input type="checkbox"/>
David Weisinger	457 S. Walnut St	Bensenville 60106		<input checked="" type="checkbox"/>
Paul Fichtner	325 Prospect	Elmhurst 60126		<input type="checkbox"/>
JAYC		FRK PA 00131		<input type="checkbox"/>
ALAN DE VITO WHITE PINES ASSN	160403 THIRD AVE	BENSENVILLE IL 60106		<input checked="" type="checkbox"/>
ROSS HILL, FPMAC	P.O. Box 504	Wheaton, IL 60189	rhille.dyp@pobox.com	<input type="checkbox"/>
CARLENE LASKERO	202 S MAIN ST	BENSENVILLE IL 60106		<input type="checkbox"/>
Mitch Mataga	30 Kennedy	East Grove IL 60077	mmataga@Aparite.com.net	<input checked="" type="checkbox"/>
Chuck Stenzel	1603 N. Pine Ave	Arlington HTS 60004	cjstenzel@transsystems.com	<input checked="" type="checkbox"/>
STEVEN MARSHALL	VILLAGE OF BENSENVILLE			<input type="checkbox"/>
Gilbert Goodwin	21 W 575 Keyle	Lombard, IL 60148		<input type="checkbox"/>
VINCENT DEMARIA	820 Clover Ridge Ln.	ITASSA 60143	Vincent@Mecor.net	<input checked="" type="checkbox"/>
Nancy Minard	315 Dalewood Ave	Wood Dale, IL	jeeminar@comcast.com	<input checked="" type="checkbox"/>
Quinn McCarley	714 W. Memorial	B. Wile	NO	<input checked="" type="checkbox"/>

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Marian Tralenski	41 E. Belmont	Bensenville, IL		<input type="checkbox"/>
Dan McGuire	905 Glen Dale St	Bensenville, IL 60106		<input checked="" type="checkbox"/>
Karen Pautsch	135 Hilltop Dr	Schaumburg, IL 60193		<input type="checkbox"/>
Rose Reaves	185 S. Judson St	Bensenville		<input type="checkbox"/>
Mignon Dudek	580 E Red Oak St	Bensenville		<input type="checkbox"/>
Allan Anderson	1076 Cernan Ct	EAU 60007	ALSue1076@yahoo.	<input checked="" type="checkbox"/>
WILLIAM EDWARDS	122 BRIDGET CT	BENSENVILLE		<input type="checkbox"/>
David Rafacz	439 S. Judson	"	DOLGRAGA@AOL.COM	<input checked="" type="checkbox"/>
DIANE MARG SCHUBA	255 S. MASON	"		<input type="checkbox"/>
Pennis Lehura	260 S. Mason	Bensenville		<input type="checkbox"/>
ARTHUR BROWN	140 S. WOODDALE	WOOD DALE		<input type="checkbox"/>
MARY ANN BRADBECK	1349 IROQUOIS LN.	BENSENVILLE		<input type="checkbox"/>
Arlene Case	100 W Roosevelt	Bensenville		<input type="checkbox"/>
Town Rasmussen	52 E George St	Bensenville		<input checked="" type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>

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Joseph Minerz	315 Dalewood	Wood Dale		<input type="checkbox"/>
Gloriana Davis	100 E. George	Bensenville		<input type="checkbox"/>
Chris Brooks-Gores	223 S. Miner St	B'ville		<input checked="" type="checkbox"/>
Robert Bousin	435 S Barron	Bensenville		<input checked="" type="checkbox"/>
Rick Morsches	TRANSYSTEMS 1051 PERIMETER SCENARIOS	SCHAUAMBUCK		<input type="checkbox"/>
TERRY JOHANSON	592 GEORGE ST.	WOOD DALE		<input checked="" type="checkbox"/>
HENRY WESSELER	342 BRIAR LAKE	BENSENVILLE		<input checked="" type="checkbox"/>
FRANK BARBEC	1349 IROQUOIS LN.	BENSENVILLE		<input type="checkbox"/>
John Gattuso	321 N. Spurr St.	Bensenville		<input type="checkbox"/>
Mystee Lee	102 N. Center St	Bensenville		<input type="checkbox"/>
BRYAN LYNCH	1502 N. Hays	ILGRO		<input type="checkbox"/>
				<input type="checkbox"/>
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Wally Brown	1308 Gibbs	Danvers, GA 30034		<input checked="" type="checkbox"/>
JOHN MALKE	17W048 CENTER	BENSENVILLE		<input checked="" type="checkbox"/>
JOE RAFACZ	439 S JUDSON	BENSENVILLE		<input checked="" type="checkbox"/>
RUSS JORNS	192 center ^{First Church}	Danvers, VA		<input checked="" type="checkbox"/>
Connie Mueyn	4Nall Pine Grove	Bensenville		<input type="checkbox"/>
RALPH BROOMS	104 OWID DR	Bensenville		<input checked="" type="checkbox"/>
Hank Mandarian	1015 Brookwood St.	Bensenville	hmandarian@bensenville.il.us	<input type="checkbox"/>
Kathy Wassawicz	786 Plentywood Lane	Bensenville	KWassawicz@comcast.net	<input checked="" type="checkbox"/>
MARC WASOWICZ	786 Plentywood Lane	BENSENVILLE		<input type="checkbox"/>
BOB GATCHE	39M E. HIAWATHA TRAIL	WOOD DALE	BOBGATCHE@SBCGLOBALNET	<input checked="" type="checkbox"/>
Barbara Johnson	592 GEORGE ST	WOOD DALE		<input type="checkbox"/>
SABATINO RICH	341 POPPIAR	BENSENVILLE IL		<input type="checkbox"/>
Rose Richetti	122 W Green St	Bville		<input type="checkbox"/>
JOE RICCHETTI	8204 GARDEN ST.	B-VINE		<input type="checkbox"/>
Peter Zucchetto	2200 OROON AVE	Danvers, GA 30034	Danzucchetto@gmail.com	<input type="checkbox"/>
Linda Brantford	915 John St	Bensenville, IL 60106		<input checked="" type="checkbox"/>
				<input type="checkbox"/>



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Rebecca Crocker	640 E Golf Rd	Des Plaines	kara.crocker@ptarmak.com	<input type="checkbox"/>
Joan Morimoto	343 Miner St.	Bensenville		<input type="checkbox"/>
CHRIS SNYDER	455 Carol Gate	Wheaton IL		<input type="checkbox"/>
DELores HOFFMAN	100 W. ROOSEVELT	BENSENVILLE		<input type="checkbox"/>
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SECTION 3

Meeting Materials

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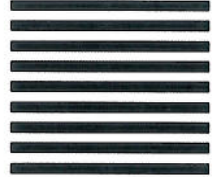
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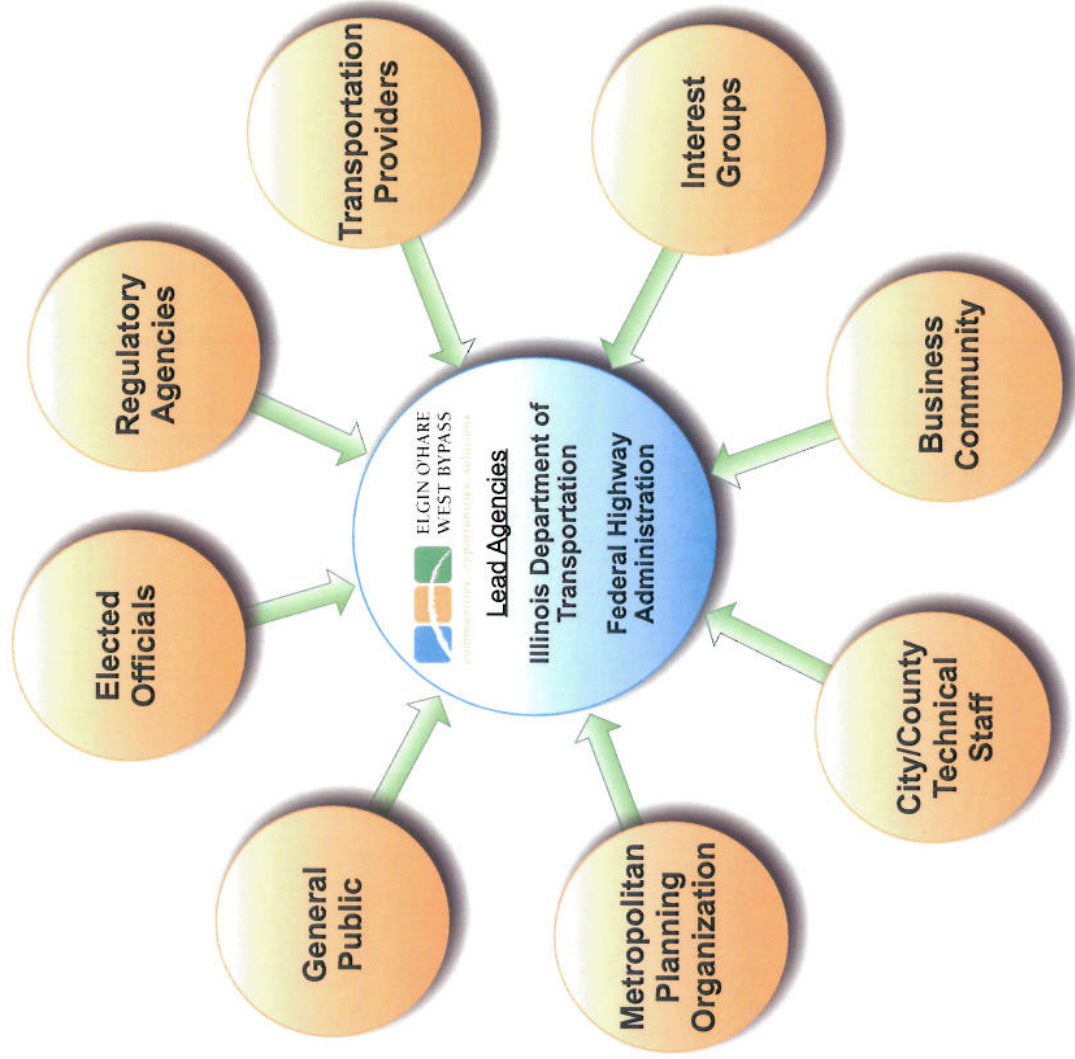
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Who's involved in the study?



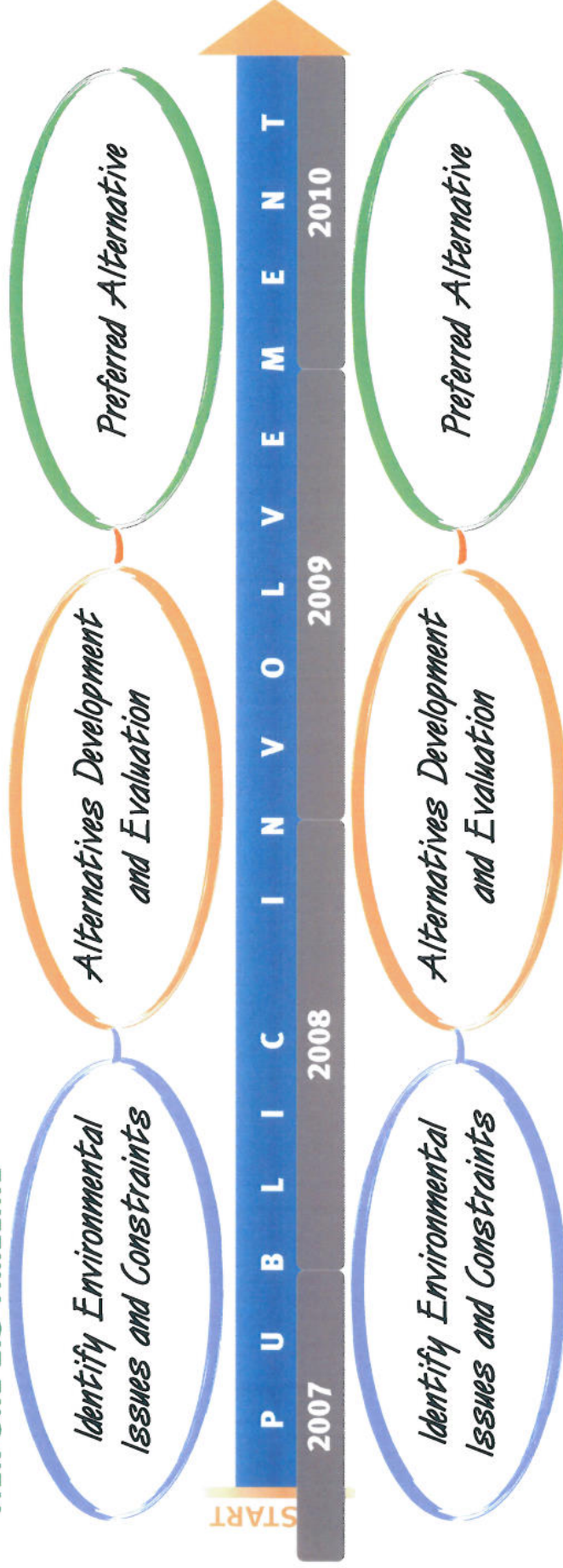


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Project Timeline

TIER ONE EIS TIMELINE



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Context Sensitive Solutions (CSS)

This project will follow IDOT's CSS Policy

What is CSS?

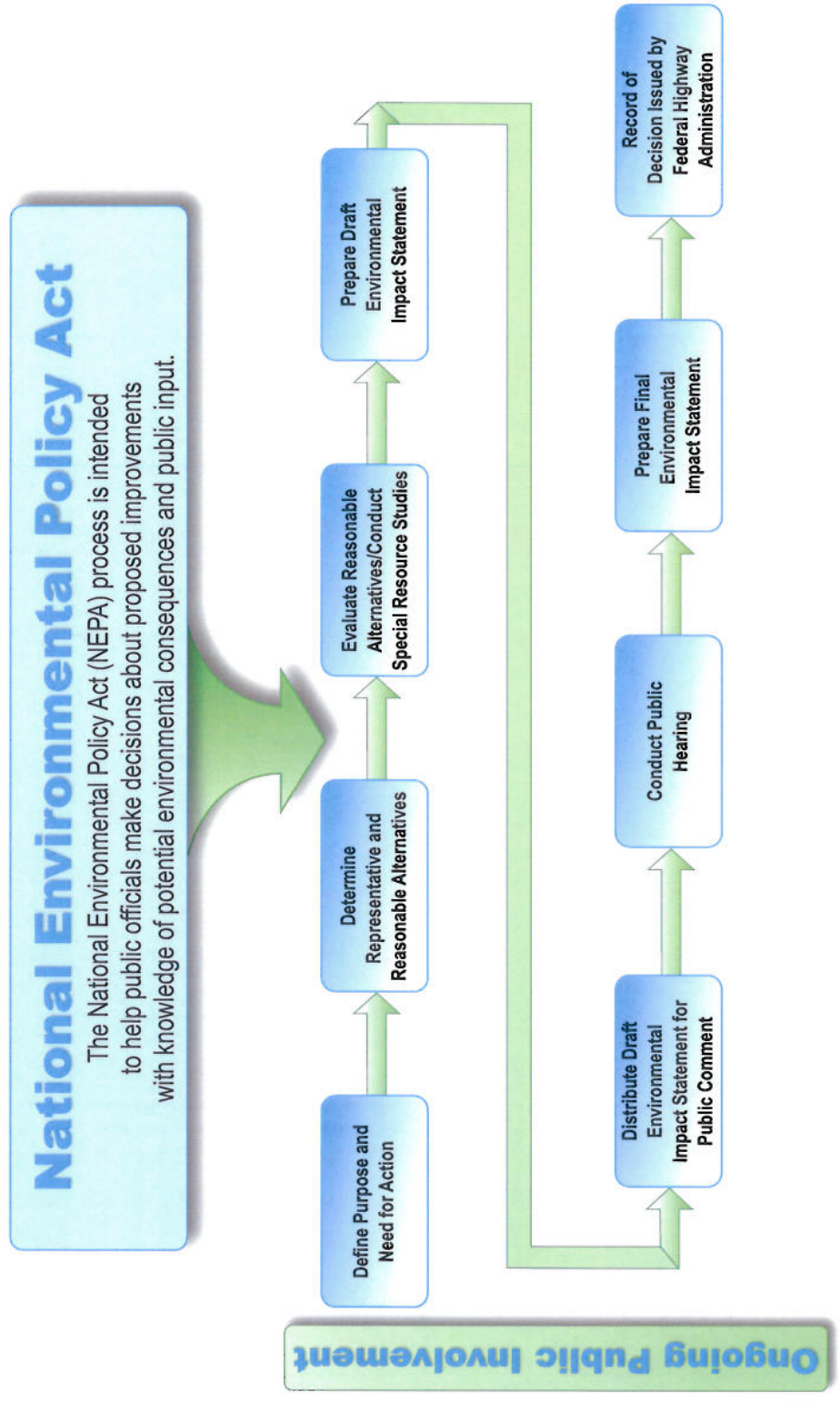
- An approach that involves stakeholders early and often in development of a consensus solution
- An approach that focuses on developing and building projects that reflect the surrounding or "context"
- An approach that focuses both on outcome (design) and process
- An approach that considers various disciplines from the beginning of the project through construction

What is consensus?

"When a majority of the stakeholders agree on a particular issue, while the remainder of stakeholders agrees its input has been heard and duly considered and that the process as a whole was fair."

IDOT and FHWA are responsible for final decisions.

Environmental Impact Statement Process





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Stakeholder Transportation Issues





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Transportation Issues and Project Needs

Transportation Need

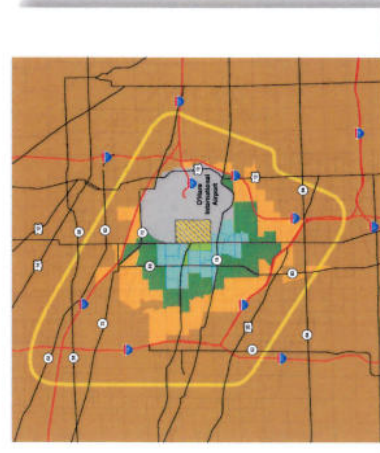
- Improve O'Hare west access

Stakeholder Problem Statement

- Lack of access to O'Hare Airport

Technical Analysis

- Proposed O'Hare West Terminal should have interstate type access
- By 2030, travel times to west terminal will increase by 20%



➤ Improve modal opportunities and connections

➤ Public transportation is not a realistic choice; enhanced service options and improved infrastructure are required

- Currently 4% of all trips in the study area are transit
- By 2030, 5% of trips will be transit
- Ridership is impacted by gaps in service, and service limitations



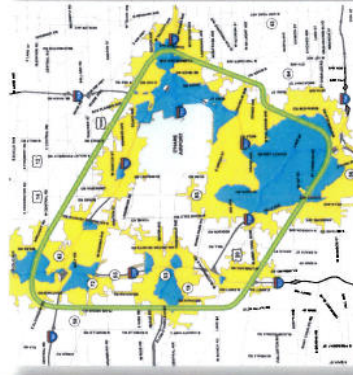


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Transportation Issues and Project Needs

Transportation Need	Stakeholder Problem Statement	Technical Analysis
<ul style="list-style-type: none">➤ Improve local and regional travel	<ul style="list-style-type: none">➤ Congestion on major routes➤ Reduced truck/freight mobility	<ul style="list-style-type: none">➤ Roughly 92% of area roadways are congested➤ By 2030, 94% will be congested (PM peak period).➤ In 2030 congestion on minor arterials will increase by more than 50%
<ul style="list-style-type: none">➤ Improve travel efficiency	<ul style="list-style-type: none">➤ Poor access and connectivity in the study area➤ Travel delays caused by at-grade railroad crossings➤ Transportation management strategies underutilized	<ul style="list-style-type: none">➤ 40% of the area is more than 10 minutes from an interstate➤ Partial interchanges result in poor connections to regional corridors➤ System interchanges operate inefficiently due to the high volumes➤ Freight rail traffic impedes the movement of vehicle traffic



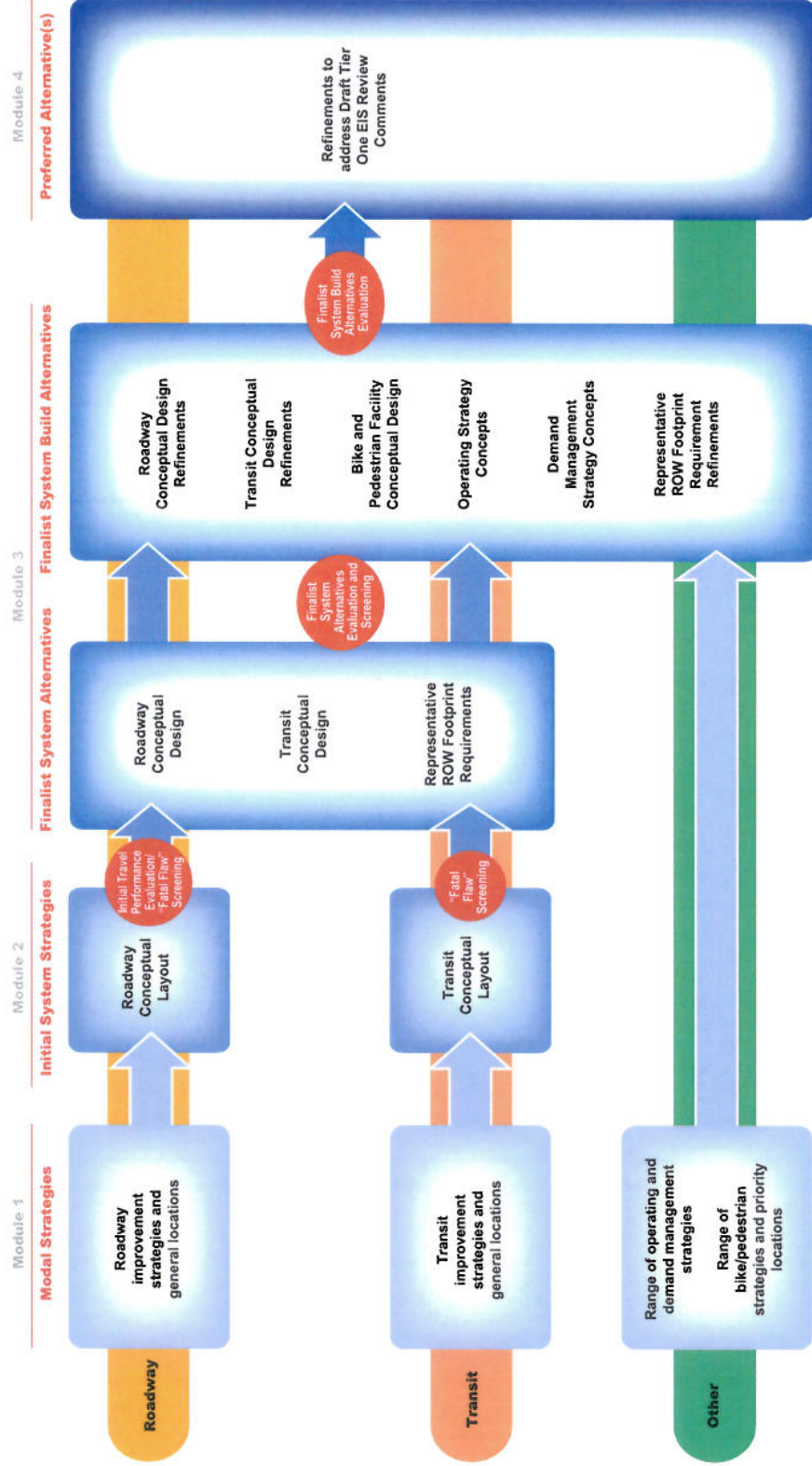
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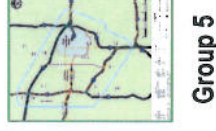
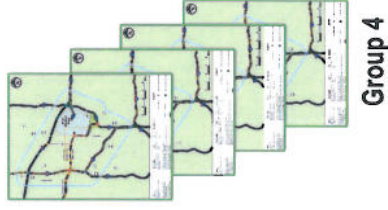
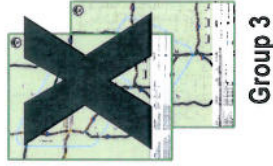
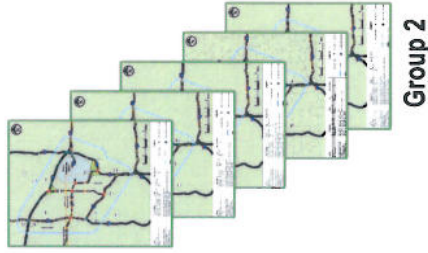
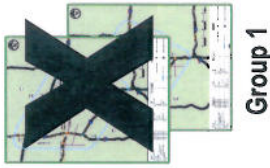
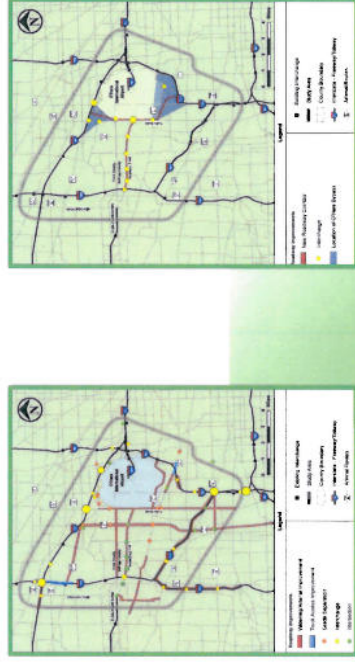
Alternatives Development

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Initial Roadway System Strategies— Purpose and Need Evaluation

**Stakeholder
Input - Suggested
Roadway
Improvements**



**Initial Roadway
System Strategies
Purpose and
Need Screening**

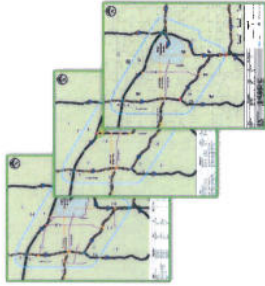


ELGIN O'HARE
WEST BYPASS

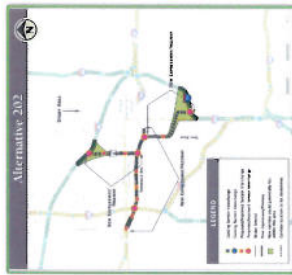
communities. opportunities. solutions.

Remaining Roadway System Strategies

**Environmental/
Social Impact
Screening**



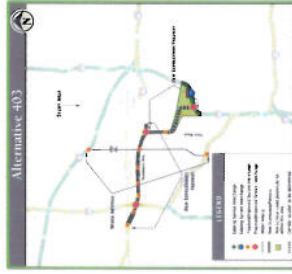
Group 2, Option 1
Group 2, Option 4
Group 2, Option 5
Would result in disproportionate social impacts and were dropped from further consideration.



Strategy 202



Strategy 401



Strategy 403



Strategy 501



Strategy 203



Strategy 402

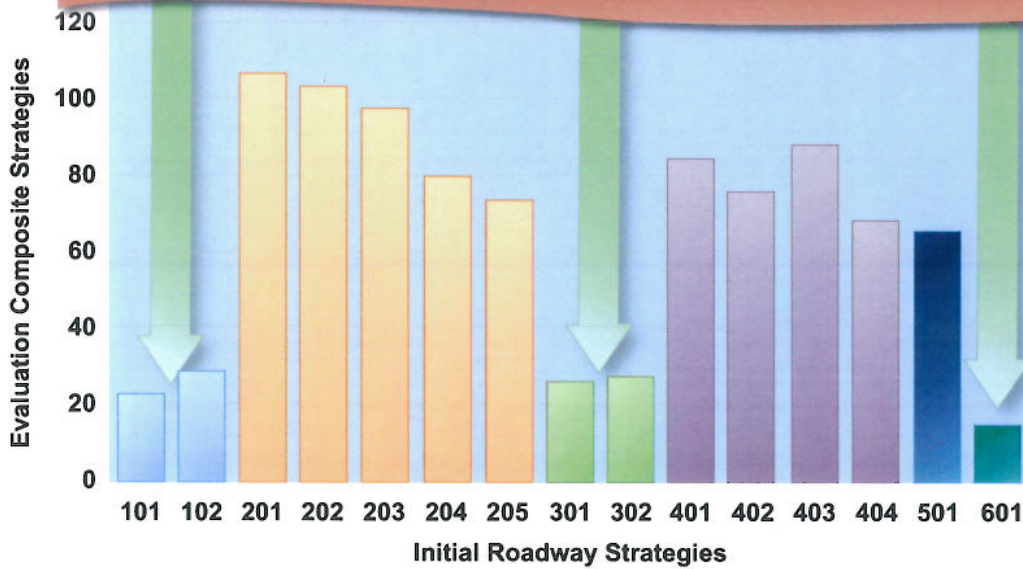


Strategy 404

Initial Roadway Systems Alternatives Evaluation

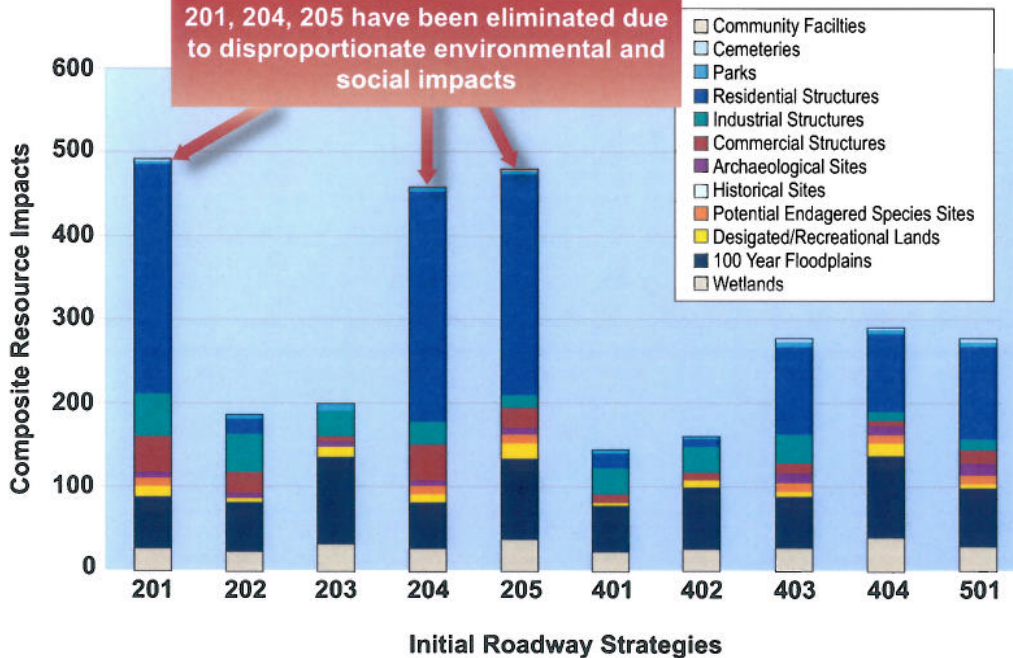
Purpose and Need Evaluation

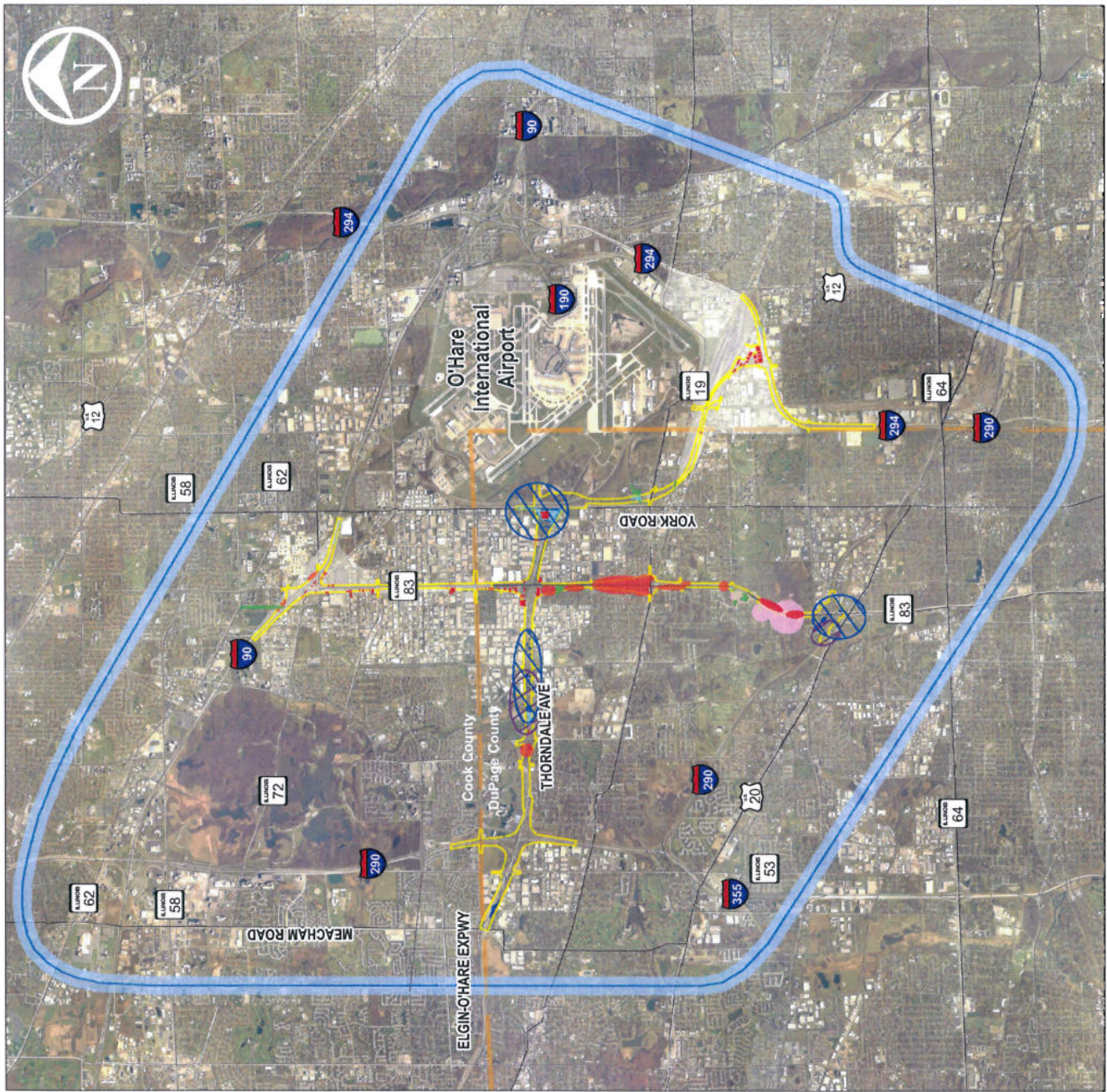
Groups 1, 3, and 6 did not meet the purpose and need, and have been dropped from further consideration



Initial Impacts Evaluation

201, 204, 205 have been eliminated due to disproportionate environmental and social impacts





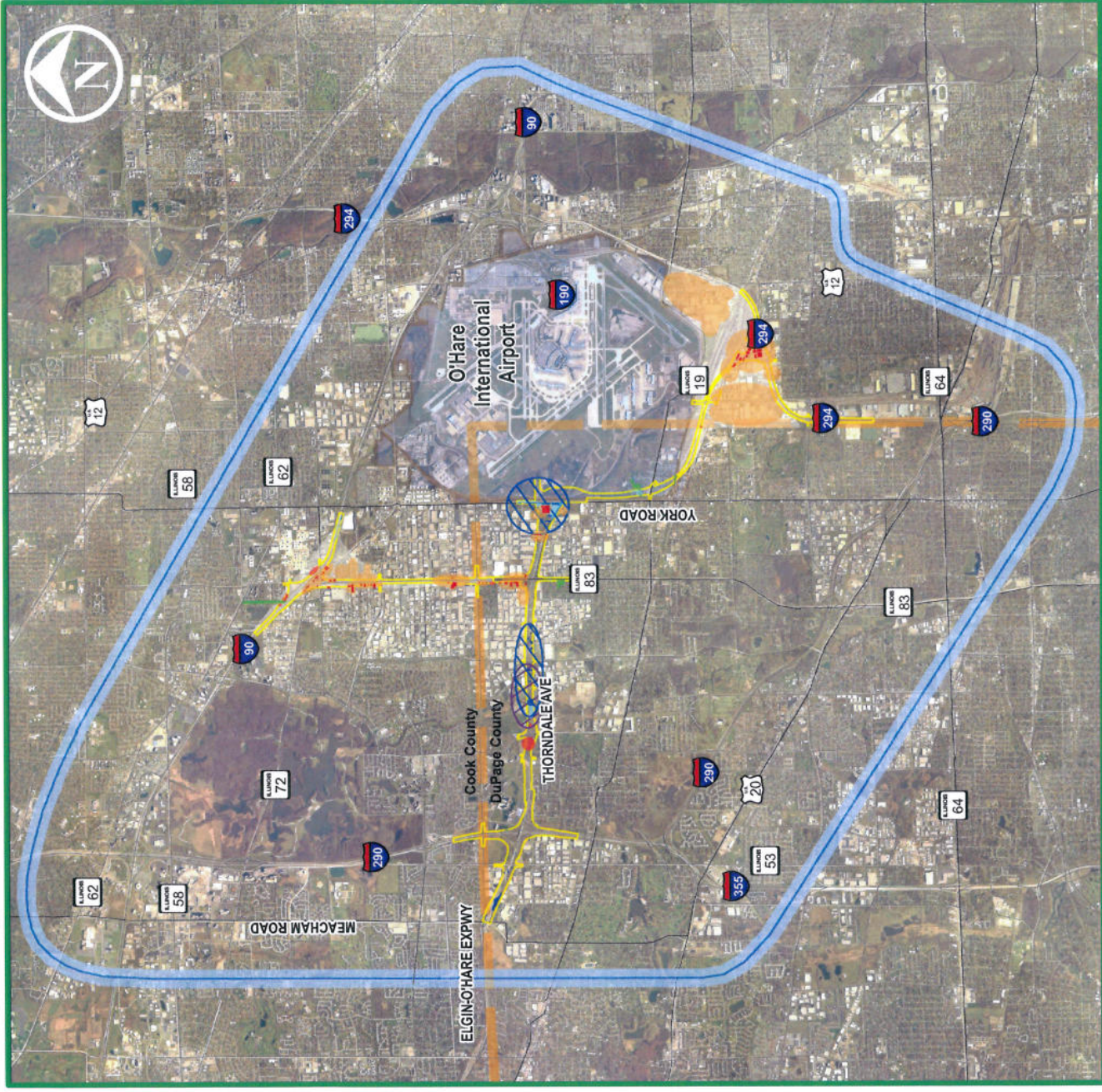
ENVIRONMENTAL IMPACTS	
ACRES OF WETLANDS IMPACTED	27
ACRES OF 100 YR FLOODPLAINS IMPACTED	62
ACRES OF DESIGNATED/CRITICAL LANDS IMPACTED	12
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED	10
NUMBER OF HISTORICAL SITES IMPACTED	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	7
SOCIAL IMPACTS	
NUMBER OF COMMERCIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	43
NUMBER OF INDUSTRIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	50
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	275
TOTAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	368
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	4
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT	0
NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	2

LEGEND

	Residential Displacements		Wetland Regions
	Business Displacements		Wetland Impacts
	Commercial Displacements		100 Year Floodplains
	Industrial Displacements		Designated Lands
	Threatened and Endangered Species 1. Deer (Rabbits) (Rabbit Populations) 2. Boreal Hummock Sedge (Carex Diomedea) 3. American Goldeneye (Goldeneye Populations) 4. Great Scaup (Goldeneye Population)		Archaeological High Probability Sites
	Study Area		County Boundary
			Combined System Strategy Footprint

Name	Description	From	To	No. of Lanes
Elgin-O'Hare	New Center - Expressway	Meacham Rd	W. Terminal	6
Elgin-O'Hare Bypass (South Leg)	New Center - Expressway	Meacham Rd	W. Terminal	6
IL RT 83	New Center - Expressway	1590	1590	6
Meacham Rd/Elgin-O'Hare	Existing Full Service Interchange - Upgrade			
Southwest/Elgin-O'Hare	New Service Interchange - Full Access			
Park Blvd/Elgin-O'Hare	New Service Interchange - Full Access			
Prospect Ave/Elgin-O'Hare	New Service Interchange - Full Access			
Wood Dale Rd/Elgin-O'Hare	New Service Interchange - Full Access			
Elgin-O'Hare/IL RT 19	New System Interchange - Full Access			
IL RT 83/IL RT 19	New System Interchange - Full Access			
IL RT 83/Landmeier Rd	New Service Interchange - Full Access			
IL RT 83/IL RT 19	New Service Interchange - Full Access			
IL RT 83/IL RT 290	Scaling Full Service Interchange - Upgrade to Full System Interchange			
O'Hare Bypass (South Leg)/IL RT 19	New System Interchange - Partial Access			
O'Hare Bypass (South Leg)/IL RT 19	New Service Interchange - Full Access			



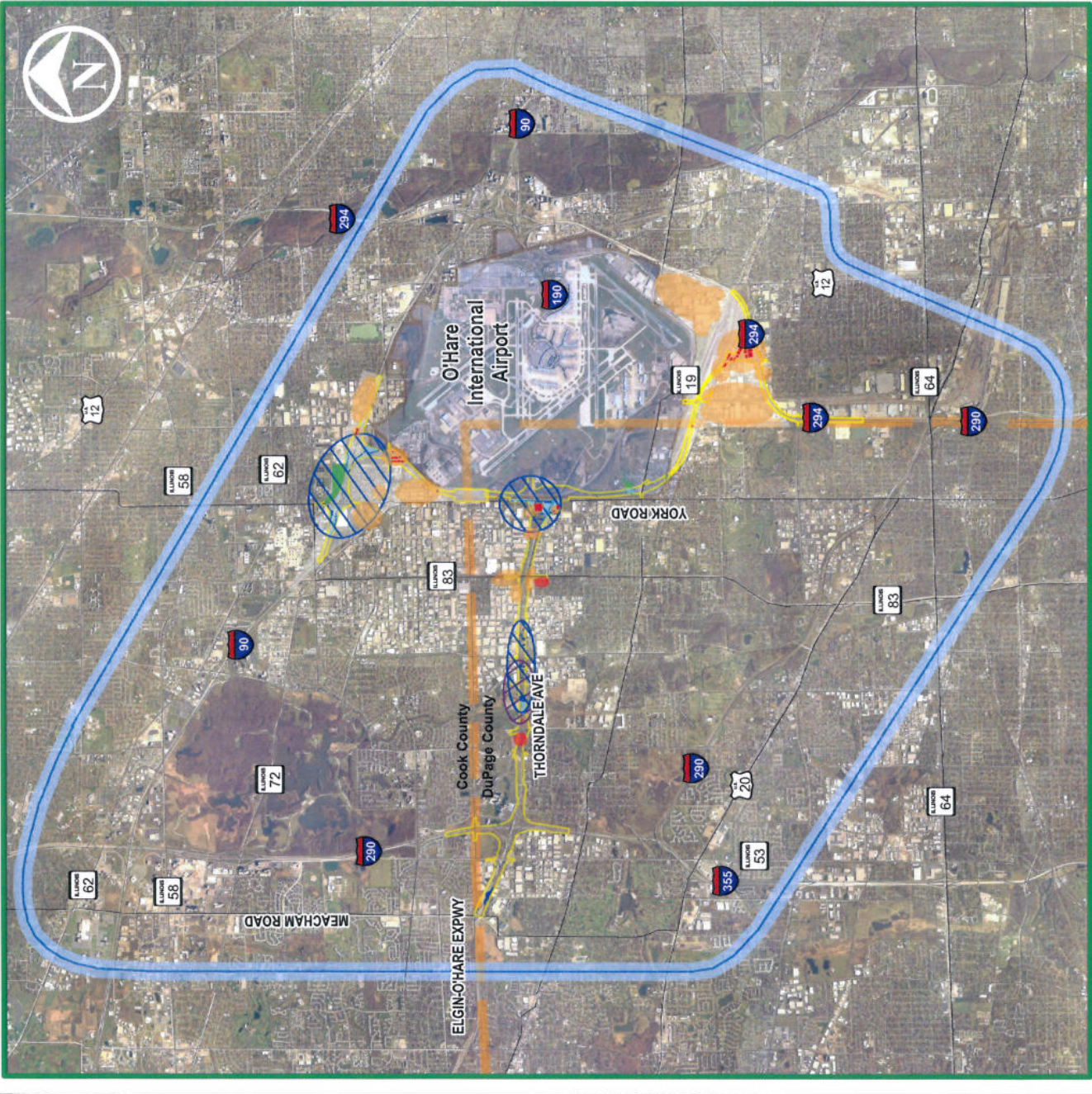


ENVIRONMENTAL IMPACTS	
ACRES OF WETLANDS IMPACTED	23
ACRES OF 100 YR FLOODPLAINS IMPACTED	60
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED	5
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED	0
NUMBER OF HISTORICAL SITES IMPACTED	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	6
SOCIAL IMPACTS	
NUMBER OF COMMERCIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	25
NUMBER OF INDUSTRIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	46
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	17
TOTAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	88
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	5
NUMBER OF GYMNASIUMS IMPACTED BY IMPROVEMENT	0
NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	0

LEGEND

	Residential Displacements		Wetland Regions
	Business Displacements		Wetland Impacts
	Commercial Displacements		100 Year Floodplains
	Industrial Displacements		Designated Lands
	Threatened and Endangered Species		Archaeological High Probability Sites
	1. Dwarf Rapeseed (Rhus Purpurea)		County Boundary
	2. Borne Hummock Sedge (Carex Borreri)		Study Area
	3. Borne Sedge (Carex Borreri)		Combined System Strategy Footprint
	4. Small Sandpiper (Oxyechus Peverelli)		

Name	Description	From	To	No. of Lanes
Elgin-O'Hare	New Corridor - Expressway	Meacham Rd	W. Terminal	6
O'Hare Bypass (South Leg)	New Corridor - Expressway	York Rd	W. Terminal	6
IL 83/83	New Corridor - Expressway	RD	RD	6
Meacham Rd/Elgin-O'Hare	Existing Ltd Service Interchange - Upgrade			
York Rd/O'Hare	New Service Interchange - Full Access			
Thorndale Ave/O'Hare	New Service Interchange - Full Access			
DuPage Ave/O'Hare	New Service Interchange - Full Access			
Wood Dale Rd/Elgin-O'Hare	New Service Interchange - Full Access			
Elgin-O'Hare/O'Hare	New Service Interchange - Full Access			
IL 83/190	New System Interchange - Full Access			
IL 83/Meacham Rd	New Service Interchange - Full Access			
IL 83/O'Hare	New Service Interchange - Full Access			
O'Hare Bypass (South Leg)/IL 83	New Service Interchange - Full Access			
O'Hare Bypass (South Leg)/I-90	New System Interchange - Partial Access			

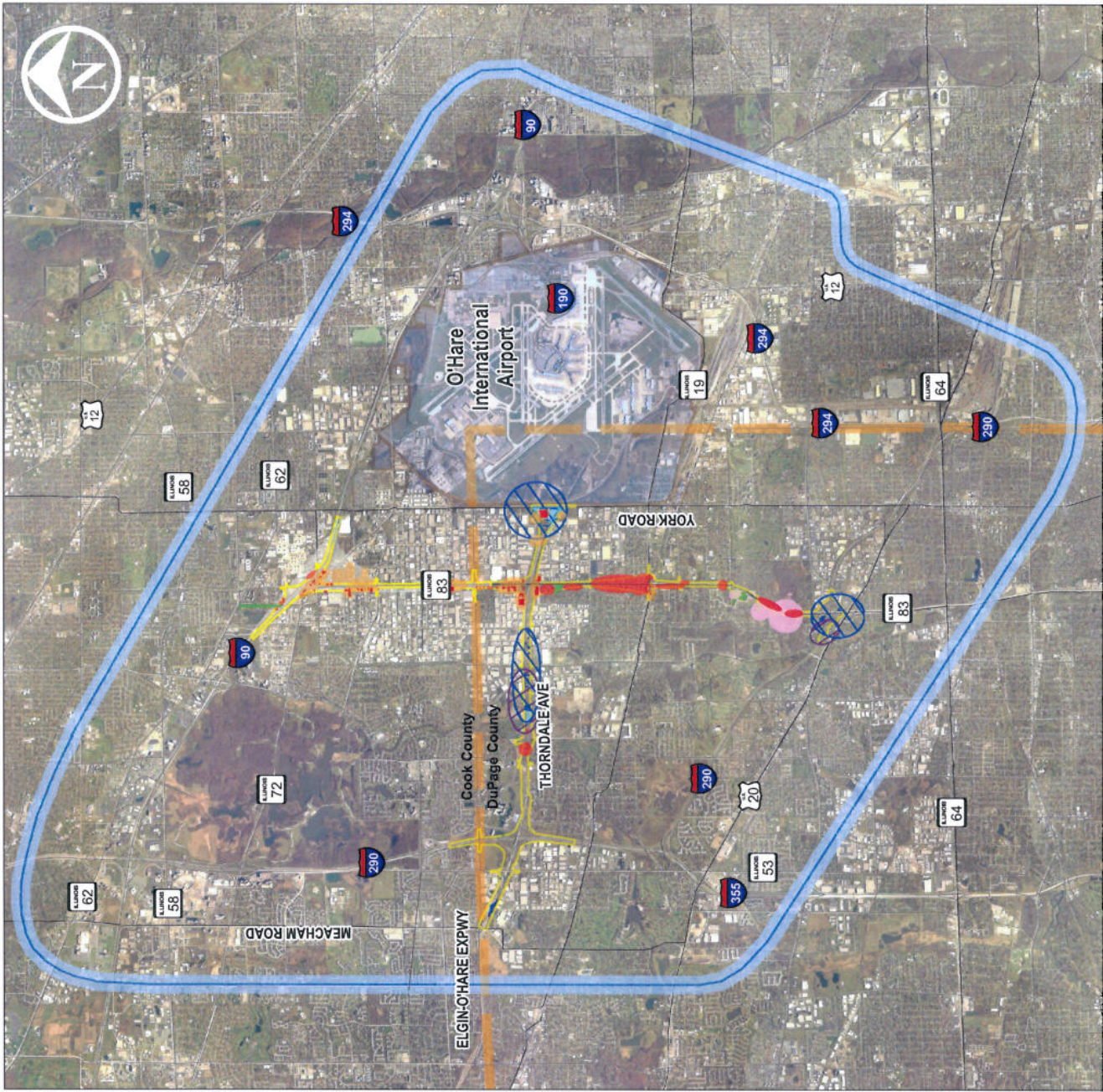


ENVIRONMENTAL IMPACTS	
ACRES OF WETLANDS IMPACTED	32
ACRES OF 100 YR FLOODPLAINS IMPACTED	104
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED	13
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED	0
NUMBER OF HISTORICAL SITES IMPACTED	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	7
SOCIAL IMPACTS	
NUMBER OF COMMERCIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	6
NUMBER OF INDUSTRIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	31
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	5
TOTAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	42
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	3
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT	0
NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	0

LEGEND

- Residential Displacements
- Business Displacements
- Commercial Displacements
- Industrial Displacements
- Wetland Regions
- Wetland Impacts
- 100 Year Floodplains
- Designated Lands
- Threatened and Endangered Species
 - 1. Deer (Rabbits)
 - 2. Brown Hummock Sedge (Carex Bromoides)
 - 3. American Goldeneye (Branta Americana)
 - 4. Small Sandpiper (Gallinago Ferruginea)
- Archaeological High Probability Sites
- Study Area
- County Boundary
- Combined System Strategy Footprint

Name	Description	From	To	No. of Lanes
Elgin-O'Hare (South Leg)	New Corridor - Expressway	Meacham Rd	W. Terminal	6
Elgin-O'Hare (North Leg)	New Corridor - Expressway	W. Terminal	W. Terminal	6
O'Hare Bypass (North Leg)	New Corridor - Expressway	E-0	E-0	6
Mitcham Boulevard-O'Hare	Existing Lvl. Service Interchange - Upgrades Interchange			
Elgin-O'Hare (North Leg)	New Service Interchange - Full Access			
Elgin-O'Hare (South Leg)	New Service Interchange - Full Access			
Elgin-O'Hare (North Leg) BL19	New Service Interchange - Full Access			
Elgin-O'Hare (South Leg) BL19	New Service Interchange - Full Access			
O'Hare Bypass (North Leg) BL19	New Service Interchange - Full Access			
O'Hare Bypass (South Leg) BL19	New Service Interchange - Full Access			
O'Hare Bypass (North Leg) BL72	New Service Interchange - Full Access			
O'Hare Bypass (South Leg) BL72	New Service Interchange - Full Access			
Elmurst North	Existing Partial Service Interchange - Upgrade			

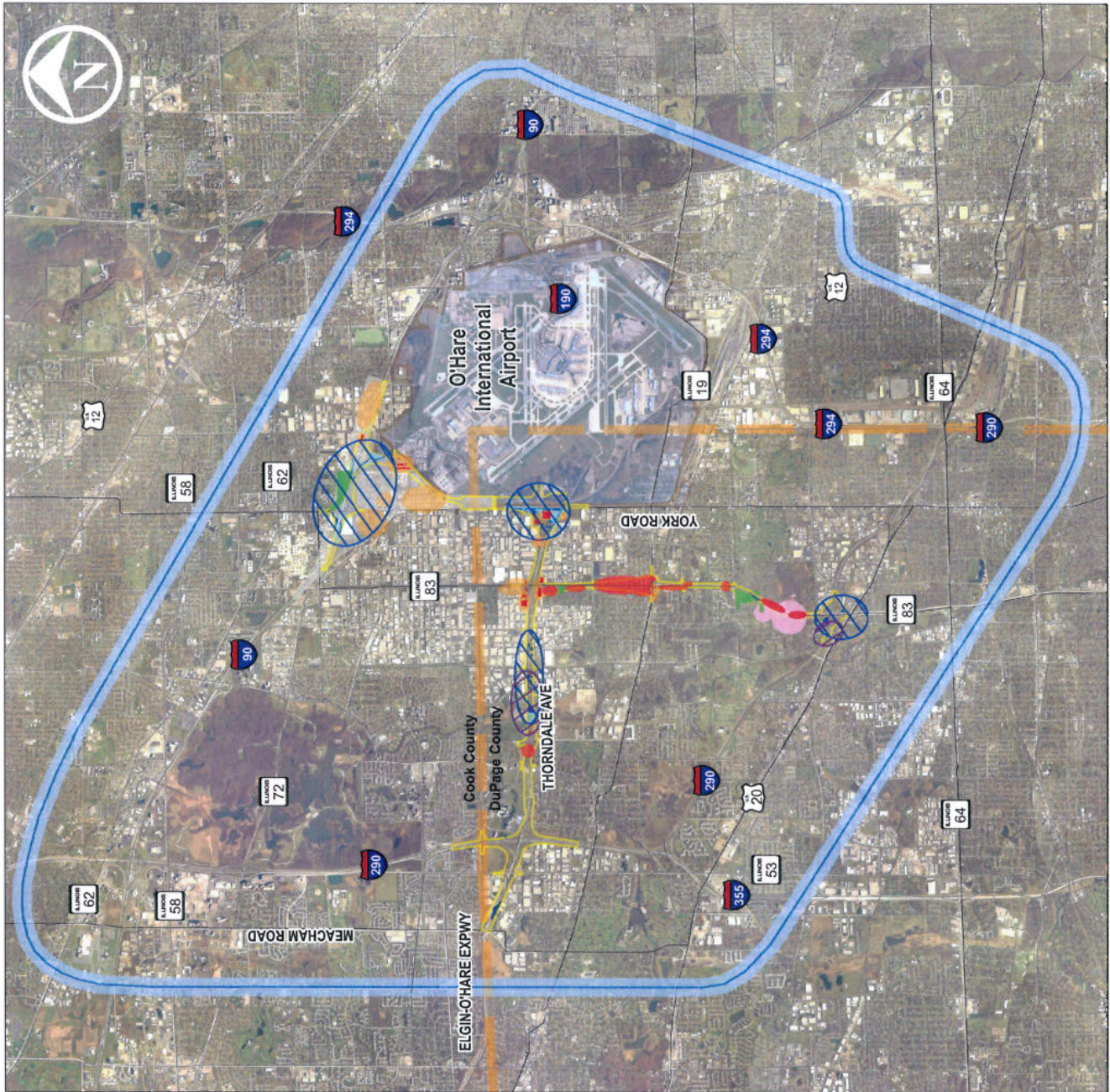


ENVIRONMENTAL IMPACTS	GROUP	
	204	204
ACRES OF WETLANDS IMPACTED	27	27
ACRES OF 100 YR FLOODPLAINS IMPACTED	55	55
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED	10	10
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED	0	0
NUMBER OF HISTORICAL SITES IMPACTED	0	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	7	7
SOCIAL IMPACTS		
NUMBER OF COMMERCIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	42	42
NUMBER OF INDUSTRIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	27	27
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	275	275
TOTAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	344	344
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	5	5
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT	0	0
NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	0	0

LEGEND

- Residential Displacements
- Business Displacements
- Commercial Displacements
- Industrial Displacements
- Threatened and Endangered Species
 - 1. Deer (Reintroduction (Rabbit Population))
 - 2. Brown Hawk (Belted Kingfisher)
 - 3. Great Blue Heron (Black-bellied Noddy)
 - 4. Great Blue Heron (Black-bellied Noddy)
- Wetland Regions
- Wetland Impacts
- 100 Year Floodplains
- Designated Lands
- Archaeological High Probability Sites
- Study Area
- County Boundary
- Combined System Strategy Footprint

Name	Description	From	To	No. of Lanes
Elgin-O'Hare	New Corridor - Expressway	Meacham Rd	IL RT 83	6
IL RT 83	New Corridor - Expressway	IL RT 83	IL RT 83	6
Thorndale Avenue	Urban Arterial	IL RT 83	IL RT 83	6
Meacham Rd/Elgin-O'Hare	Existing Full Service Interchange - Upgrade	Meacham Rd	IL RT 83	6
Elgin-O'Hare	New Service Interchange - Full Access	IL RT 83	IL RT 83	6
York Road	New Service Interchange - Full Access	York Road	IL RT 83	6
Thorndale Avenue	New Service Interchange - Full Access	Thorndale Avenue	IL RT 83	6
Proposed Ave/Elgin-O'Hare	New Service Interchange - Full Access	Proposed Ave	IL RT 83	6
Wood Dale Rd/Elgin-O'Hare	New Service Interchange - Full Access	Wood Dale Rd	IL RT 83	6
IL RT 83/IL RT 290	New Service Interchange - Full Access	IL RT 83	IL RT 290	6
IL RT 83/IL RT 19	New Service Interchange - Full Access	IL RT 83	IL RT 19	6
IL RT 83/Thorndale Ave	New Service Interchange - Full Access	IL RT 83	Thorndale Ave	6
IL RT 83/Meacham Rd	New Service Interchange - Full Access	IL RT 83	Meacham Rd	6
IL RT 83/IL RT 83	New Service Interchange - Full Access	IL RT 83	IL RT 83	6



ENVIRONMENTAL IMPACTS	
ACRES OF WETLANDS IMPACTED	38
ACRES OF 100 YR FLOODPLAINS IMPACTED	96
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED	19
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED	0
NUMBER OF HISTORICAL SITES IMPACTED	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	9
SOCIAL IMPACTS	
NUMBER OF COMMERCIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	23
NUMBER OF INDUSTRIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	16
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	263
TOTAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	302
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	4
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT	0
NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	2

LEGEND

- Residential Displacements
- Business Displacements
- Commercial Displacements
- Industrial Displacements
- Threatened and Endangered Species
 - 1. Deer (Baltimore) (Rubus Proliferans)
 - 2. Boreal Hummock Sedge (Carex Bromocoma)
 - 3. Boreal Blueberry (Vaccinium Myrtillus)
 - 4. Small Savanage (Onocleaceae Pteris)
- Wetland Regions
- Wetland Impacts
- 100 Year Floodplains
- Designated Lands
- Archaeological High Probability Sites
- Study Area
- County Boundary
- Combined System Strategy Footprint

Name	Description	From	To	No. of Lanes
Elgin-O'Hare	New Corridor - Expressway	Meacham Rd	W. Terminal	6
Elgin-O'Hare	New Corridor - Expressway	W. Terminal	EO	6
Elgin-O'Hare	New Corridor - Expressway	EO	EO	6
Meacham	Existing Full Service Interchange - Upgrade			
York Road	Existing Full Service Interchange - Upgrade			
Thorndale Ave	Existing Partial Service Interchange - Upgrade to Full System Interchange			
Park Boulevard-O'Hare	New Service Interchange - Full Access			
Prospect Avenue-O'Hare	New Service Interchange - Full Access			
Elgin-O'Hare	New Service Interchange - Full Access			
IL Rt 83/19	New Service Interchange - Full Access			
IL Rt 83/19	New Service Interchange - Full Access			
IL Rt 83/19	Existing Full Service Interchange - Upgrade to Full System Interchange			
COBZ (North Leg) 190	New Station Interchange - Full Access			
COBZ (North Leg) 190	New Station Interchange - Full Access			
COBZ (North Leg) 190	New Service Interchange - Full Access			
COBZ (North Leg) 190	New Service Interchange - Full Access			
Elmhurst Rd/190	Existing Partial Service Interchange - Upgrade			

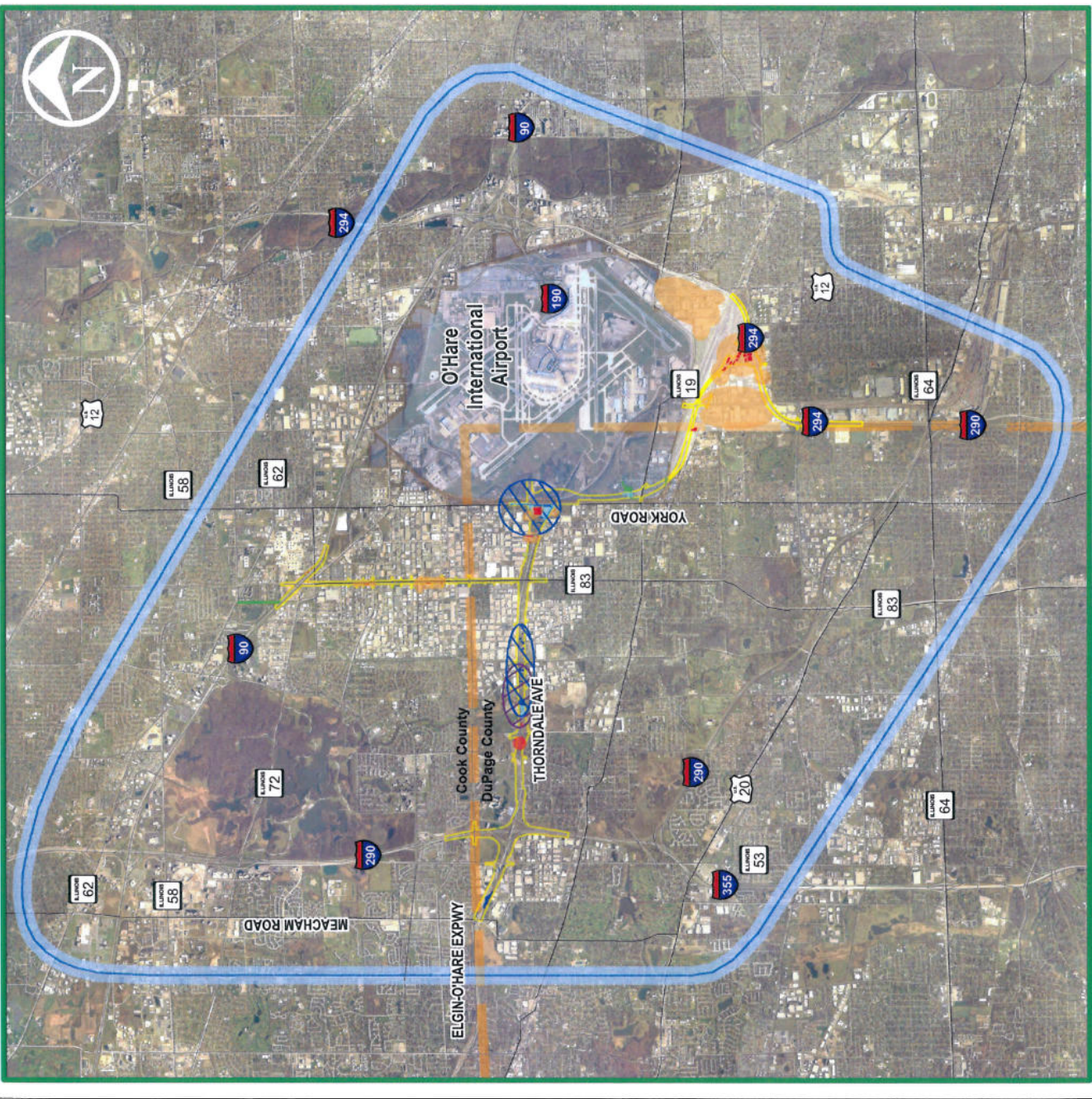


ENVIRONMENTAL IMPACTS	
GROUP	IMPACT
ACRES OF WETLANDS IMPACTED	23
ACRES OF 100 YR FLOODPLAINS IMPACTED	56
ACRES OF DESIGNATED RECREATIONAL LANDS IMPACTED	3
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED	0
NUMBER OF HISTORICAL SITES IMPACTED	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	0
SOCIAL IMPACTS	
NUMBER OF COMMERCIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	10
NUMBER OF INDUSTRIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	32
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	18
TOTAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	60
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	3
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT	0
NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	1

LEGEND

- Residential Displacements
- Business Displacements
- Commercial Displacements
- Industrial Displacements
- Threatened and Endangered Species
 - 1. Owl's Eaglewing (Rubus Pulegioides)
 - 2. Brown Hummock Sedge (Carex Bromoides)
 - 3. Common Yellowthroat (Geothlypis trichas)
 - 4. Small Sandpiper (Cenothlypis Pectoralis)
- Wetland Regions
- Wetland Impacts
- 100 Year Floodplains
- Designated Lands
- Archaeological High Probability Sites
- Study Area
- County Boundary
- Combined System Strategy Footprint

Name	Description	From	To	No. of Lanes
Elgin-O'Hare	New Corridor - Expressway	Meacham Rd	W. Terminal	6
Elgin-O'Hare	New Corridor - Expressway	Elgin	W. Terminal	6
IL Rt 83	Widened Arterial	EO	I-90	6
Meacham Rd/Elgin-O'Hare	Existing Full Service Interchange - Upgrades			
Elgin-O'Hare	Existing Full Service Interchange - Upgrades to Full System Interchange			
IL 290/Elgin-O'Hare	Existing Full Service Interchange - Upgrades to Full System Interchange			
Elgin-O'Hare	New Service Interchange - Full Access			
Prospect Ave/Elgin-O'Hare	New Service Interchange - Full Access			
Elgin-O'Hare	New Service Interchange - Full Access			
IL Rt 290/O'Hare	New Service Interchange - Full Access			
O'Hare Bypass (South Legn)/Elgin-O'Hare	New System Interchange - Full Access			
O'Hare Bypass (South Legn)/IL Rt 19	New Service Interchange - Full Access			
O'Hare Bypass (South Legn)/I-90	New Service Interchange - Full Access			
IL Rt 64/I-90	New Service Interchange - Full Access			

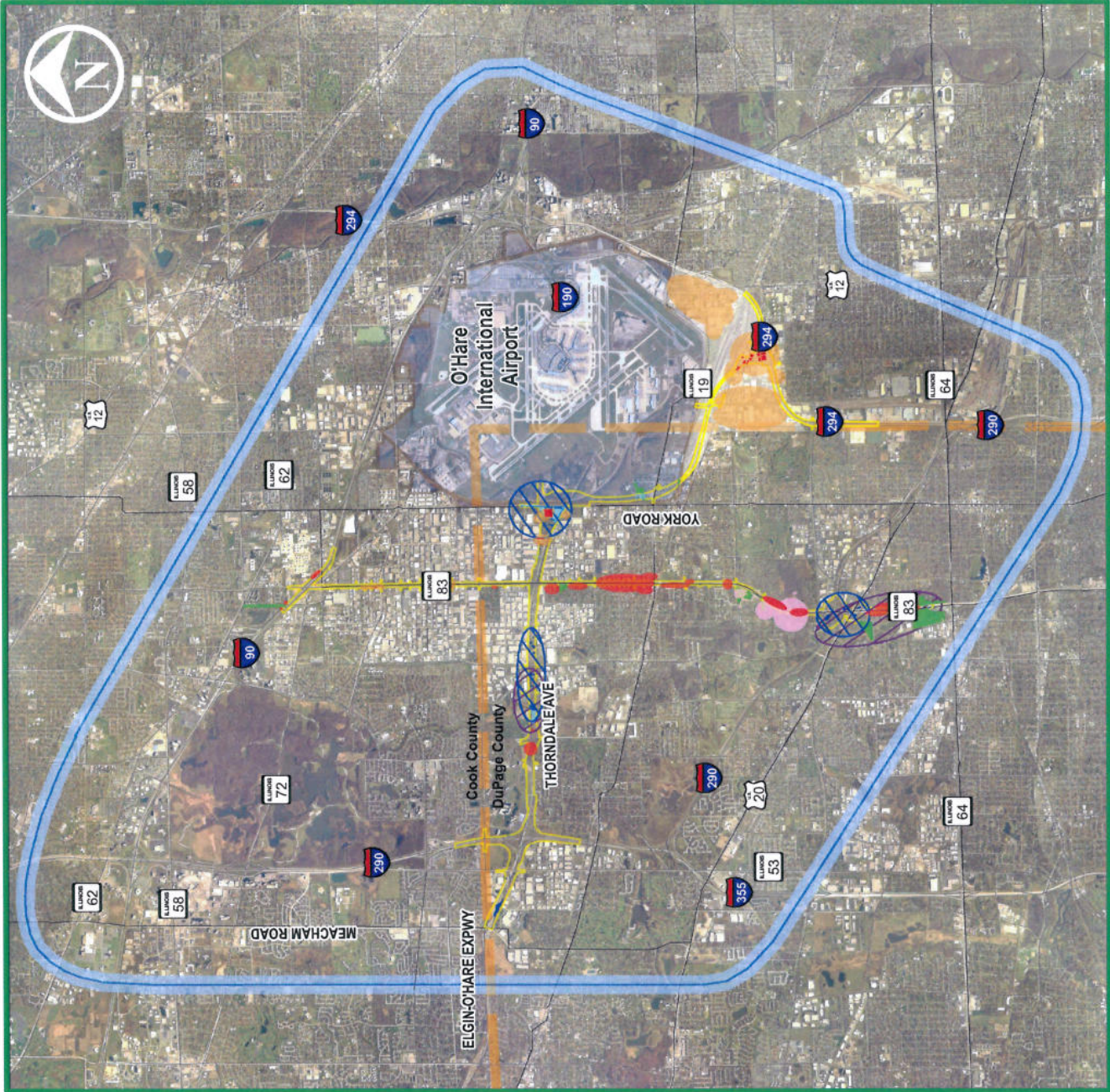


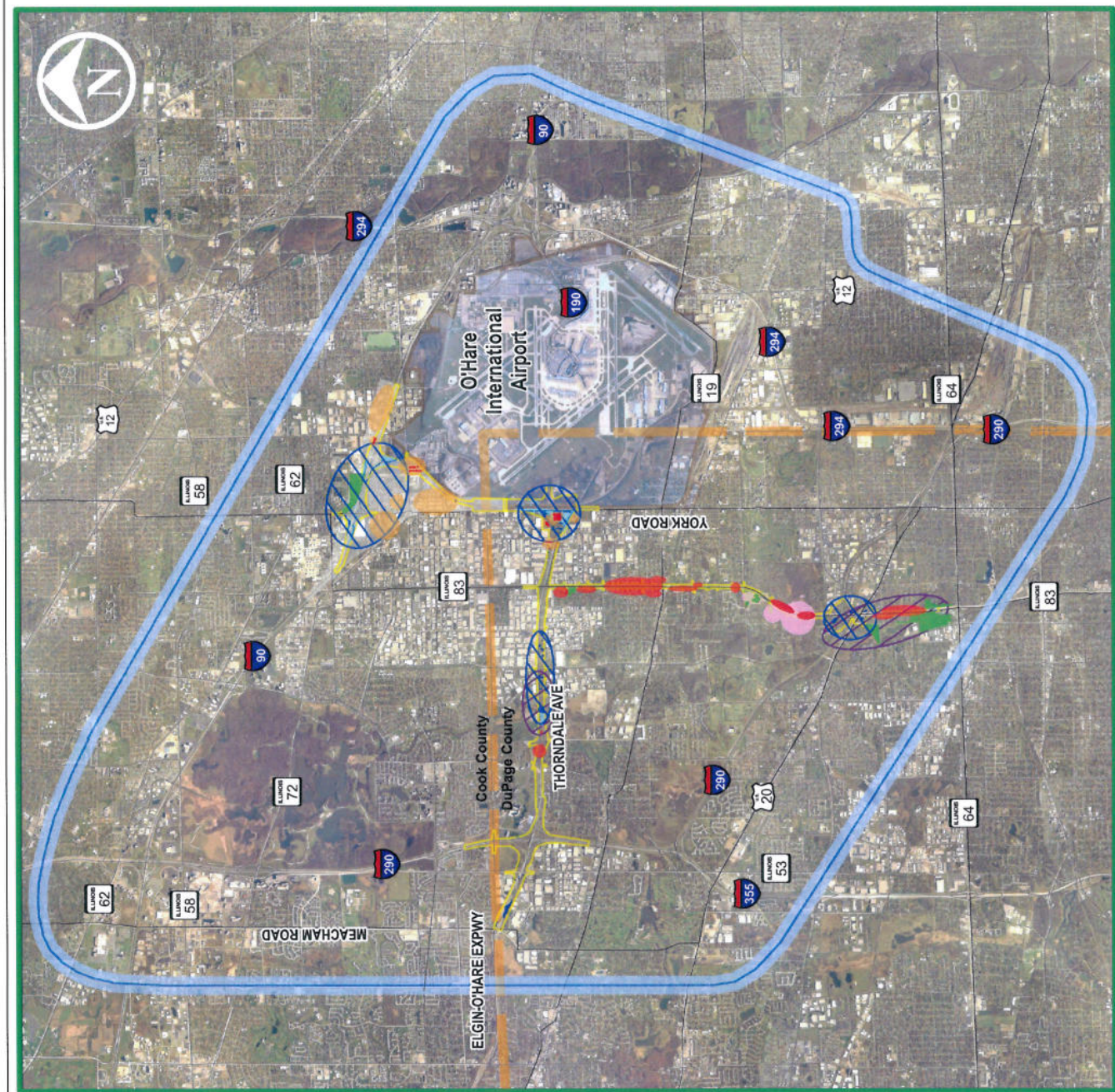
ENVIRONMENTAL IMPACTS	
ACRES OF WETLANDS IMPACTED	28
ACRES OF 100 YR FLOODPLAINS IMPACTED	60
ACRES OF DESIGNATED RECREATIONAL LANDS IMPACTED	7
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED	10
NUMBER OF HISTORICAL SITES IMPACTED	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	12
SOCIAL IMPACTS	
NUMBER OF COMMERCIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	12
NUMBER OF INDUSTRIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	34
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	105
TOTAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	151
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	6
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT	0
NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	4

LEGEND

	Residential Displacements		Wetland Regions
	Business Displacements		Wetland Impacts
	Commercial Displacements		100 Year Floodplains
	Industrial Displacements		Designated Lands
	Threatened and Endangered Species		Archaeological High Probability Sites
	1. Dwarf Rattlesnake (Rhabdophis tigrinus) 2. Bronze Nunnock Sedge (Carex Bromoides) 3. Avels Bur oak (Betula bicolorata) (Medium) 4. Sand Soursop (Pterocarya Pennsylvanica)		Study Area
	County Boundary		Combined System Strategy Footprint

Name	Description	From	To	No. of Lanes
Elgin-O'Hare	New Corridor - Expressway	Meacham Rd	W. Terminal	6
RT 83	New Corridor - Expressway	12M	Elgin-O'Hare	6
O'Hare Bypass (South Leg)	New Corridor - Expressway	12M	Elgin-O'Hare	6
Meacham Rd/Elgin-O'Hare	Existing Full Service Interchange - Upgrade			
Rockwood Rd/Elgin-O'Hare	New Service Interchange - Full Access			
Rockwood Rd/Elgin-O'Hare	New Service Interchange - Full Access			
Park Blvd/Elgin-O'Hare	New Service Interchange - Full Access			
Prosper Ave/Elgin-O'Hare	New Service Interchange - Full Access			
Wood Dale Rd/Elgin-O'Hare	New Service Interchange - Full Access			
O'Hare Bypass (South Leg)/Elgin-O'Hare	New Service Interchange - Full Access			
O'Hare Bypass (South Leg)/IL 19	New Service Interchange - Full Access			
O'Hare Bypass (South Leg)/IL 19	New Service Interchange - Full Access			
IL 19/Elgin-O'Hare	Existing Full Service Interchange - Upgrade			





ENVIRONMENTAL IMPACTS	
ACRES OF WETLANDS IMPACTED	40
ACRES OF 100 YR FLOODPLAINS IMPACTED	96
ACRES OF DESIGNATED RECREATIONAL LANDS IMPACTED	15
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED	10
NUMBER OF HISTORICAL SITES IMPACTED	1
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	11
SOCIAL IMPACTS	
NUMBER OF COMMERCIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	6
NUMBER OF INDUSTRIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	11
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	52
TOTAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	109
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	5
NUMBER OF CEMETRIES IMPACTED BY IMPROVEMENT	0
NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	3

LEGEND

Residential Displacements
 Business Displacements
 Commercial Displacements
 Industrial Displacements

Wetland Regions
 Wetland Impacts
 100 Year Floodplains
 Designated Lands
 Archaeological High Probability Sites

Study Area
 County Boundary
 Combined System Strategy Footprint

Threatened and Endangered Species

1. Dwarf Raspberries (*Rubus pubescens*)
2. Spine Hummock Sedge (*Carex bromoides*)
3. Spotted Sandpiper (*Actitis macularia*)
4. Small Woodcock (*Urochroa phoenicea*)

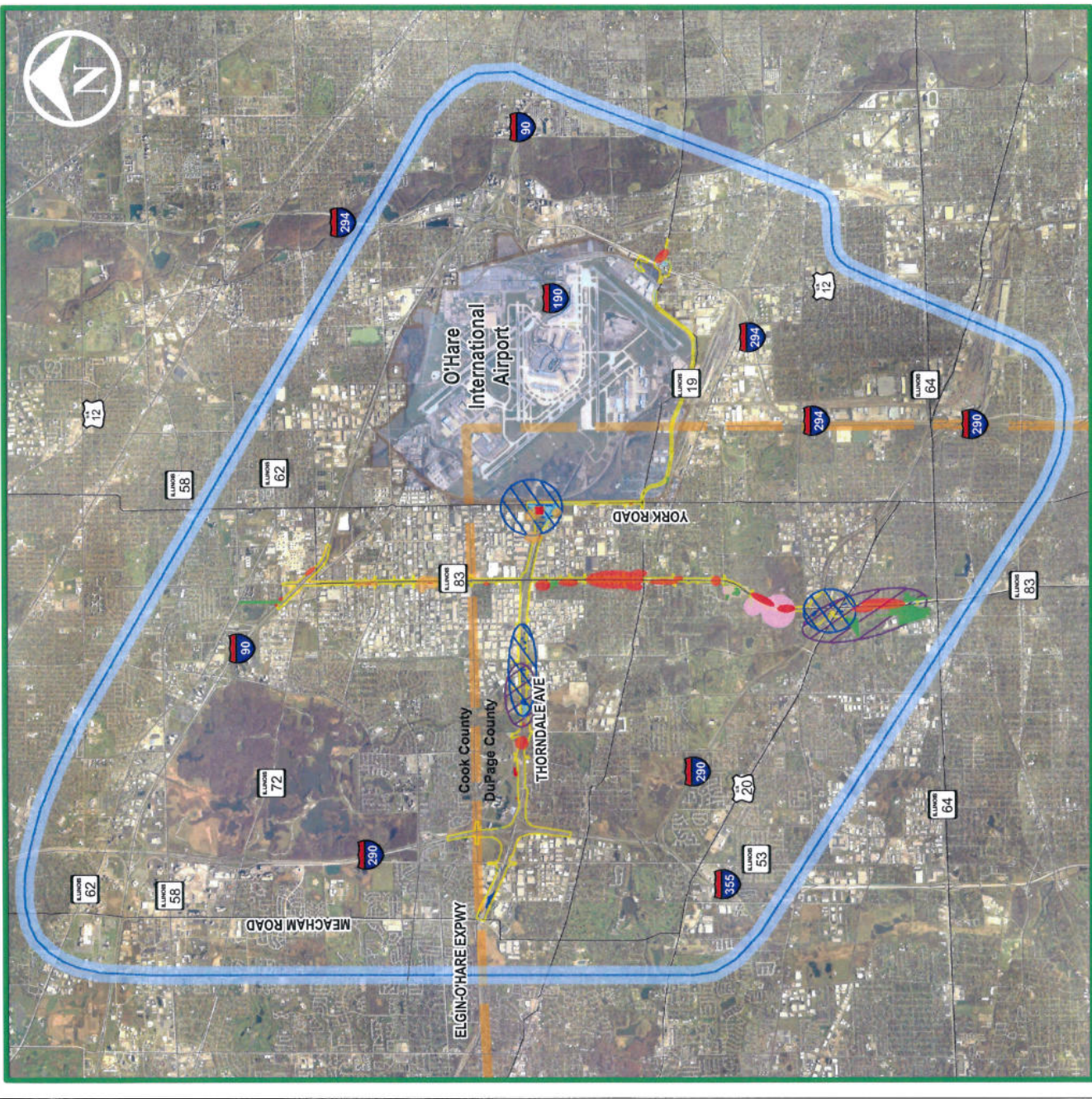
Name	Description	From	To	No. of Lanes
Elgin-O'Hare (IL RT 83)	New Corridor - Expressway	Meacham Rd	W. Terminal	6
Elgin-O'Hare (IL RT 83)	Widen Arterial	Elmhurst	EO	8
Meacham Rd/Elgin-O'Hare	Existing Full Service Interchange - Upgrade			
Park Blvd/Elgin-O'Hare	Existing Partial Service Interchange - Upgrade to Full System Interchange			
15300 Elgin-O'Hare	Existing Partial Service Interchange - Upgrade to Full System Interchange			
Prospect Ave/Elgin-O'Hare	New Service Interchange - Full Access			
Thorndale Ave/Elgin-O'Hare	New Service Interchange - Full Access			
IL RT 133/Thorndale Ave	New Service Interchange - Full Access			
IL RT 133/Thorndale Ave	New Service Interchange - Full Access			
OBP North Loop/Elgin-O'Hare	New System Interchange - Full Access			
OBP North Loop/Elgin-O'Hare	New Service Interchange - Full Access			
OBP North Loop/Elgin-O'Hare	New Service Interchange - Full Access			
OBP North Loop/Elgin-O'Hare	New Service Interchange - Full Access			
12900 Elgin-O'Hare	Existing Full Service Interchange - Upgrade			
Elmhurst Rd/Elgin-O'Hare	Existing Partial Service Interchange - Upgrade			

ENVIRONMENTAL IMPACTS		GROUP	SOFT
ACRES OF WETLANDS IMPACTED		29	
ACRES OF 100 YR FLOODPLAINS IMPACTED		70	
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED		6	
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED		10	
NUMBER OF HISTORICAL SITES IMPACTED		1	
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED		14	
SOCIAL IMPACTS			
NUMBER OF COMMERCIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT		15	
NUMBER OF INDUSTRIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT		13	
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT		111	
TOTAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT		139	
NUMBER OF PARKS IMPACTED BY IMPROVEMENT		5	
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT		1	
NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)		4	

LEGEND

- Residential Displacements
- Business Displacements
- Commercial Displacements
- Industrial Displacements
- Threatened and Endangered Species
 - 1. Dwarf Hesperornis (Rufous Puffins)
 - 2. Brown Hummock Sedge (Carex Bromoides)
 - 3. Common Goldeneye (Goldeneye)
 - 4. Small Sandpiper (Cercibites Generalis)
- Wetland Regions
- Wetland Impacts
- 100 Year Floodplains
- Designated Lands
- Archaeological High Probability Sites
- Study Area
- County Boundary
- Combined System Strategy Footprint

Name	Description	From	To	No. of Lanes
Elgin-O'Hare	New Corridor - Expressway	Meacham Rd	IL Rt 83	6
IL Rt 83	Widened Arterial	IL Rt 83	IL Rt 83	6
York Road	Widened Arterial	IL Rt 19	IL Rt 19	6
IL Rt 19	Widened Arterial	York Rd	IL Rt 19	6
Meacham Rd/Elgin-O'Hare	Existing Full Service Interchange - Upgrade			
Rothman Rd/Elgin-O'Hare	New Service Interchange - Full Access			
IL Rt 83/Elgin-O'Hare	Existing Partial Service Interchange - Upgrade to Full System Interchange			
IL Rt 19/Elgin-O'Hare	Existing Partial Service Interchange - Upgrade to Full System Interchange			
York Road/Elgin-O'Hare	Existing Partial Service Interchange - Upgrade to Full System Interchange			
Wood Dale Rd/Elgin-O'Hare	New Service Interchange - Full Access			
IL Rt 83/Elgin-O'Hare	New Service Interchange - Full Access			
IL Rt 19/Elgin-O'Hare	New Service Interchange - Full Access			
IL Rt 83/290	Existing Partial Service Interchange - Upgrade to Full Service Interchange			
IL Rt 19/290	Existing Partial Service Interchange - Upgrade to Full Service Interchange			





LEGEND

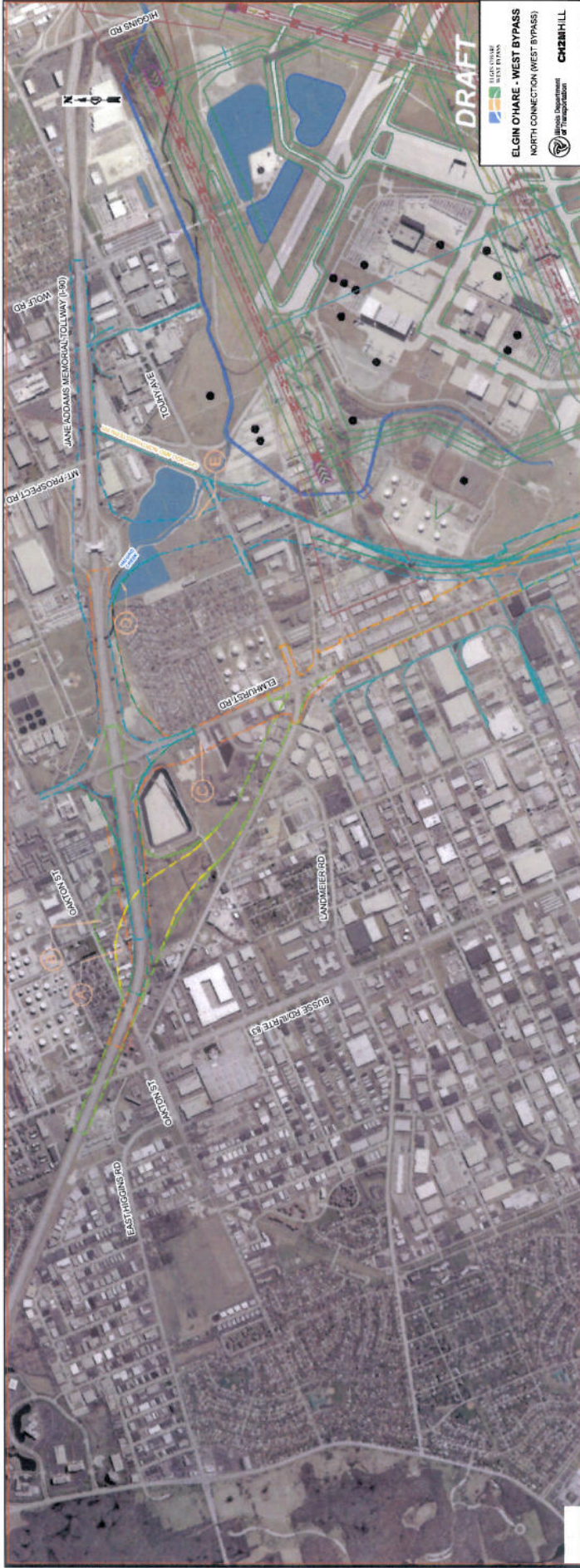
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Option A Preliminary Footprint

—

Option B Preliminary Footprint

	NORTH ALIGNMENTS (IL 83)	
	A	B
ENVIRONMENTAL IMPACTS		
ACRES OF WETLANDS IMPACTED	0.2	1.3
ACRES OF 100 YR FLOODPLAINS IMPACTED	4.0	26.2
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED	1.7	1.1
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED	0	0
NUMBER OF HISTORICAL SITES IMPACTED	0	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	0	0
SOCIAL IMPACTS		
NUMBER OF COMMERCIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	21	27
NUMBER OF INDUSTRIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	18	16
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	12	13
TOTAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	51	56
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	2	2
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT	0	0
NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, HOSPITALS, FIRE STATIONS)	0	0



	NORTH ALIGNMENTS (WEST BYPASS)				
	A	B	C	D	E
ENVIRONMENTAL IMPACTS					
ACRES OF WETLANDS IMPACTED	2.9	4.8	4.9	7.8	4.8
ACRES OF 100 YR FLOODPLAINS IMPACTED	3.7	16.2	26.8	33.9	25.6
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED	0.0	0.0	8.2	10.5	10.5
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED	0	0	0	0	0
NUMBER OF HISTORICAL SITES IMPACTED	0	0	0	0	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	0	0	0	0	0
SOCIAL IMPACTS					
NUMBER OF COMMERCIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	27	36	18	3	3
NUMBER OF INDUSTRIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	9	9	9	4	4
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	1	5	0	0	0
TOTAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	37	50	27	7	7
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	0	0	1	1	1
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT	0	0	0	0	0
NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	1	1	1	0	0

LEGEND

- Option A Preliminary Footprint
- Option B Preliminary Footprint
- Option C Preliminary Footprint
- Option D Preliminary Footprint
- Option E Preliminary Footprint



	SOUTH ALIGNMENTS (WEST BYPASS)						
	A	B	C	D	E	F	G
ENVIRONMENTAL IMPACTS							
ACRES OF WETLANDS IMPACTED	0.0	1.4	0.0	0.0	0.0	0.5	1.3
ACRES OF 100 YR FLOODPLAINS IMPACTED	0.0	0.0	1.1	1.1	2.6	6.3	23.2
ACRES OF DESIGNATED RECREATIONAL LANDS IMPACTED	1.1	0.0	0.0	0.0	0.0	0.0	0.0
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED	0	0	0	0	0	0	0
NUMBER OF HISTORICAL SITES IMPACTED	0	0	0	0	0	0	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	0	0	0	0	0	0	0
SOCIAL IMPACTS							
NUMBER OF COMMERCIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	3	9	8	22	2	11	7
NUMBER OF INDUSTRIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	35	14	19	9	21	13	12
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	8	0	12	0	0	0	17
TOTAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	46	23	27	31	23	24	36
NUMBER OF PARKS IMPACTED BY IMPROVEMENT	0	0	0	0	0	0	0
NUMBER OF CEMETERIES IMPACTED BY IMPROVEMENT	0	0	0	0	0	0	0
NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	0	0	0	0	0	0	0

LEGEND

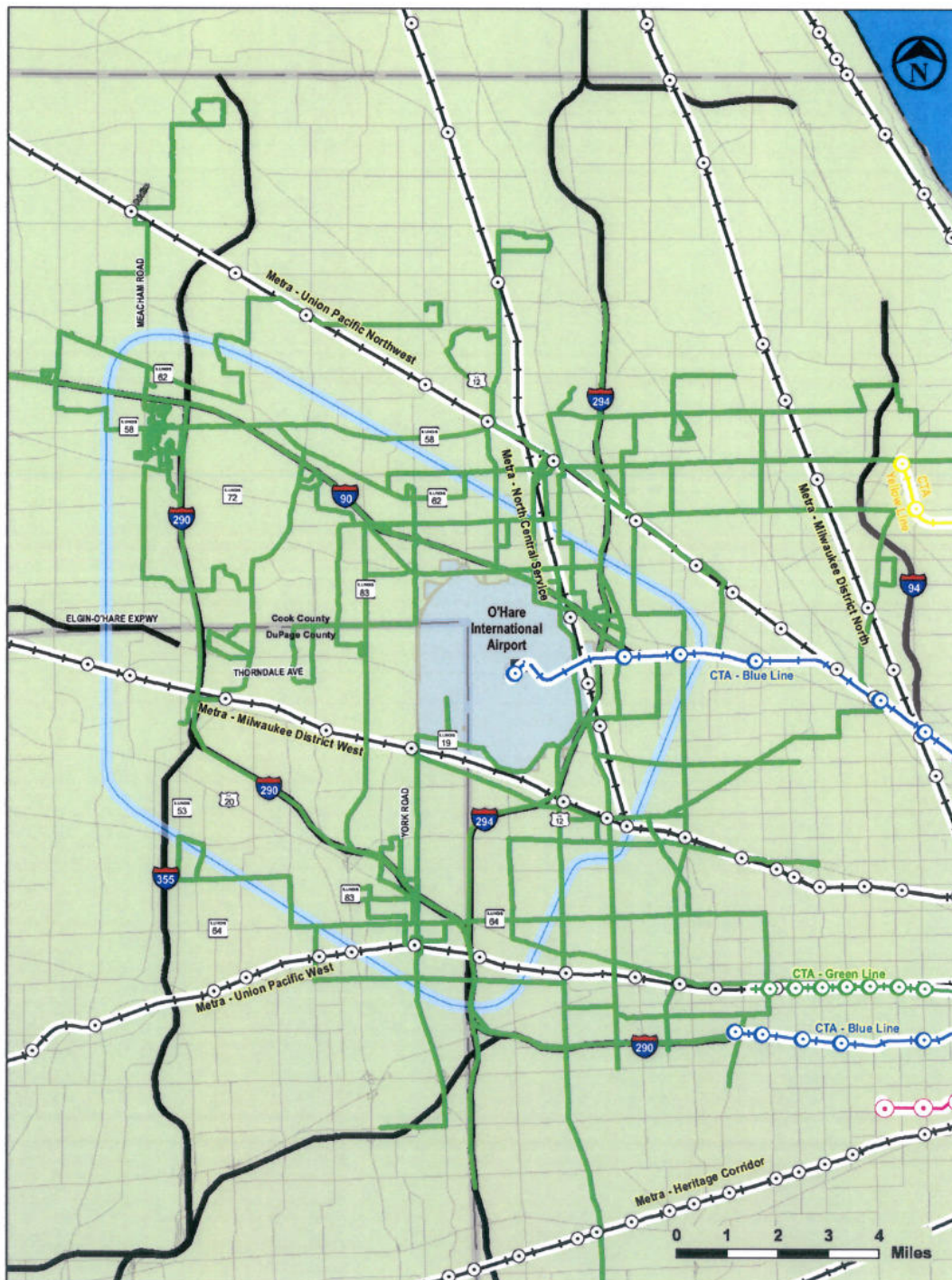
- Option A Preliminary Footprint
- Option B Preliminary Footprint
- Option C Preliminary Footprint
- Option D Preliminary Footprint
- Option E Preliminary Footprint
- Option F Preliminary Footprint
- Option G Preliminary Footprint



ELGIN O'HARE
WEST BYPASS

Existing Transit System

communities. opportunities. solutions.



Legend

- | | | | | |
|-----------------------|------------------------|-----------------------------|----------------------------|----------------------------|
| ++++ CTA - Blue Line | ++++ CTA - Yellow Line | ● CTA - Yellow Line Station | ● CTA - Blue Line Station | — Existing Pace Bus System |
| ++++ CTA - Green Line | ++++ Star Line | ● Star Line Station | ● CTA - Green Line Station | |
| ++++ CTA - Pink Line | ++++ Metra | ● Metra Station | ● CTA - Pink Line Station | |



ELGIN O'HARE
WEST BYPASS

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Initial Transit System Strategies

Stakeholder
Input



Initial Transit
System
Strategies



Existing System
Transit Improvements

Transit System
Expansion

Combination Transit
Improvements 1

Combination Transit
Improvements 2

Purpose and Need and
Initial Impacts Evaluation

- ▶ Preferred transit alternative will be identified
- ▶ Preferred transit alternative will be combined with roadway improvements
- ▶ Demand management and bike/pedestrian strategies will be added



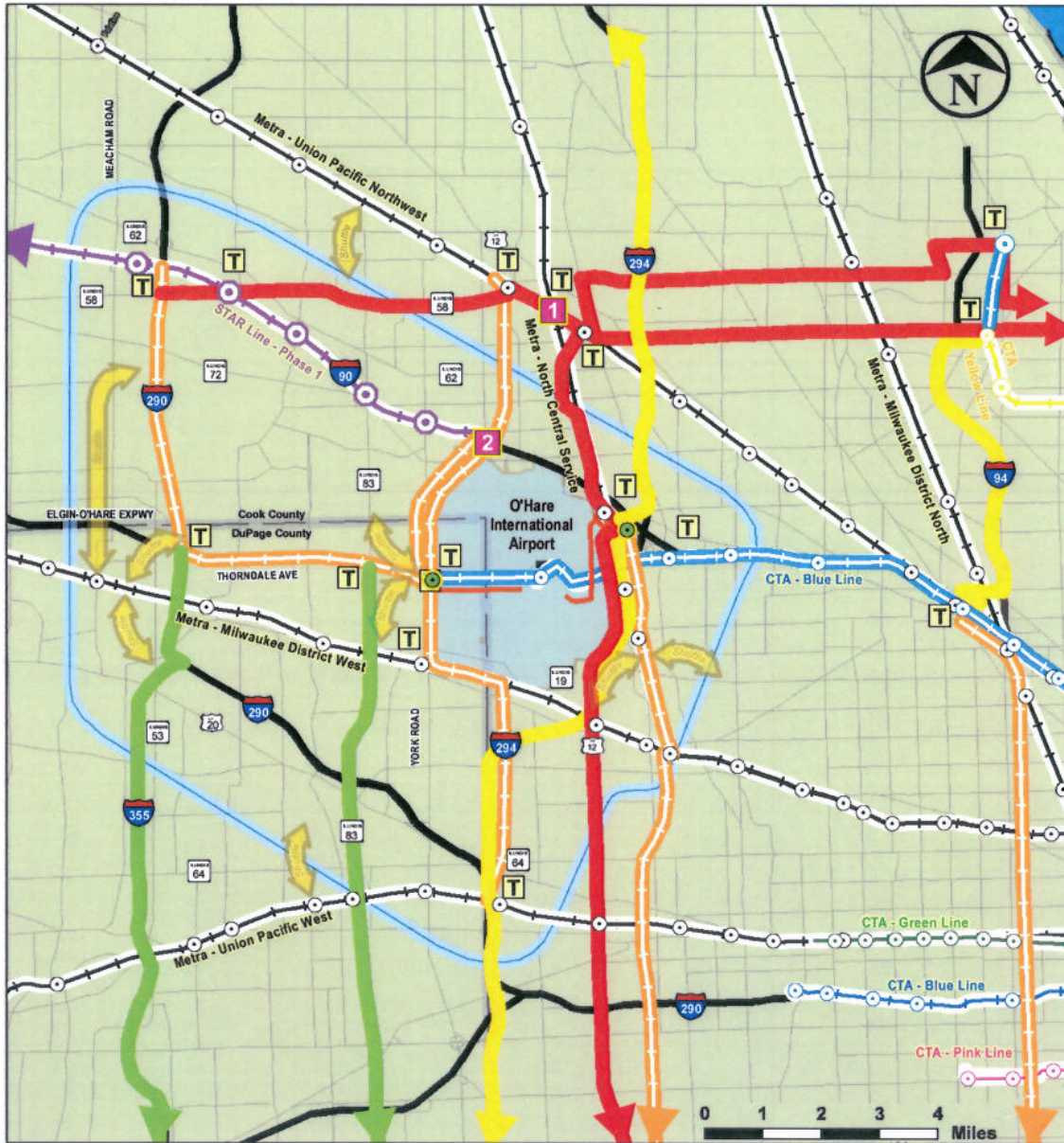
Illinois Department
of Transportation



ELGIN O'HARE
WEST BYPASS

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Transit System Expansion Strategies



Legend

- Arterial Rapid Transit (ART)
- Bus Rapid Transit (BRT)
- Express Bus
- Shuttle Bus
- Rail Transit
- Rapid Transit - CTA
- New Station
- Transportation Center
- T Transfer Location

Transit System Expansion

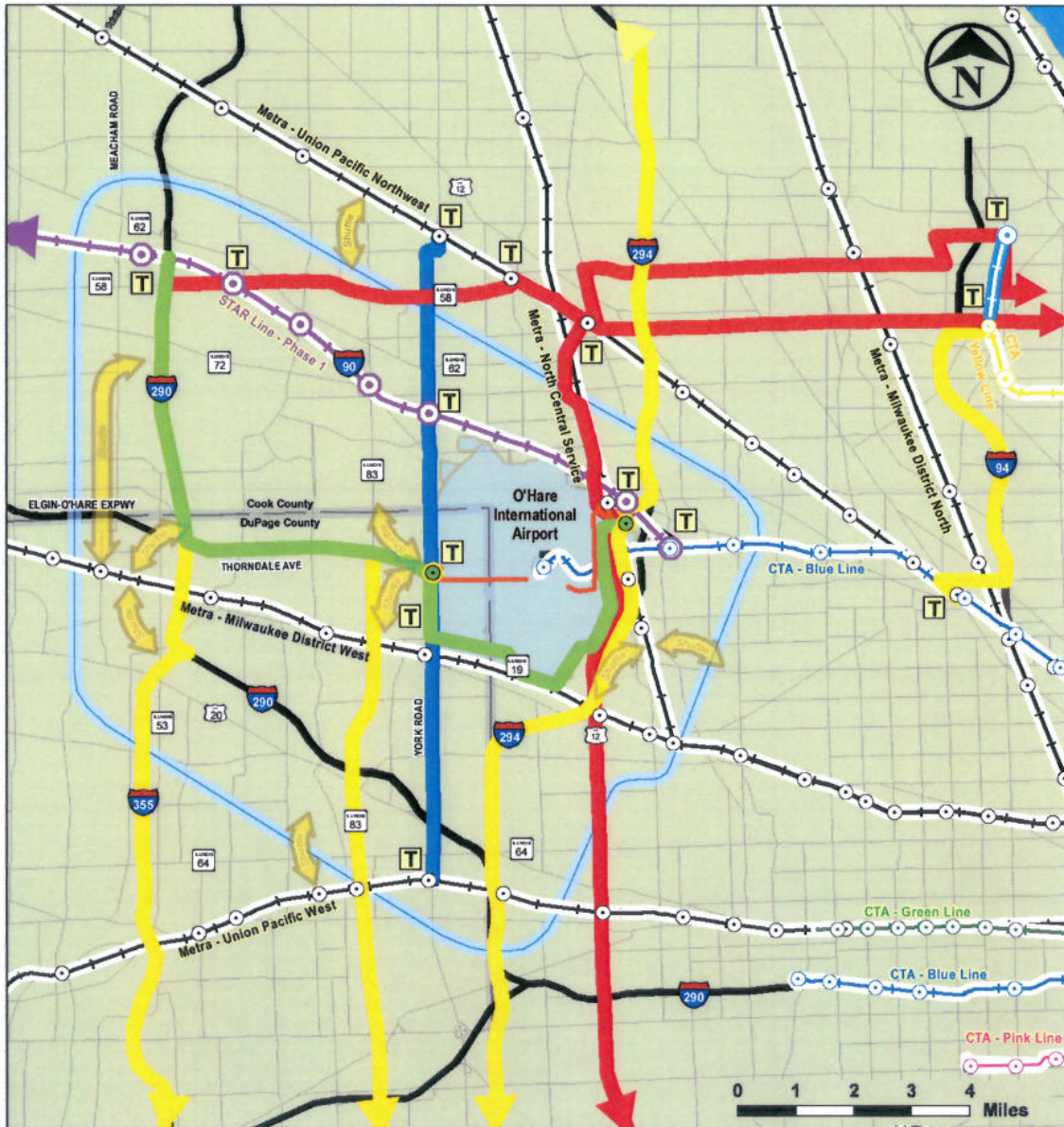
- Arterial Rapid Transit along Golf, Dempster, and Mannheim
- Bus Rapid Transit along IL 83 and I-355
- Express Bus Service along I-94 and I-294
- CTA Blue Line extension to West Terminal
- New rail corridors along Thorndale, between Jefferson Park and 87th Street, and between O'Hare and Midway
- Rail connection between Metra UPW and Metra UPNW
- Blue Line express tracking between O'Hare Airport and downtown
- New Stations on NCS/UPNW at Des Plaines, and on STAR Line at Mount Prospect Road
- New transfer locations along rail lines
- New Transportation Center at O'Hare



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WEST BYPASS

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Combination Transit Strategies



Legend

- █ Arterial Rapid Transit (ART)
- █ Bus Rapid Transit (BRT)
- █ Express Bus
- █ Shuttle Bus
- █ Rail Transit
- █ Rapid Transit - CTA
- █ New Station
- Transportation Center
- T Transfer Location

Combination Transit Strategies

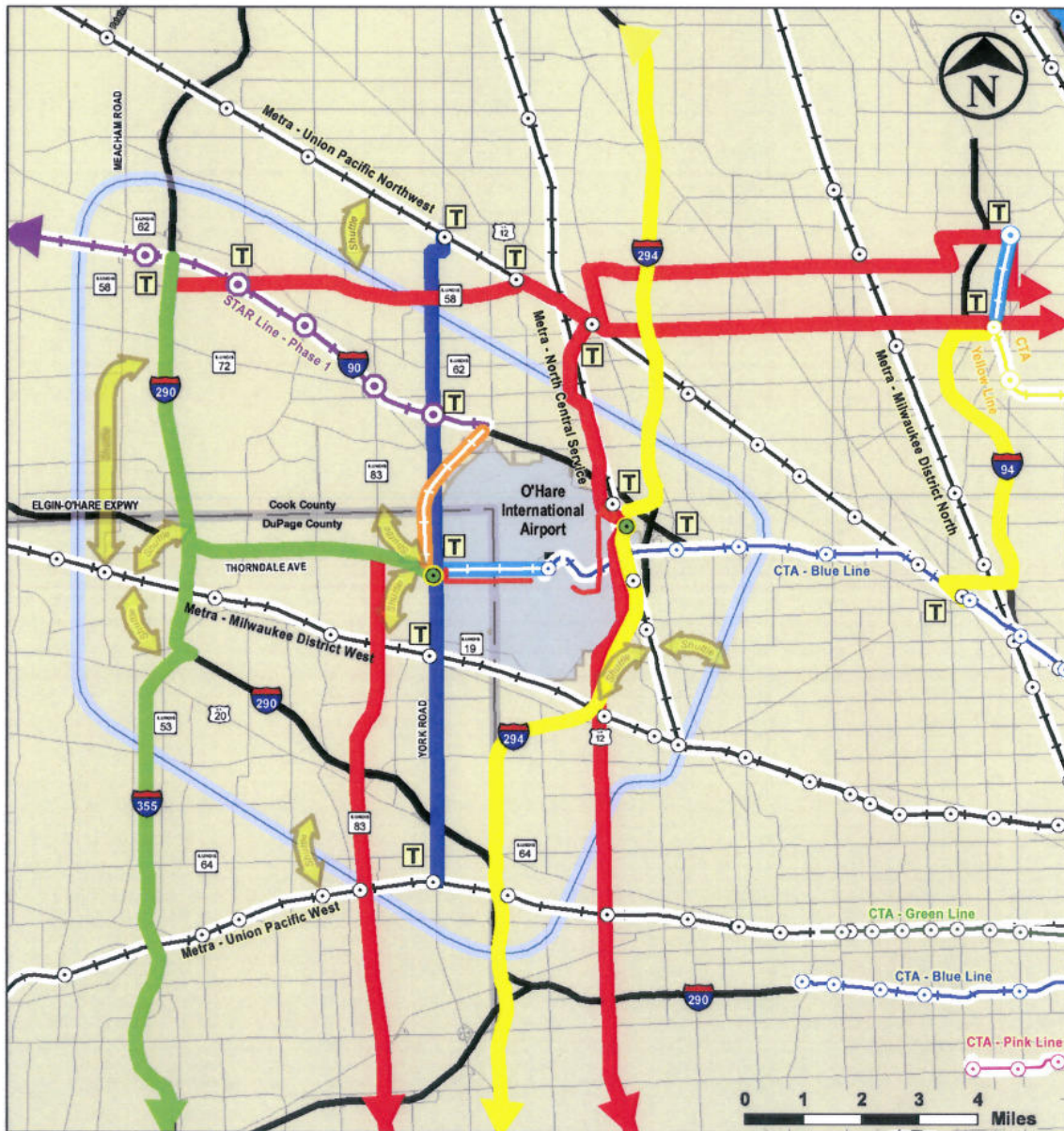
- Arterial Rapid Transit along Golf, Dempster, and Mannheim
- Bus Rapid Transit along Thorndale
- Express Bus Service along I-94 and I-294
- CTA Blue Line extension to West Terminal
- New rail corridors along Thorndale, between Jefferson Park and 87th Street, and between O'Hare and Midway
- Express Bus Service along IL 83, I-355, I-94, and I-294 South
- Shuttle Bus between Metra UPW and Metra UPNW
- New transfer locations along rail lines
- New transportation center at O'Hare



**ELGIN O'HARE
WEST BYPASS**

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Combination Transit Strategies-Option 2



Legend

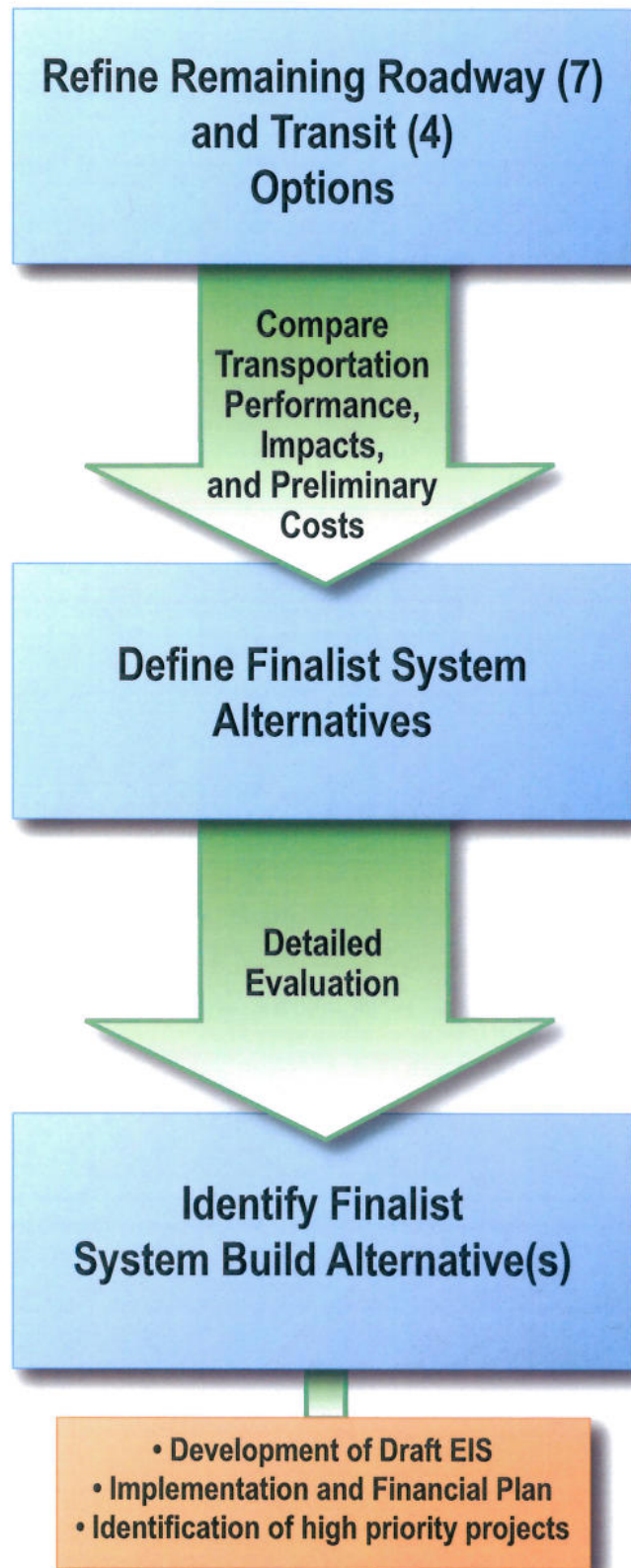
- █ Arterial Rapid Transit (ART)
- █ Bus Rapid Transit (BRT)
- █ Express Bus
- █ Shuttle Bus
- █ Rail Transit
- █ Rapid Transit - CTA
- New Station
- Transportation Center
- T Transfer Location

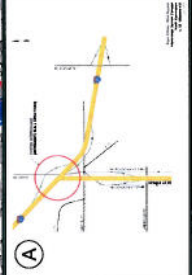
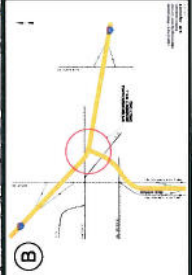
Combination Transit Strategies – Option 2

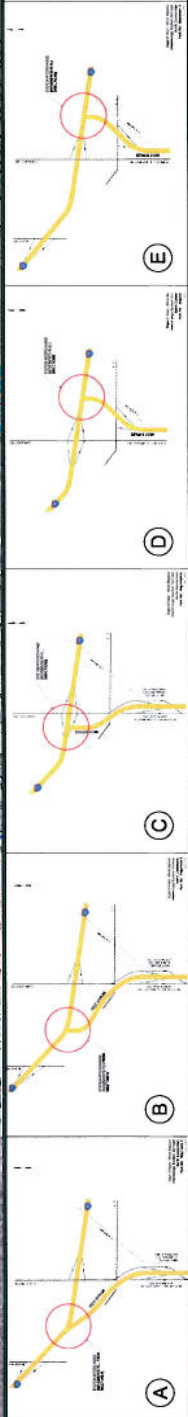
- Arterial Rapid Transit along Golf, Dempster, Mannheim, and IL 83
- Bus Rapid Transit along I-355
- Express Bus Service along I-94 and I-294
- CTA Blue Line extension to West Terminal
- Bus Rapid Transit along Thorndale
- Shuttle Bus between Metra UPW and Metra UPNW
- STAR Line spur between West Terminal and Mount Prospect Road
- New Transportation Center at O'Hare
- New transfer locations along rail lines

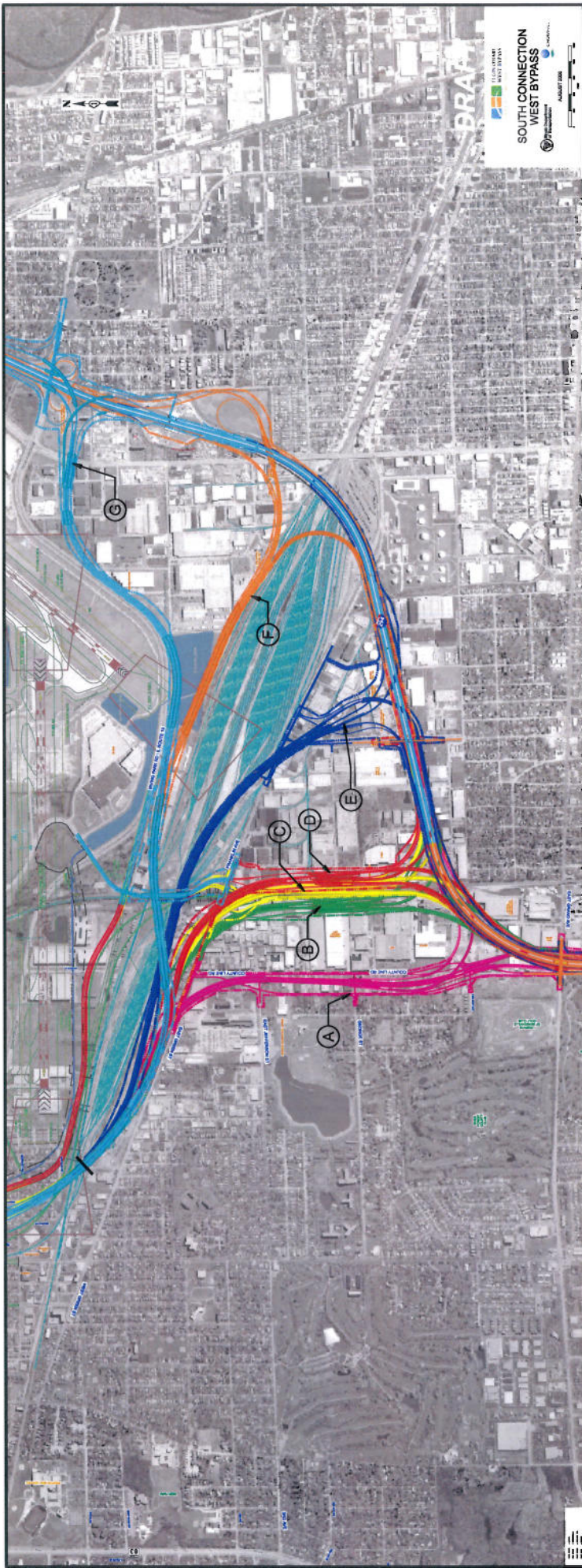


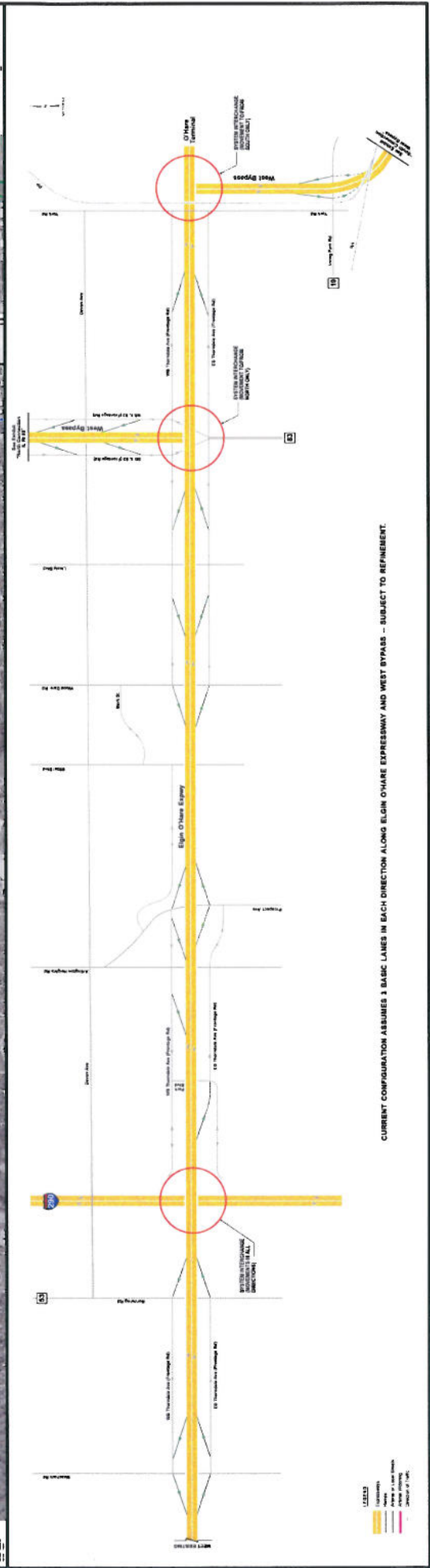
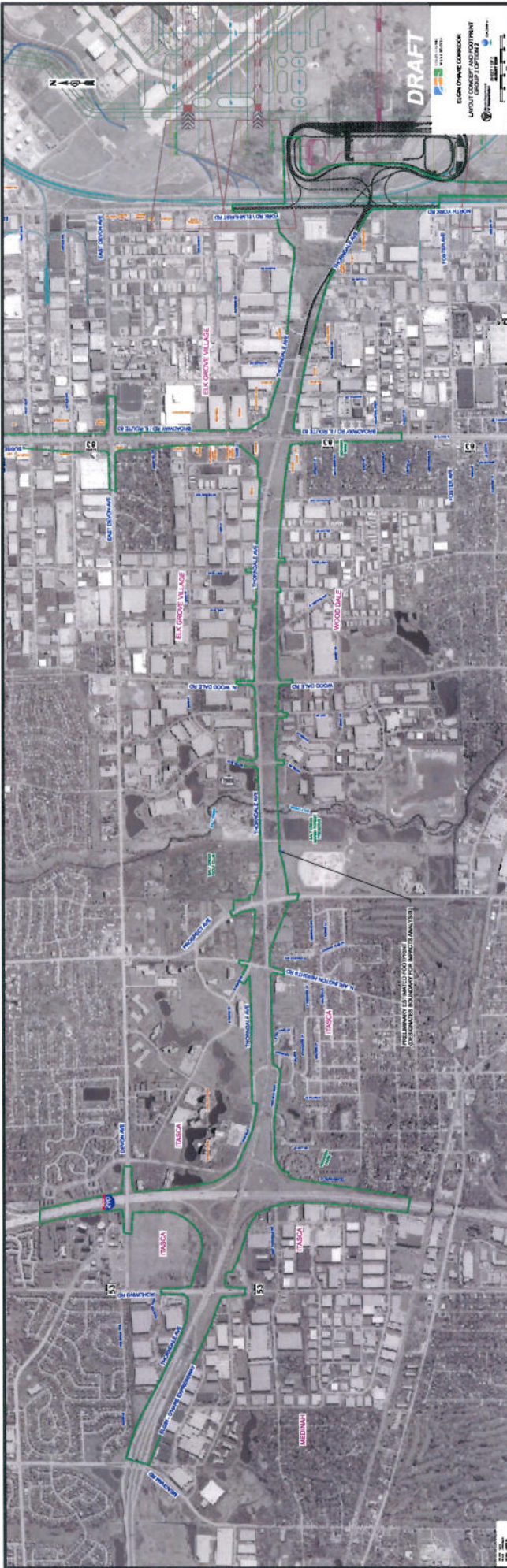
Next Steps



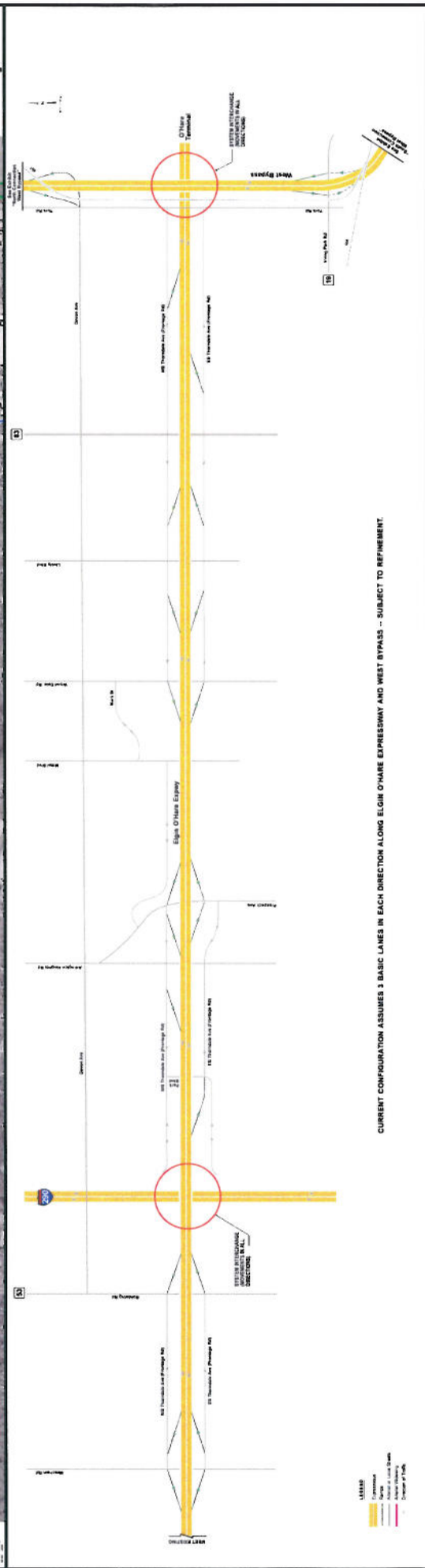
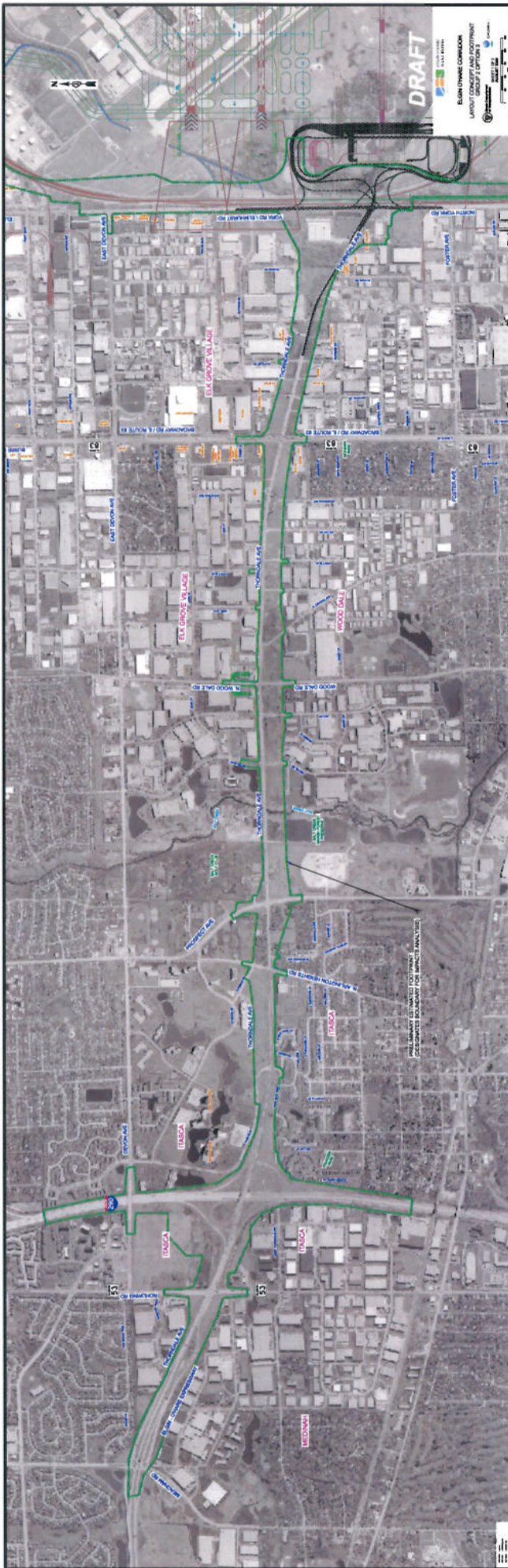




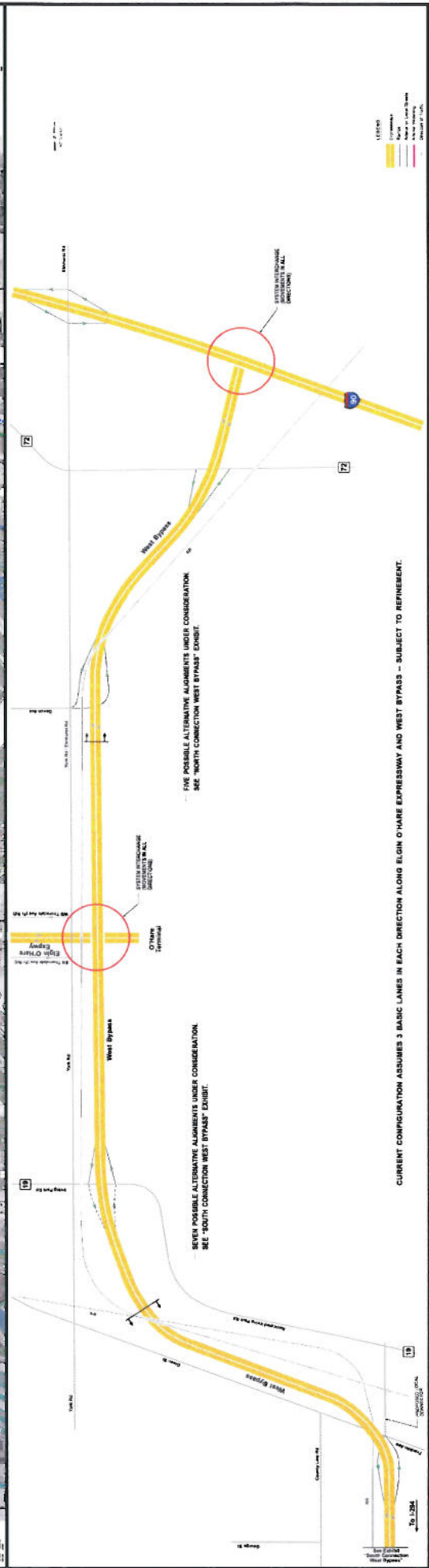
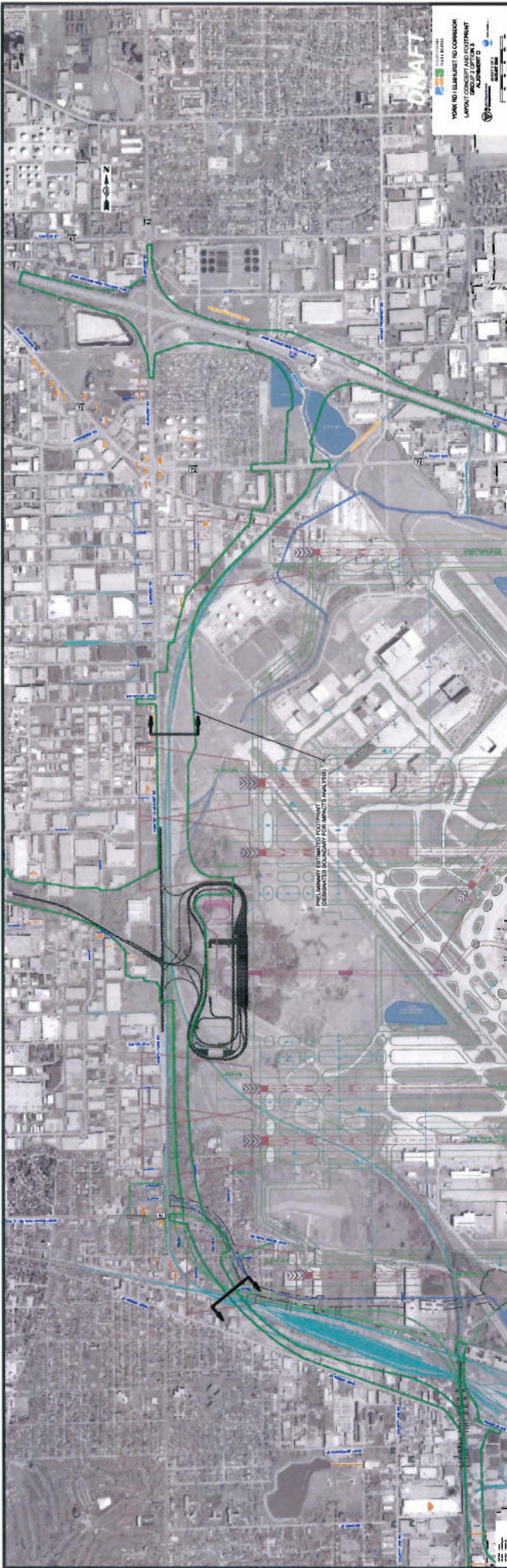




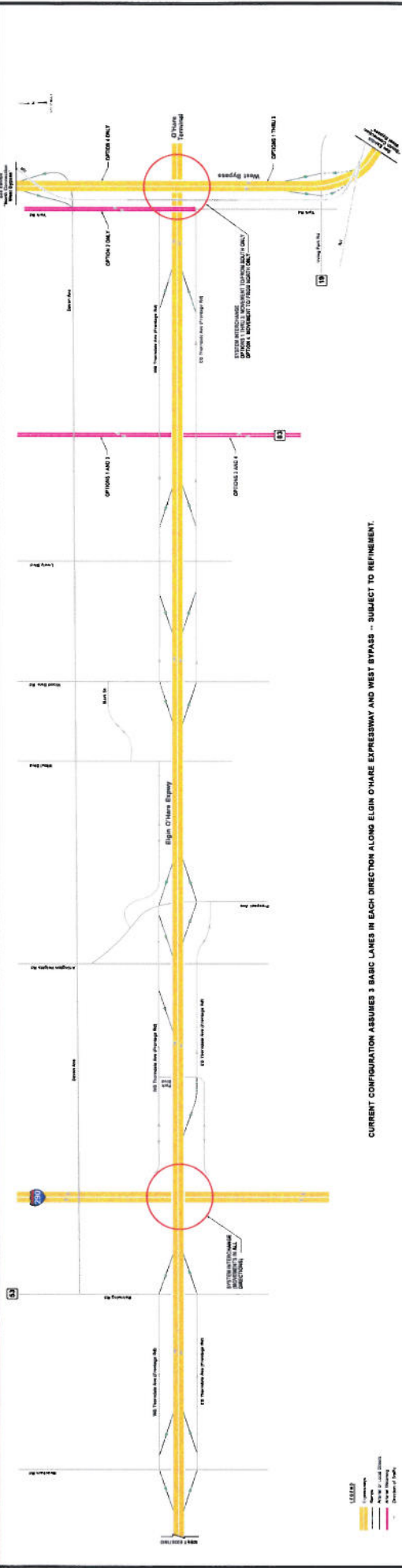
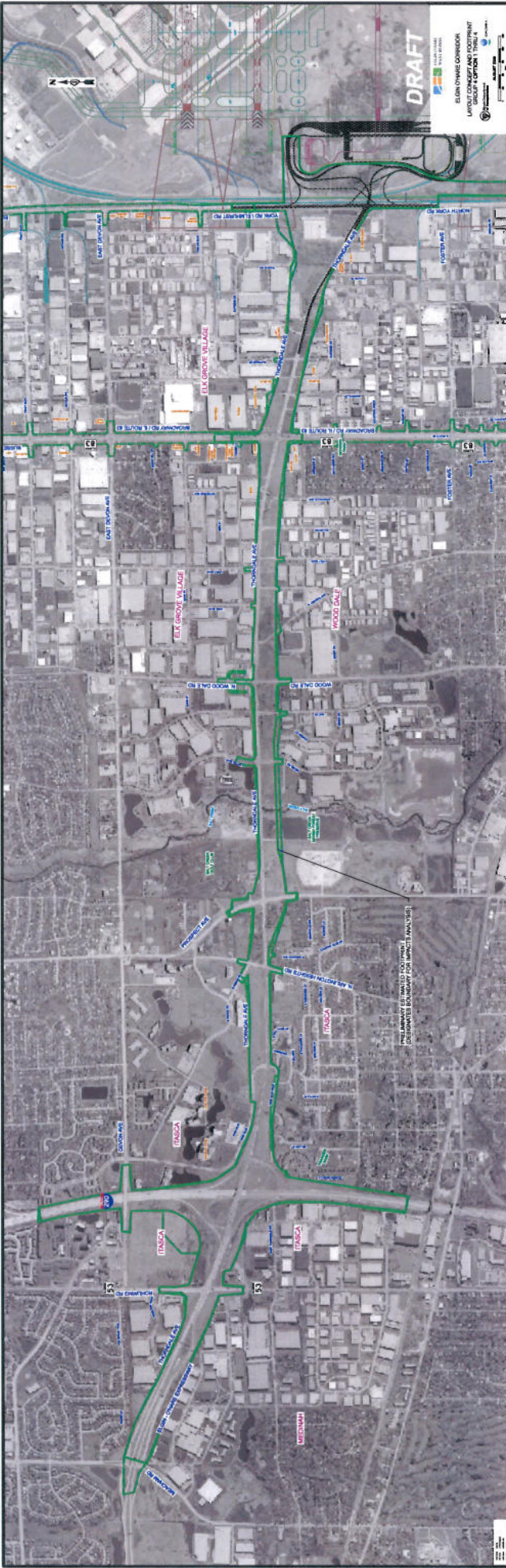
CURRENT CONFIGURATION ASSUMES 3 BASIC LANES IN EACH DIRECTION ALONG ELGIN O'HARE EXPRESSWAY AND WEST BYPASS - SUBJECT TO REFINEMENT.



CURRENT CONFIGURATION ASSUMES 3 BASIC LANES IN EACH DIRECTION ALONG ELGIN DRIVE EXPRESSWAY AND WEST BYPASS - SUBJECT TO REFINEMENT.

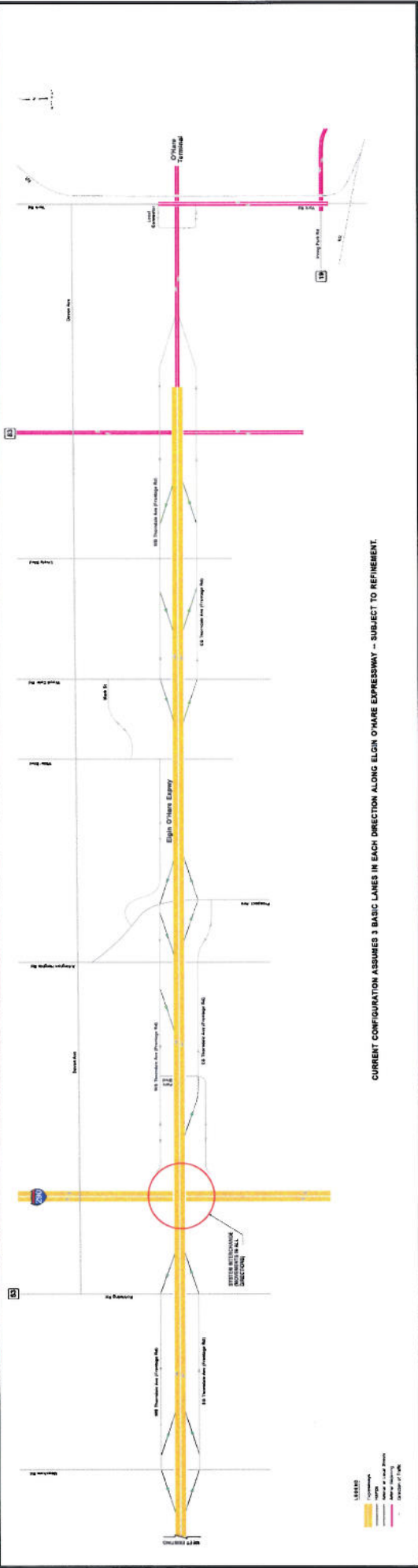
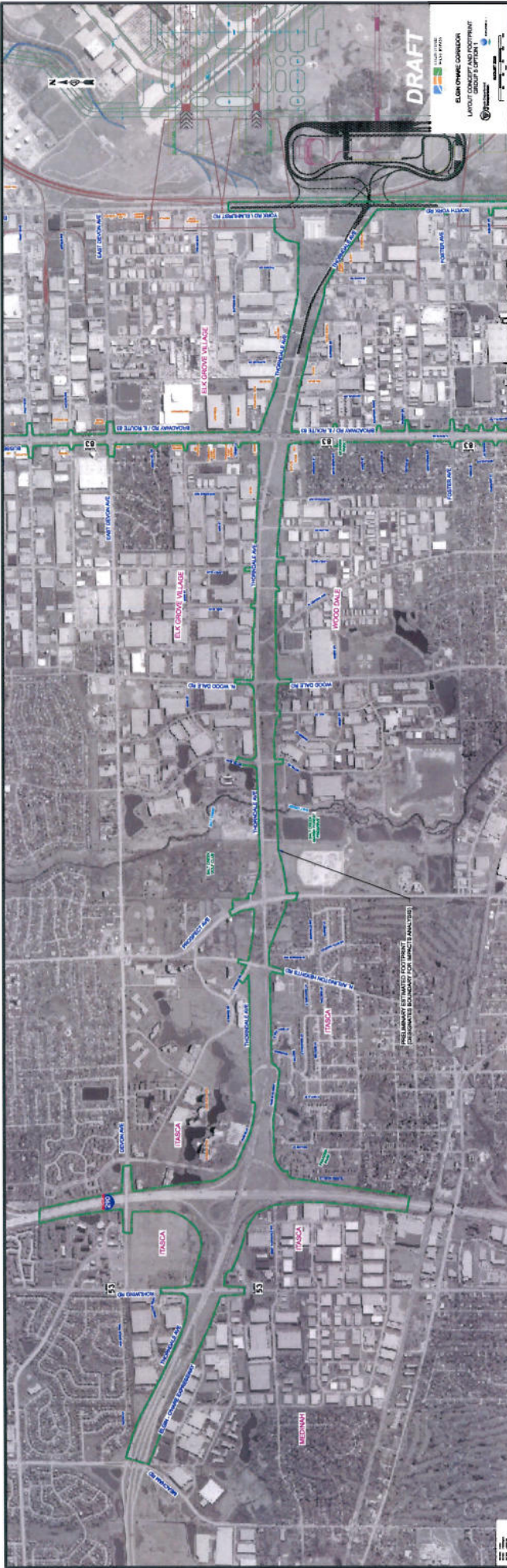


CURRENT CONFIGURATION ASSUMES 3 BASIC LANES IN EACH DIRECTION ALONG ELGIN O'HARE EXPRESSWAY AND WEST BYPASS - SUBJECT TO REFINEMENT

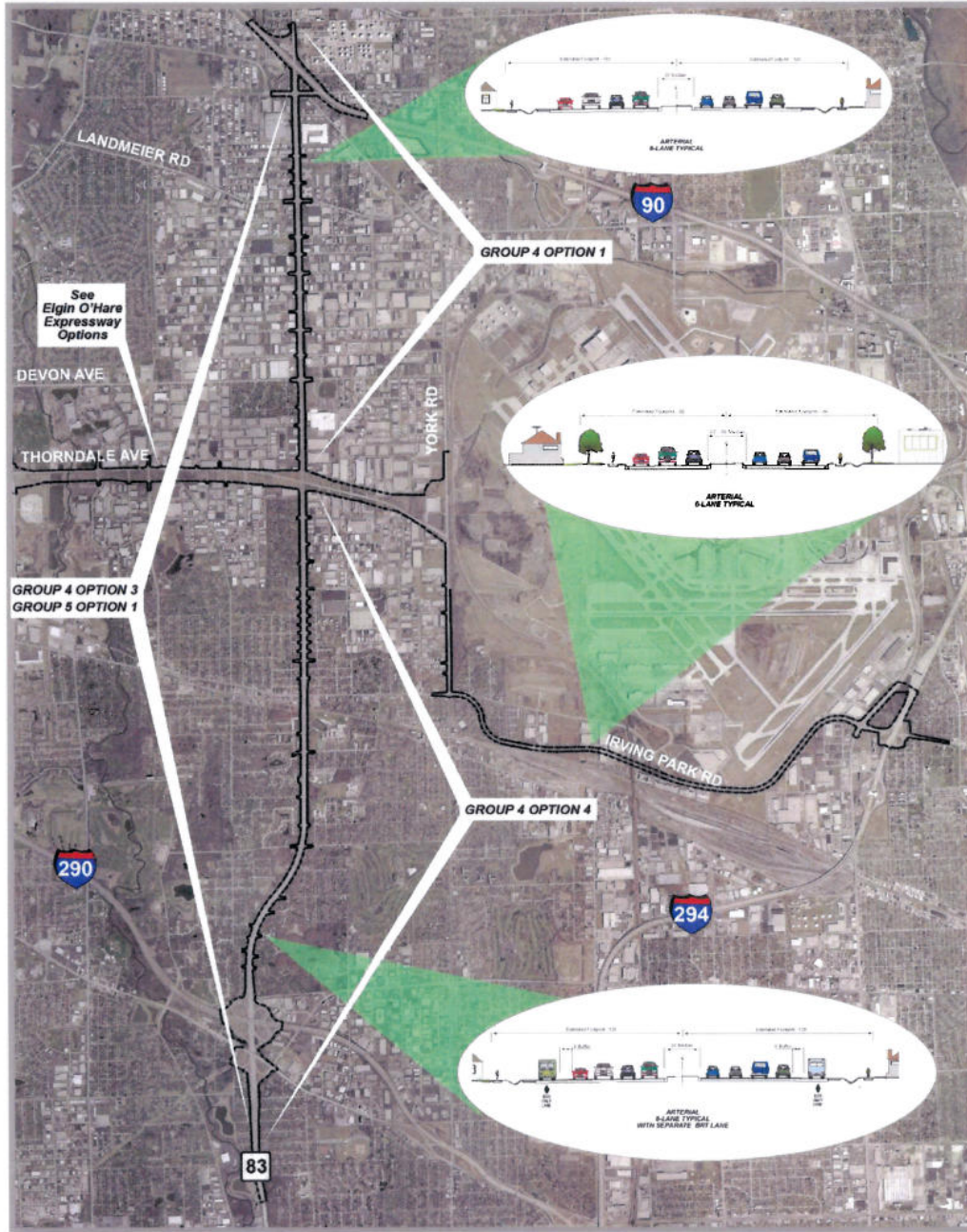


CURRENT CONFIGURATION ASSUMES 3 BASIC LANES IN EACH DIRECTION ALONG ELGIN O'HARE EXPRESSWAY AND WEST EXPRESS - SUBJECT TO REFINEMENT.

- LEGEND**
- Corridor
 - Right of Way
 - Right of Way
 - Right of Way
 - Right of Way



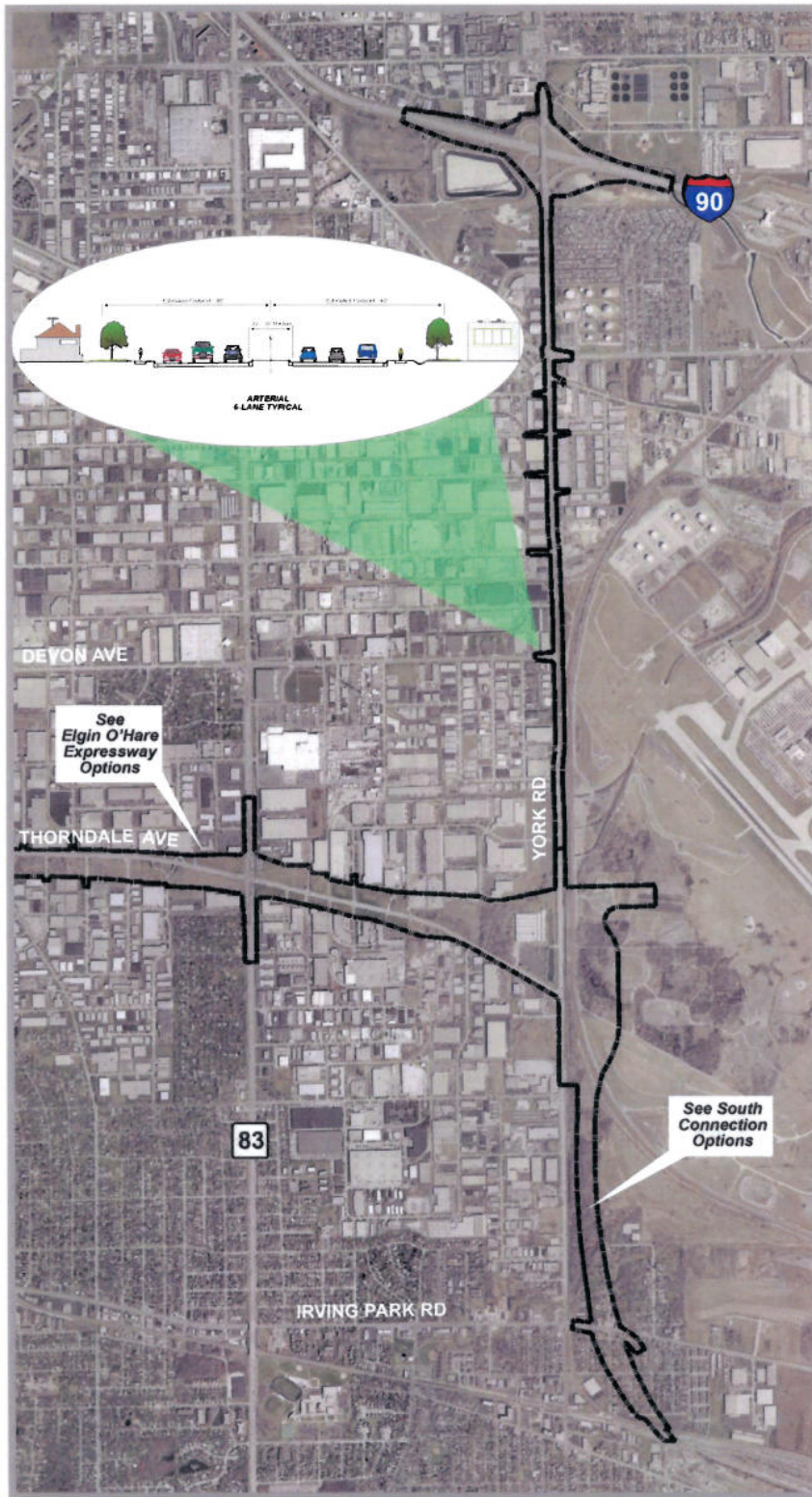
Arterial Improvements: IL 83 and Irving Park Rd



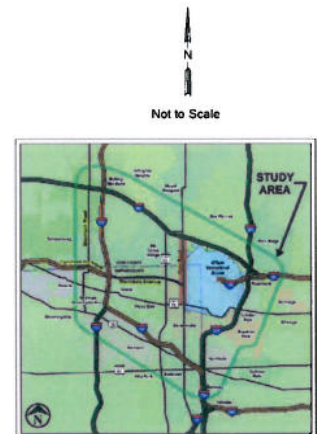
IL 83 Arterial (Group 4, Options 1, 3, 4 and Group 5, Option 1)
Irving Park Rd (IL 19) Arterial (Group 5, Option 1)



Arterial Improvements: York Rd



York Rd Arterial (Group 4, Option 2)

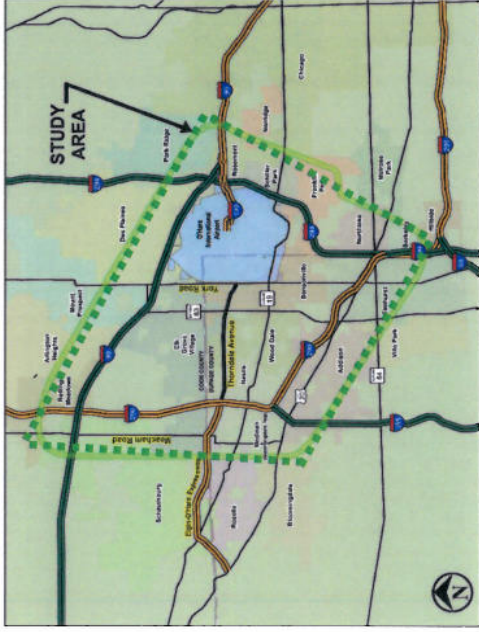


Thank you for attending the Elgin O'Hare - West Bypass Public Meeting

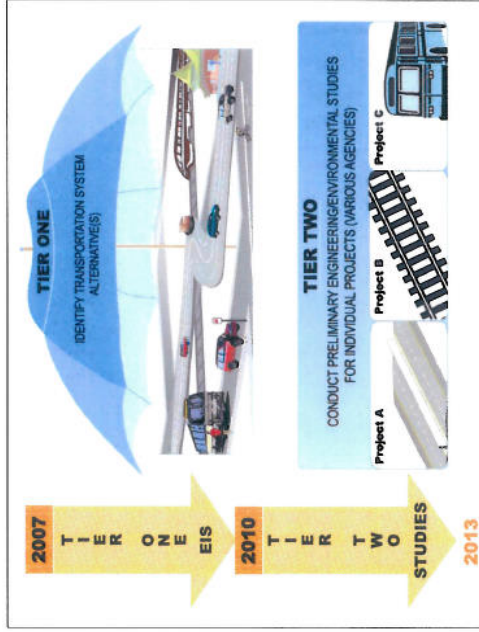




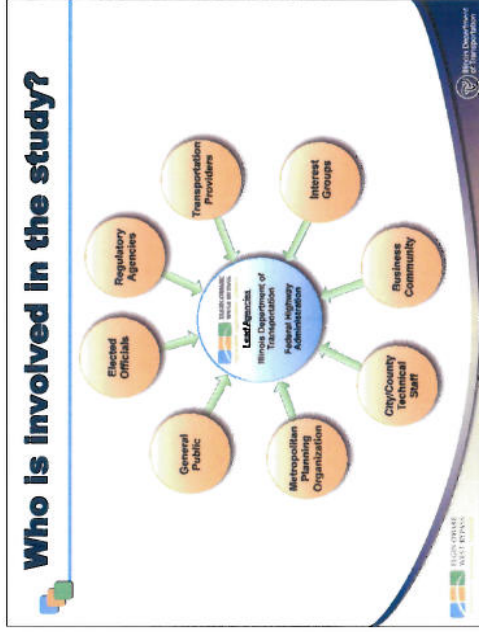
Thank you for attending tonight's second Public Informational Meeting for the Elgin O'Hare - West Bypass project.



The IL Dept of Transp's EOWB project began in the Fall of 2007, in a study area generally bounded by I-90, I-290, and I-294 covering approximately 100 square miles



The study is being advanced in two parts, or tiers. Tier One, which will be completed by 2010, will result in a preferred transportation system alternative at a conceptual level of detail, that includes consideration of all modes, roadway, bus, rail, bike, and pedestrian facilities. Tier Two would involve detailed engineering, and environmental studies, as well as public involvement for individual projects that make up the preferred transportation system alternative that can be advanced toward construction.



A key feature of this planning process is stakeholder involvement. Stakeholders are the people affected by the project, includes you, the general public, as well as people like your elected officials, regulatory agencies, local transportation providers, interest groups, cities and counties, planning agencies, and the business community.



The Department's Context Sensitive Solutions policy is the foundation of the study approach, and can best be described as:



a flexible and creative approach to design, which considers all modes of transportation, with frequent and meaningful communication.




There are a number of opportunities to get involved in the project, including: newsletters, the project website, public meetings, comment forms & mailing lists, workshops, speakers' bureau and working groups.



Beginning at the first Public Meeting in November of 2007, we worked closely with stakeholders to make sure we understood their views of the transportation problems that exist in the study area. The top five transportation concerns raised by stakeholders included:

- Congestion
- Inadequate transit options and connections
- Inadequate access to key commercial/industrial destinations
- Lack of access to O'Hare Airport from the west, and
- Travel delays caused by too many at-grade railroad crossings

Project Needs



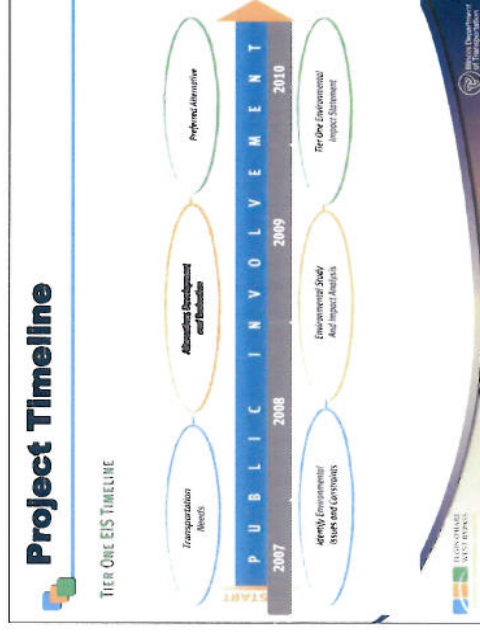
- Improve local and regional travel by reducing congestion
- Improve travel efficiency
- Improve access to O'Hare from the west, and
- Improve modal opportunities and connections

NOVEMBER 2007 - MAY 2008
MICHIGAN DEPARTMENT OF TRANSPORTATION

The project team also performed extensive technical analyses to define the nature and extent of transportation problems in the study area as well as verify the opinions shared by stakeholders. Results of the analyses were summarized in a document called a Transportation System Performance Report. Our analysis DID confirm the stakeholder-identified problems.

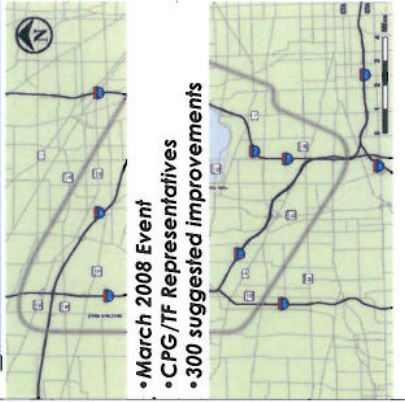
These problems formed the basis on which we developed the project Purpose and Need statement, which explains the reasons for undertaking this project. Four basic transportation needs were identified as follows:

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



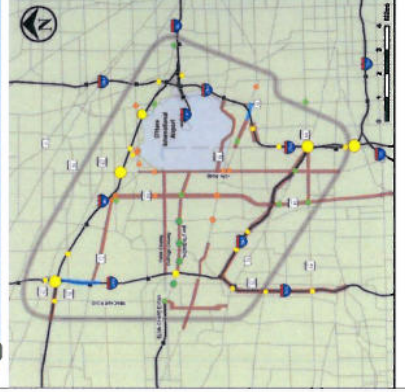
Once we had defined the basic "needs" or reasons for the project, the study team began developing solutions. Developing and evaluating a wide range of alternatives, and considering all travel modes and potential impacts across a broad geographic area requires a well structured process. Accordingly a stepped process has been identified to get us to a multi-modal preferred system build alternative by the end of Tier 1.

Stakeholder-Identified Strategies

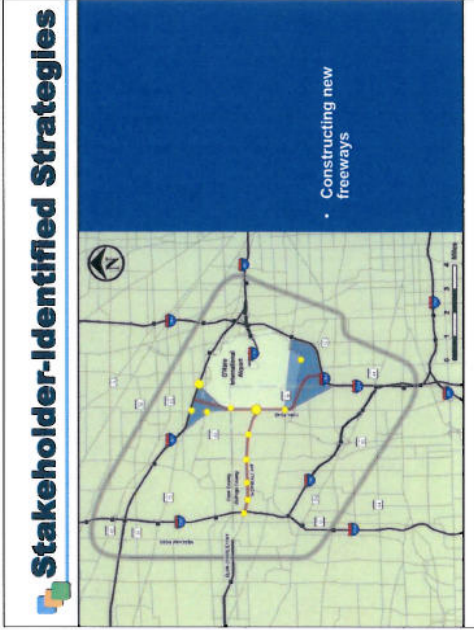


The first step involved working with project stakeholders to identify locations within the study area where various improvement strategies should be considered. During a Stakeholder Workshop held in March 2008, Corridor Planning Group and Task Force representatives were asked to identify locations with known transportation problems, and to define the appropriate type of improvement (modal strategy) to address the problem. More than 300 suggestions were made at this meeting, including the following:

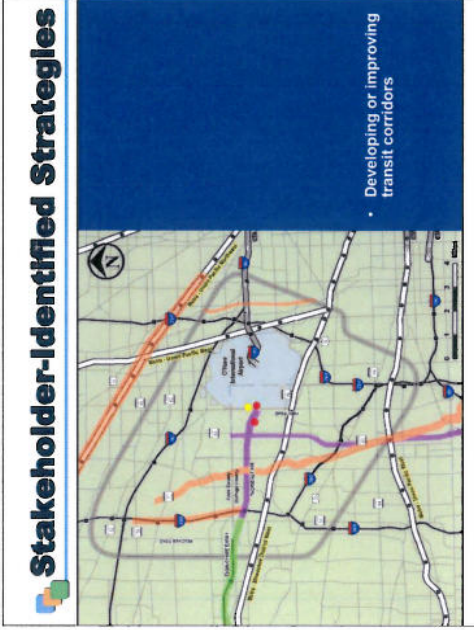
Stakeholder-Identified Strategies



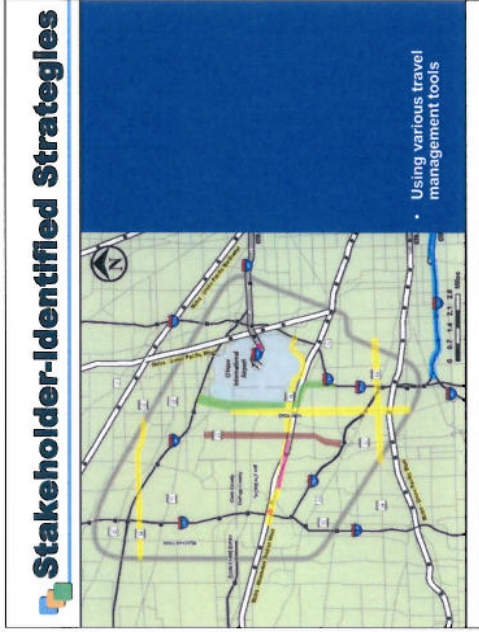
upgrading existing partial access interchanges;
widening major roadways;
implementing grade separations at various railroad crossings;



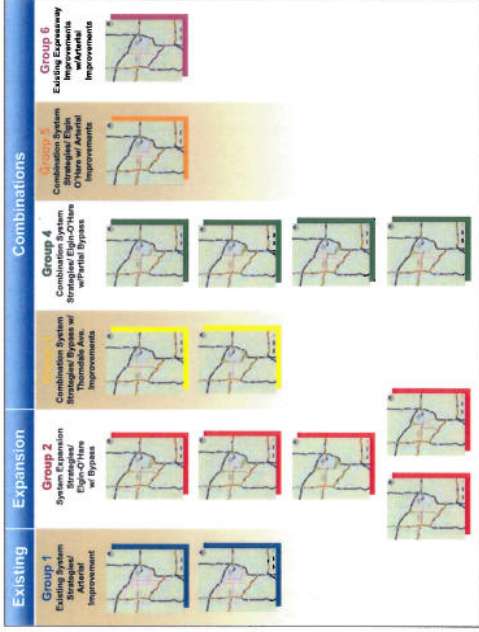
constructing new freeways including the Elgin O'Hare Extension and West Bypass;



developing or improving transit corridors along major routes; and



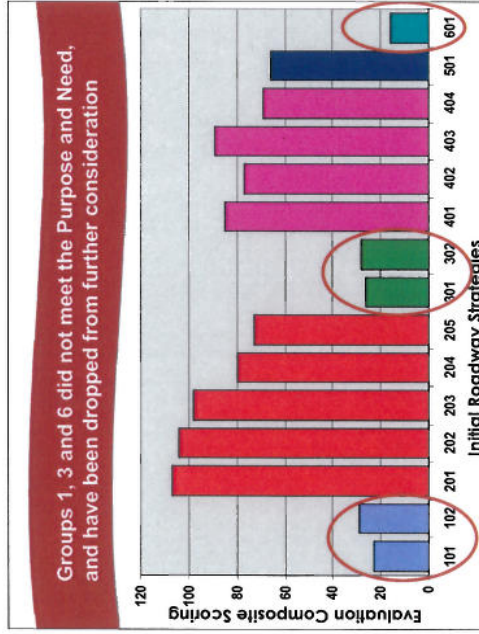
reducing travel demand on area roadways and using various travel management tools to enhance overall travel conditions.



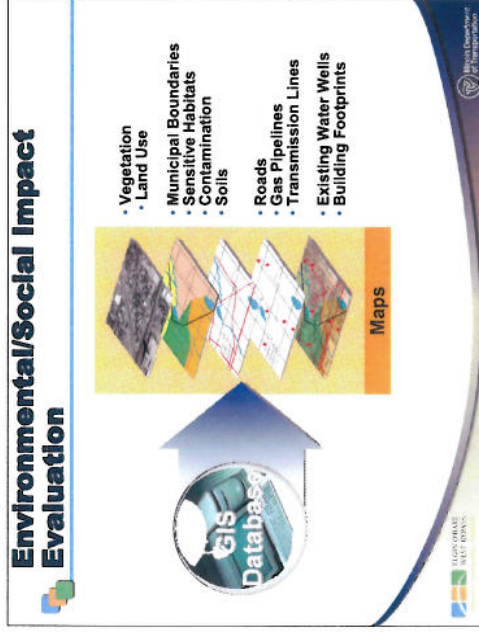
During the second step (Initial Roadway and Transit System Strategies), the project team took these suggestions and assembled them into 15 roadway and four transit system strategies. The 15 roadway system strategies were organized into six improvement groupings:

- Group 1 – widening select major arterials roadways in the study area.
- Group 2 – constructing the Elgin O'Hare Extension from west of I-290/IL 53 to the western boundary of O'Hare Airport, and the West O'Hare Bypass between I-90 and I-294
- Group 3 – constructing the West O'Hare Bypass between I-90 and I-294 and widening existing Thorndale Avenue
- Group 4 – constructing the Elgin O'Hare Extension and either the north leg or south leg of the West O'Hare Bypass
- Group 5 – constructing the Elgin O'Hare Extension from west of I-290/IL 53 to IL 83, and widening select existing arterial roadways
- Group 6 – widening I-290 and major arterials in the study area.

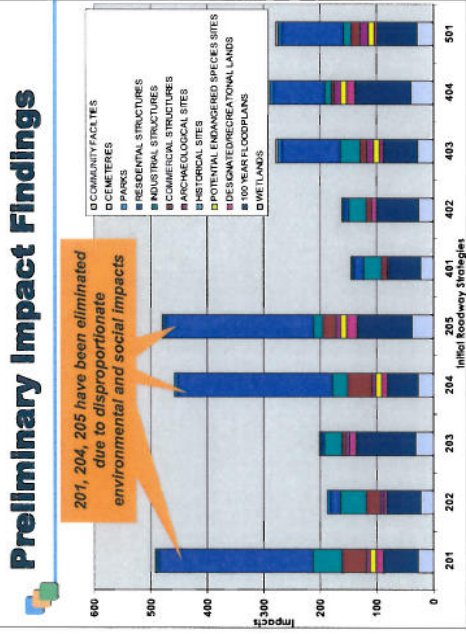
These fifteen Initial Roadway System Strategies were first evaluated to eliminate any strategies that would not adequately address Purpose and Need, for example by relieving congestion or improving travel efficiency.



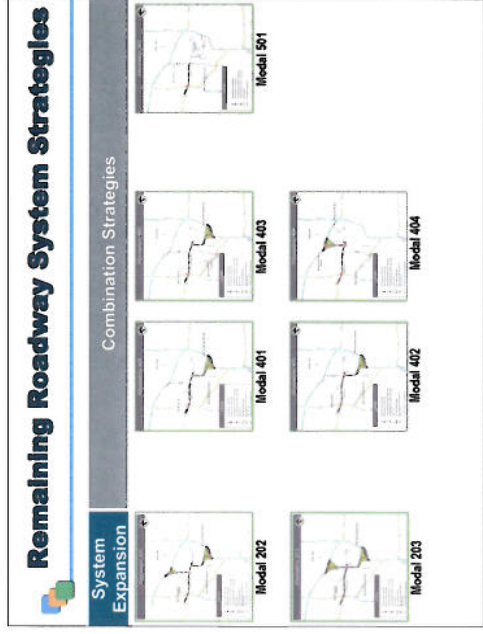
This evaluation was conducted using a travel demand model, which simulates study area traffic conditions in the year 2030. Of the fifteen strategies considered, five strategies (all alternatives in Groups 1, 3 and 6) were eliminated as they would not adequately address Purpose and Need. **For example**, travel improvements for the best performing alternatives translate into tangible benefits for area commuters saving one and one half days per year currently spent delayed in traffic. Across the study area, this results in \$23 million dollars of annual productivity.



Following the purpose and need evaluation, the project team began to determine the environmental and social impacts of each alternative. Because this is a tiered study covering a large geographic area, this analysis relied on readily-available data to characterize impacts, as opposed to detailed field studies. We did this using a computer application called a Geographic Information System or GIS. GIS is hardware and software that allows you to store, map, and analyze geographic data. Our GIS system includes all different kinds of maps including things like existing roadways and municipal boundaries, wetlands, water bodies and building footprints.



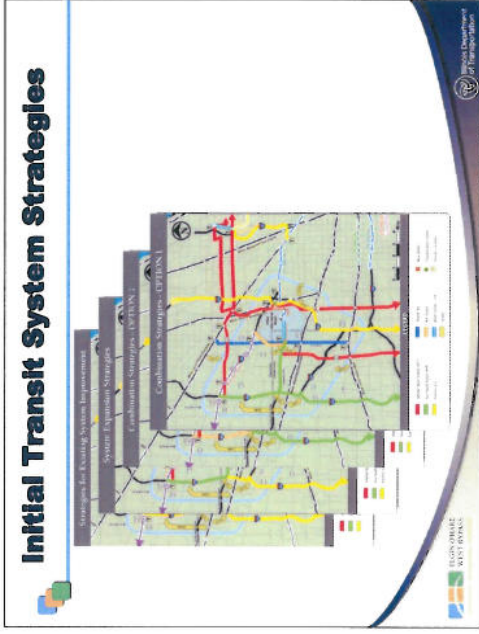
We used this GIS database to compare the remaining alternatives for their relative impacts of 12 different environmental and social features. These include things like wetlands, houses and historic sites. Following this analysis, an additional three strategies within Group 2 were eliminated as they would cause disproportionately high impacts.



Based on the purpose and need and initial GIS-based environmental/social impacts evaluation, 7 roadway alternatives in 3 groups remain under consideration for the preferred alternative



With input from the stakeholders, the project team has also identified four complementary Initial Transit System Strategies. These strategies were assembled to address major transit service gaps identified and consider both rail and bus transit solutions.



Similar to the roadway improvements, transit strategies consider improvements to the existing transit network, implementation of new transit corridors, or combination strategies with both improvements to the existing system as well as new transit corridors



The project team will refine the remaining roadway and transit improvements to compare the relative transportation performance, environmental impacts, and consider planning level construction costs. Following this evaluation and additional stakeholder input, the best "Finalist System Alternatives" --with both roadway and transit components -- will be identified and other complementary improvements such as bike/pedestrian trails and travel management features will be incorporated to form the Finalist System Build Alternative(s).

We Want to Hear from You

- Verbal comments
- Written comment forms – postmarked by Sept. 19
- Website: www.elginohare-westbypass.org
- Project Questions:
Ron Krall
IDOT Project Manager
(847) 705-4103



At every step of the alternatives development and evaluation process, we value your input. There are comment forms available here at this meeting as well as on the project website. Please fill out the comment forms and place it in one of the comment boxes in the exhibit room or place it in the mail by September 19th.

Thank you for attending!

Please visit the exhibit room,
 meet with project team members
 and give your comments.
 Mailed comments should be received
 by September 19.

Thank you for attending tonight's meeting. We now invite you to exit the screening room, and go view the project materials on display in the Grand Ballroom. IDOT and project staff will be on hand to answer any questions you may have.



SECTION 4

Media Coverage

Newspaper Articles

Articles written prior to Public Involvement Meeting:

The Business Ledger, 08-25-2008, "Traffic congestion threatens area economy"

The Daily Herald, 08-30-2008, "Elgin O'Hare meeting should be interesting"

The Chicago Tribune, 09-01-2008, "CTA, Pace riders can report unsafe or distracted drivers"

Articles written following Public Involvement Meeting:

My Suburban Life, 09-04-2008, "Residents concerned about O'Hare western access plan"

The Daily Herald, 09-04-2008, "No clear winner among 7 Elgin-O'Hare options"

Traffic congestion threatens area economy

Dan McLeister, Contributing Writer

August 25, 2008

Surprises and startling statistics abound in the latest report about increasing traffic congestion that threatens the long-term health of the economy in the Chicago area.

“Only when people understand how much it really costs them to sit in traffic, will they be willing, and will lawmakers be willing to change the way we invest in transportation in this region,” said Peter Skosey, a vice president for the Metropolitan Planning Council (MPC).

Everyone in the Chicago area realizes that traffic is bad and getting worse. But most people don't realize how bad it is and how much it affects all types of business until they see startling figures such as:

- Traffic costs the region \$7.3 billion a year or nearly twice previous estimates in lost time, fuel and environmental damages, according to the MPC.
- As people struggle with rising gas prices, they may be surprised to learn that lost time costs them nearly 20 times more than wasted fuel, according to the report, “Moving at the Speed of Congestion.” For every hour a driver sits in rush-hour traffic in the Chicago, he says goodbye to \$14.76. That is \$1,579, or enough to fill up the average gas tank 25 times. The annual increase in fuel costs per peak period traveler in 2005 came to \$81. (Officials note, of course, that the figure would be greater with rising gas prices in 2008.)
- The freight industry alone loses \$1 billion each year. That is enough to fund the local share of the CREATE program to modernize and improve the region's freight infrastructure, Skosey said.
- Gridlock also increases labor costs, impeding the creation of 87,000 jobs throughout the region.
- In most cases, traffic is actually worse on local arterial roads throughout the region than it is on expressways.
- The annual costs of wasted time alone per car commuter ranges from \$824 in some of the outlying counties to \$3,014 in the city of Chicago.
- Regionally, congestion adds 22 percent to peak period travel times, or about 66 extra minutes each week for a driver whose commute should take 30 minutes in each direction. Within Chicago, congestion increases peak period travel times by about 40 percent, or about 120 minutes extra per week for someone with a one-hour round-trip commute.
- In terms of where congestion occurs and time is lost, it is greatest in and around Chicago and Cook County, the primary destination for most of the region's workers: 41.5 percent

of DuPage County residents work in Cook County, followed by Will (40 percent), Lake (35 percent), McHenry (31.6 percent), and Kane (27.3 percent).

- Over the last 20 years 2,000 miles of new lanes have been added to the region's highways and arterial roads. That is a 15 per cent increase. Yet average rush-hour commute times have doubled.

- Federal and state funding for capital construction have not kept pace with construction costs, which are rising 10 per cent per year.

“If nothing is done to solve Chicagoland's traffic dilemma, by 2030 we'll be squandering \$11.3 billion a year due to traffic,” said Mary Sue Barrett, MPC president.

That is more than twice as fast as the region's population growth. She indicated that excess congestion has infected the entire region's transportation network.

“Everyone from Kane to Cook should support and invest in solutions.”

An executive from another planning and development organization echoed her comments.

“Traffic is synonymous with the Chicago region, and it knows no boundaries,” said Randy Blankenhorn, executive director at the Chicago Metropolitan Agency for Planning. “In most cases it is actually worse on local arterial roads throughout the region.”

This trend can not continue if the Chicago area is to remain globally competitive, according to Paul O'Connor, former head of World Business Chicago.

“We cannot continue to waste resources that could be invested in more efficient mass transit, better schools, increased job creation, and business attraction,” he said

O'Connor said that in defining the scope and severity of the cost of gridlock in the area, the report was a mandate for change.

The report itemized the following criteria as solutions to gridlock:

- The cost of a solution must not exceed the cost of congestion.
- Solutions must balance the needs of business, society and the environment.
- Solutions must be regional in scope.
- Solutions must address congestion on expressways and arterial roads.
- Solutions must address wasted time as well as wasted fuel.

MPC commissioned HDR Decision Economics to conduct the research behind this report which divided the costs into three segments:

- \$6.98 billion in lost time.
- \$354 million in wasted fuel (The estimate is based on 2005 fuel prices, so HDR said

today's gas prices drive that figure closer to \$680 million).

- \$33 million in environmental damages, which HDR called a very conservative estimate.

The MPC report noted that all traffic is not the same. For instance, said, Skosey, traffic patterns in the urban core are different from traffic patterns in the outlying counties.

“In order to determine the most efficient solutions, we need a deeper, nuanced understanding of the problem,” he said.

However, he noted, not all congestion is bad, he noted. Retailers thrive on bustling streets, and up to a point, the more people and goods moving through a neighborhood, city or region, the healthier its economy.

Once a threshold is reached, however, the cost of adding another vehicle to the road, in terms of delay and other drawback of traffic, outweighs the benefits to society, the MPC executive said.

This tipping point is different for every roadway, according to Skosey. The research team behind this report determined the efficient level of traffic for different expressways and arterial road in metropolitan Chicago, and then measured the cost of additional traffic.

The Metropolitan Planning Council Web site is www.metroplanning.org

Elgin O'Hare meeting should be interesting

Marni Pyke

August 31, 2008

Why rearrange your life to attend a Wednesday meeting on the status of the Elgin O'Hare - West Bypass Project?

Because it's going to be interesting - I promise. Really. You don't even have to be a transportation wonk.

After months of talking, the state is closing in on final designs for the long-talked about Elgin O'Hare Expressway and western bypass connecting I-90 and I-294 just west of the airport. You heard right, the Elgin O'Hare Expressway may eventually end up at O'Hare International Airport instead of just petering out around Wood Dale.

So if you live near the airport or wished for a quicker way to approach it from the west, you've got a stake in what happens.

The Illinois Department of Transportation will present seven options for the project during an open house in Addison.

- One ambitious design extends the Elgin O'Hare east along Thorndale Avenue as a major expressway. The western bypass part involves building an expressway that starts at I-90, follows the airport along York Road and Irving Park Road before connecting with I-294, affecting Bensenville, Schiller Park and Franklin Park.
- A scaled-back version takes the Elgin O'Hare east as an expressway to Route 83, then continues east along a widened Thorndale into the airport. The plan also would widen Route 83 between I-90 and I-290. A ring road would be extended along O'Hare's southeast boundary following expanded sections of York Road and Irving Park Road, eventually intersecting with I-294.

Other variations involve turning segments of Route 83 and York Road into expressway or widening the two arterials.

Although O'Hare does own a 300-foot right-of-way along its western border, any type of construction in such a built-up area would obviously involve acquiring homes and businesses.

Municipal and county engineers and administrators have huddled with IDOT narrowing down the options, among them DuPage County Director of Transportation and Operations John Kos.

He acknowledged challenges ahead no matter which option is chosen. For example, the Route 83 widening concept "does lend itself to issues for businesses and residents," Kos said.

But he's excited the process has inched forward to the public meeting stage.

"From a regional perspective, to get traffic to and from the area is critical," Kos said.

On the Cook County end, Elk Grove Village has vigorously fought the O'Hare Modernization Plan, which involves expanding the airport and condemning hundreds of properties to build parallel runways.

But Mayor Craig Johnson said he has no quarrel with IDOT's approach, calling the agency cooperative and saying it's offering alternatives he can live with.

With thousands of tons of freight moving through EGV every day, "Any way we can get vehicles, trucks and airport traffic moving in and out of the community faster will be a benefit," Johnson said.

It's a different story in Bensenville, Elk Grove Village's ally on the O'Hare expansion front.

Bensenville Village Manager Jim Johnson said any construction plans west or south of the existing airport boundaries mean trouble.

"Any of those options would be a disaster and once again Bensenville gets punished," he said, adding he wondered how the state can pay for the project.

There's no price tag yet but Jim Johnson is correct that it won't be cheap. Initial planning alone is costing \$5.4 million.

The open house runs from 4 p.m. to 7 p.m. at Oak Meadows Golf Course, 900 N. Wood Dale Road. For more information, call IDOT at (847) 705-4103 or visit www.elginohare-westbypass.org.

And should you wish to have a life on Wednesday night, no worries. We'll be there.

<http://www.dailyherald.com/story/?id=231552>

CTA, Pace riders can report unsafe or distracted drivers

Jon Hilkevitch

Getting Around

September 1, 2008

Transit riders can always move to a different seat if a person nearby is blathering away on a cell phone, but what do you do if the big gabber is the bus driver or the train operator?

You pick up your own cell phone, call the transit agency and say—insist, if necessary—that you want to report a safety violation.

That's what more than 300 *Chicago Transit Authority* customers did last year, and more than 200 had done so through July of this year, according to the transit agency.

The tipsters range from transit customers to car drivers and pedestrians and even CTA managers, officials said.

Each report prompts an investigation. CTA policy dictates that violations be treated as safety breaches.

Disciplinary action was taken in 150 cases in 2007 and 58 so far this year, transit officials said, adding that the numbers likely will increase because some incidents are still under review.

Most of the reported violations involved bus drivers. Train operators are less visible to the public, especially locomotive engineers on commuter trains.

Across the board, bus and train operators in the *Regional Transportation Authority* system are prohibited from using personal cell phones while on duty.

Pace, the suburban bus system, said 144 customer complaints about driver cell-phone use were received since January 2006 on Pace buses and para-transit and dial-a-ride vehicles.

Pace declined to provide any information on disciplinary action.

Bus drivers and rail operators have enough to concentrate on without the distraction of talking on a personal cell phone, transit officials say.

"We explain to our operators that it's a tremendous responsibility to be moving 90-plus people on a packed bus, and it takes their full concentration," said CTA President Ron Huberman.

Federal research on traffic accidents indicates that talking on a cell phone while operating a vehicle and other forms of distracted driving are almost as serious as speeding or driving under the influence of alcohol or drugs.

The only exception to the CTA's cell-phone policy is during an emergency, at which time the operator is required to curb the bus or stop the train before making the call.

Failure to comply is considered a safety violation, punishable by four steps of progressive discipline, including dismissal.

The reason only about half the complaints led to disciplinary action last year is that punishment for a first offense is limited to a warning under agreements between the CTA and its labor unions, officials said. In a first case, the CTA essentially accepts an employee's denial that the cell-phone policy was violated.

"We are saying, 'You lost your freebie,' in essence," Huberman said.

Reports of a second offense against an employee lead to a written warning and a possible one-day suspension.

Retraining, probation or a three-day suspension are given for a third reported offense, and employees could be fired if found guilty of a fourth offense, officials said.

Under each scenario, the employee and witnesses are interviewed and their credibility is examined, Huberman said. The severity of any disciplinary action is determined in part on the employee's personnel file.

Anyone who witnesses a CTA bus driver or train operator using a cell phone is urged to report it to CTA customer service at 888-968-7282 (888-YOURCTA).

The number for Pace customer service is 847-364-7223 (847-364-PACE).

Under union agreements, the CTA does not aim security cameras at bus driver compartments or at train cabs, and the agency does not have the authority to examine personal cell phone records, it said. Complainants are asked to provide the following: bus or train routes, vehicle numbers, employee ID numbers, and the time, date and location of the violation.

Back to roadwork

Road construction resumes Tuesday after a Labor Day holiday hiatus.

A resurfacing project is set to begin on Harlem Avenue from Southwest Highway to 159th Street in the southwest suburbs, according to the *Illinois Department of Transportation*.

The first phase, through October, involves pavement patching and replacing sections of deteriorated curb and gutter. It will require daily lane closings at various times in both directions, IDOT said. Next spring, the roadway will be resurfaced, with completion set for early July.

Lane closings also will start Tuesday near sections of the South and North Tri-State Tollway for bridge work. One lane in each direction on 95th Street under I-294 will close from 9 a.m. to 3 p.m. on Tuesday, according to the *Illinois State Toll Highway Authority*. The same closings are planned daily through Saturday.

Also, off-peak lane closings are scheduled from 9 a.m. to 3 p.m. Tuesday on Willow Road over the North Tri-State for traffic signal work. Turn lanes will close alternately during the day for loop installation work.

One turn lane in each direction will always be available.

Elgin-O'Hare meeting

Public input will be solicited this week on an ongoing state study to possibly extend the Elgin-O'Hare Expressway east to *O'Hare International Airport* and build a new toll road connecting the Northwest Tollway (Interstate Highway 90) to the Tri-State Tollway (Interstate Highway 294) west of the airport.

The forum, hosted by IDOT, will be held from 4 to 7 p.m. Wednesday at the Oak Meadows Golf Course clubhouse, 900 N. Wood Dale Rd., Addison.

Contact *Getting Around* at jhilkevitch@tribune.com or c/o the *Chicago Tribune*, 435 N. Michigan Ave., Chicago, IL 60611. Read recent columns at www.chicagotribune.com/gettingaround

Residents concerned about O'Hare western access plan

David Heitz

September 04, 2008

Area residents are not happy with Illinois Department of Transportation plans that could eliminate more homes and businesses in Bensenville to build airport roadways in a community already been hit hard by O'Hare International Airport expansion.

IDOT held a public meeting Wednesday at Oak Meadows Golf Course in Addison to unveil seven transportation plans as part of its Elgin-O'Hare West Bypass Project study that focuses on transportation issues on the west and southwestern sides of O'Hare.

IDOT has been reviewing as many as 14 options for the past two years to improve traffic and transportation, which includes the possible extension of the Elgin-O'Hare Expressway down the Thorndale Avenue corridor, new rail options and a bypass road that could run on any or all sides of the airport. It would also include the long-rumored western access road into O'Hare off York Road.

Liz Coffey, a spokeswoman for IDOT, said the meeting was to help narrow down the list of options in the study and to give residents a chance to comment on the seven plans.

"Over the next year, we will continue the process of eliminating some of these options based on feedback we get from the communities," she said.

While hundreds of people attended Wednesday's meeting, the most vocal group was from Bensenville, as plans for southern bypass roads show one option that would run right through Bensenville, which has already lost more than 500 homes and businesses due to the O'Hare Modernization Program's plans to build a new southern runway at the airport.

Bensenville Communications Director Linda Dickson said residents have been calling the village asking about the plans, and how the plans could impact them.

"It has been an important issue for our residents," she said.

Bensenville Trustee Marianne Tralewski said one of the plans shows a bypass road running north and south through Bensenville west of County Line Road, which could devastate dozens of properties and impact Redmond Park.

"Any road plan that runs west of the airport is unacceptable to us," Tralewski said. "We have lost so many homes already, this would devastate us."

The main concern of Bensenville officials and residents is the location of a proposed bypass road on the western side of the airport. While the O'Hare Modernization Program calls for a 300-foot-wide corridor east of York Road on airport property to accompany a road that would link interstates 90 and 294, residents are skeptical on where that highway

would run, as no site plan exists.

There would also be an economic impact on the village with more properties removed from the tax rolls. Part of the problem, Bensenville economic development planner Beth Hibner said, is that IDOT still has not indicated how many properties would be lost if a bypass road were to plow through Bensenville.

“We have been asking for this information for a while, and still have not received it,” Hibner said.

Larry Martin, an engineering consultant for IDOT, said that data is still being compiled, but indicated that there are five other options for the southern bypass road, most of which run east of Bensenville.

“None of this is set in stone yet,” he said.

But other communities that could be impacted, such as Itasca and Wood Dale, have been more supportive of the plans.

Wood Dale Mayor Ken Johnson, who has been a supporter of the Elgin-O’Hare Expressway plan as part of a redevelopment of Thorndale Avenue, is pleased that IDOT has chosen to “fast track” the project.

Itasca Village Administrator David Williams said the village has met with IDOT many times regarding the issue, and the meetings have been positive. If western access is built correctly, he said, it would have a huge economic impact on not only Itasca, but the region in general.

“On the other hand, if it is nothing more than an expressway to the airport, it will have a negative impact,” Williams said. “But we have been optimistic on what we have seen of the plans so far.”

<http://www.mysuburbanlife.com/bensenville/news/x802005151/Residents-concerned-about-OHare-western-access-plan>

No clear winner among 7 Elgin-O'Hare options

Residents see plans for bypass around O'Hare

Marni Pyke

September 4, 2008

With seven options to choose from on improving access to O'Hare International Airport, it's not surprising a consensus was missing among residents attending a state forum on the issue Wednesday.

Illinois Department of Transportation planners unveiled alternatives for completion of the Elgin-O'Hare Expressway and a western bypass around the airport at the meeting in Addison.

State engineers say the mega-project is needed to ease congestion and allow for better access to the busy airport.

"We want to improve both local and regional travel," IDOT Bureau Chief of Programming Peter Harmet said.

A decision on one of the seven proposals is expected this winter.

Options include building a ring road around O'Hare that links up with I-294 south of the airport near the towns of Bensenville, Schiller Park and Franklin Park.

Variations include widening segments of York Road and Route 83 or converting them into expressway.

However, six of seven of the plans would extend the Elgin-O'Hare along Thorndale into the airport.

Already Bensenville leaders have objected to taking any property to complete the project, and residents at the open house echoed their concerns.

"Bensenville has taken enough of a hit already," said homeowner Joe Pisano. The city of Chicago is fighting Bensenville over condemning about 600 homes and businesses to make way for O'Hare modernization and expansion.

Village resident Doreen Rafacz didn't like any of the IDOT plans. She said it's important the state and village work together, but she had her doubts about the process and what it would mean.

"I've been to a lot of meetings, but what they say is not what we get. People like it here," Rafacz said. "We like our Mayberry."

Des Plaines resident Bob Crocker wants a better transportation system in the region. But considering all the options, he said, "I see ones that make me happy and others that would make other people unhappy."

Meanwhile, Elk Grove Village resident Mitch Matuga wanted proposals that include ways of getting around without cars. "You never see plans for public transportation," he said.

Harmet agreed that "we're not able to build our way out of congestion," and explained that public transit and bicycle paths will be part of the project.

In a recent impact study, engineers calculated that as few as five homes or as many as 111 homes would need to be demolished to make way for the new roads, depending what option is used. Commercial and industrial businesses also would be affected, with one plan affecting 71 properties.

The area IDOT is studying is bounded by I-90, I-290 and the Tri-State Tollway. It's about 50 square miles and includes 24 communities and spans Cook and DuPage counties.

Already preliminary engineering is costing about \$5.4 million for the project. Harmet estimated that the final product could be paid for with a mixture of public and private funds, including establishing tolls along new roads.

SECTION 5A

Public Meeting Transcript

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PUBLIC INFORMATIONAL MEETING
ELGIN O'HARE - WEST BYPASS PROJECT

Report of oral comments made at the Public Informational Meeting of the Elgin O'Hare - West Bypass Project, held at Oak Meadows Golf Course, 900 Wood Dale Road, Addison, Illinois, on the 3rd day of September, A.D., 2008, commencing at the hour of 4:00 p.m.

M

1 SENATOR CAROL PANKAU: I am State Senator Carol
2 Pankau, C A R O L; P, as in Peter, A N K A U. I'm the
3 state senator from the 23rd district. And I wanted to
4 make sure that a particular problem that's been there
5 for a long time remains in the study, in all aspects of
6 the study. And this is a problem, if you are on 294
7 going south and you want to get off on North Avenue and
8 go east, you actually have to wiggle around a
9 residential area there in Elmhurst. And it's called the
10 Elmhurst Jug Handle. And we've had a number of meetings
11 about it lately. And it just seems to me that if we are
12 going to do this comprehensive study that we have to
13 make sure that that intersection and that movement must

14 be rectified, must be changed somehow. So I want to
15 make sure that they keep that particular movement in any
16 and all future studies that they're doing. Now, there
17 is an independent group that is trying to get funding
18 for a study, but they don't have the money yet. So
19 until they do, I want to make sure that that is not
20 dropped from this study.

21 * * * * *

22 MS. DOREEN RAFACZ: First name Doreen, D O R E E N;
23 last name Rafacz, R A F A C Z. And I'm currently and
24 have always been a resident of Bensenville. And as long

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M

1 as this is going to happen, I would like it to impact
2 Bensenville as little as possible such as the further
3 east the access roads, the better. If I had to pick a
4 plan, it would be F or G.

5 * * * * *

6 MR. DALE DOLEZIL: Dale Dolezil, D, as in David,
7 O L E Z, as in zebra, I L. I live at 120 South Spruce
8 Avenue, Unit 101, Wood Dale Illinois 60191. I would be
9 impacted by one of the 83-Irving alternatives. I'm
10 against that totally. That would actually wipe out
11 quite a bit of Bensenville concerning widening 83 to
12 basically eight lanes. They have the ring-around road,
13 the southern access to the western entrance. I prefer
14 versions -- Do you need the map number or something,
15 whatever? -- Versions B through F, no A or no G. "A"
16 runs through too much of Bensenville, some residential,

17 other things. "G" runs too far north. It's just going
18 to be congested on the Tri-State Tollway as compared to
19 connecting further south. That's it. And no 83 and
20 Irving alternative. Thank you.

21 * * * * *

22 MR. HENRY WESSELER: My name is Henry Wessler.
23 I'm with the Bensenville Park District Board of
24 Commissioners. I'm also a Bensenville resident, and I

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1 live near Route 83. One of the alternatives they're
2 looking at, I believe, is 4.4 with respect to widening
3 Route 83 south of Thorndale down to 290. And the way it
4 would impact the residents of Bensenville, and Wood Dale
5 for that matter, I hope that's not an alternative that
6 will go very far. I think they should throw that one
7 right out the door.

8 (which were all the proceedings
9 had at this time in the
10 above-entitled cause.)
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M

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

3

4 Teresa Resendez, being first duly sworn, on
5 oath says that she is a Certified Shorthand Reporter,
6 doing business in the City of Chicago, County of Cook
7 and the State of Illinois;

8 That she reported in shorthand the oral
9 comments made at the foregoing Public Informational
10 Meeting;

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 oral comments made at the said
14 Public Informational Meeting.

15

16

17

TERESA RESENDEZ, CSR

18

19 CSR No. 084-003718

20

21 SUBSCRIBED AND SWORN TO
before me this _____ day of
_____, A.D., 2008.

22

23

24

NOTARY PUBLIC

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M

SECTION 5B

Public Comments Received

Braband, Libby/CHI

From: Krall, Ronald D [Ronald.Krall@Illinois.gov]
Sent: Friday, March 06, 2009 1:14 PM
To: janispasq@yahoo.com
Subject: Janis Arquette, Comment Reply from Public Information Meeting #2, Sept. 3, 2008, Oak Meadows Golf Club

Project and Environmental Studies

Elgin O'Hare - West Bypass

Cook and DuPage Counties

E-mail Response

March 6, 2009

Ms. Janis Arquette

janispasq@yahoo.com

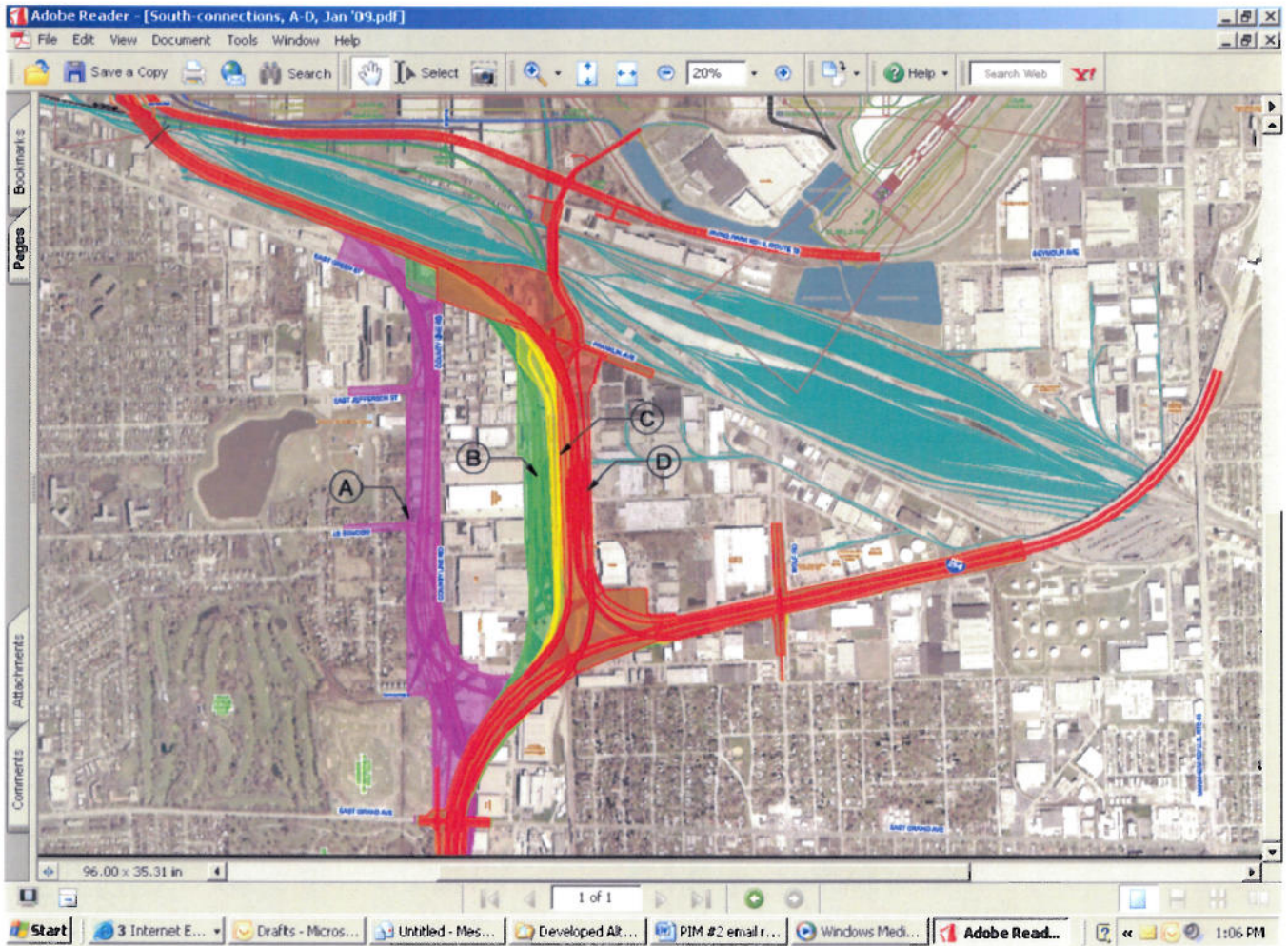
Dear Ms. Arquette:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders has been one of the Illinois Department of Transportation's primary objectives. We apologize for this delayed reply to your previous comment.

For the purposes of our study, the OMP plan is a federally approved action and is considered a given in our study. As such, we have developed roadway alternatives that seek to minimize impacts to the surrounding communities while still being compatible with the airport planning. For specific information regarding the OMP, please contact the City of Chicago since our studies generally do not include the evaluation of transit on the O'Hare Airport site as a means to transfer passengers and employees between terminals. Our planning process has identified a CTA Blue Line extension between the east and west sides of O'Hare as part of our Transit Alternatives. Another aspect regarding the transit portion of our study includes a concept for a transportation "hub". This hub could accommodate multiple transportation modes such as rail and bus. The location of this transit hub would be in the vicinity of the York Road and Thorndale Road intersection.

The remaining seven roadway alternatives, along with the range of north and south bypass connection options, and the four transit alternatives are being evaluated based on stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. We acknowledge your comments regarding the roadway alternatives. Since the last Public Meeting, we have eliminated southern connection options "E", "F", and "G" from further consideration based upon a more in depth assessment of conflicts with the Bensenville Railroad Yard. These three options had major impacts to the Bensenville Railroad Yard and an O'Hare runway. An exhibit is shown below which displays the remaining four south connection options still being considered. The exhibit was too large to attach and e-mail. If you would like a hard copy of the exhibit, please contact Ron Krall, my telephone number is noted below.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website often (www.elginohare-westbypass.org), as it provides current project information including the exhibits displayed at our Public Meeting #2. In addition, we recommend you attend Public Meeting #3, on Wednesday, March 11, 2009 at Belvedere Banquets, in Elk Grove Village, which is located in the northeast corner of Devon and Rohlwing Road/IL Rte 53. If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.



From: Krall, Ronald D [mailto:Ronald.Krall@illinois.gov]

Sent: Monday, April 13, 2009 4:45 PM

To: rebenson@gmail.com

Cc: Harmet, Pete E; Pilecky, Lidia/CHI; Martin, Larry/CHI; Braband, Libby/CHI; mmatkovic@cbbel.com; Pechnick Patrick; Buckhout, Sarah/CHI

Subject: Robert Benson, Comment Reply from Public Information Meeting #2, Sept. 3, 2008, Oak Meadows Golf Club

Project and Environmental Studies

Elgin O'Hare - West Bypass

Cook and DuPage Counties

E-mail Response

April 13, 2009

Mr. Robert Benson

rebenson@gmail.com

Dear Mr. Benson:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders has been one of the Illinois Department of Transportation's primary objectives. We apologize for this delayed reply.

Transit improvements are a major component of the Elgin O'Hare – West Bypass alternatives. We have been working extensively with the Regional Transit Authority (RTA), the transit providers (Metra, CTA, and PACE) and project stakeholders to develop elements of an overall transportation system solution. As an example, based upon this coordination, our roadway alternatives have been designed to include space in the medians for transit accommodations. These accommodations will provide the opportunity not only for improved transit service in the entire study area, but also for transit access to the west side of O'Hare from the west, north, and south, as follows:

- Thorndale Corridor - space provided in the median for rail or bus rapid transit from the Schaumburg Metra lot to the York Road area (actual facility type and implementing agency yet to be determined).
- Illinois Route 83 Corridor - bus arterial rapid transit (buses travel in regular traffic stream).
- West Bypass Corridor - space provided in the median for potential north/south connections of Metra's proposed STAR Line.
- A concept for a transit hub at O'Hare's proposed western terminal is being developed.

An exhibit is attached to this reply that shows transit corridors and potential station locations that have been developed as part of the EO-WB study. The attached exhibit is located at the end of this e-mail reply.

In terms of the travel patterns in the study area, only 22% are passing through the study area. The other 78% are either: staying, entering or leaving the study area. The large concentration of employment in the study area is a key reason for these travel patterns, which predominantly have a purpose in the study area. For those that are simply passing through the study area, alternatives such as the Elgin O'Hare - West Bypass (alternative 203) offer an interstate facility that would efficiently accommodate those trips.

Regarding your comments about expanding I-90, we would like to note that the Illinois State Toll Highway Authority (Tollway) has already developed a master plan to provide four lanes in each direction, and is considered a “given” as part of our alternatives evaluation. In addition, one of our initial alternatives included expanding I-290, in conjunction with widening other arterials (alternative 601). When compared to the other alternatives, alternative 601 provided relatively less congestion relief, and was therefore dropped from further consideration in the summer of 2008. Please visit our web site for more detailed information regarding our alternatives evaluation.

We hope you continue to stay involved in the Elgin O’Hare - West Bypass project, and we encourage you to visit the project web site often (www.elginohare-westbypass.org), as it provides current project information. The site will be updated regularly throughout the study.

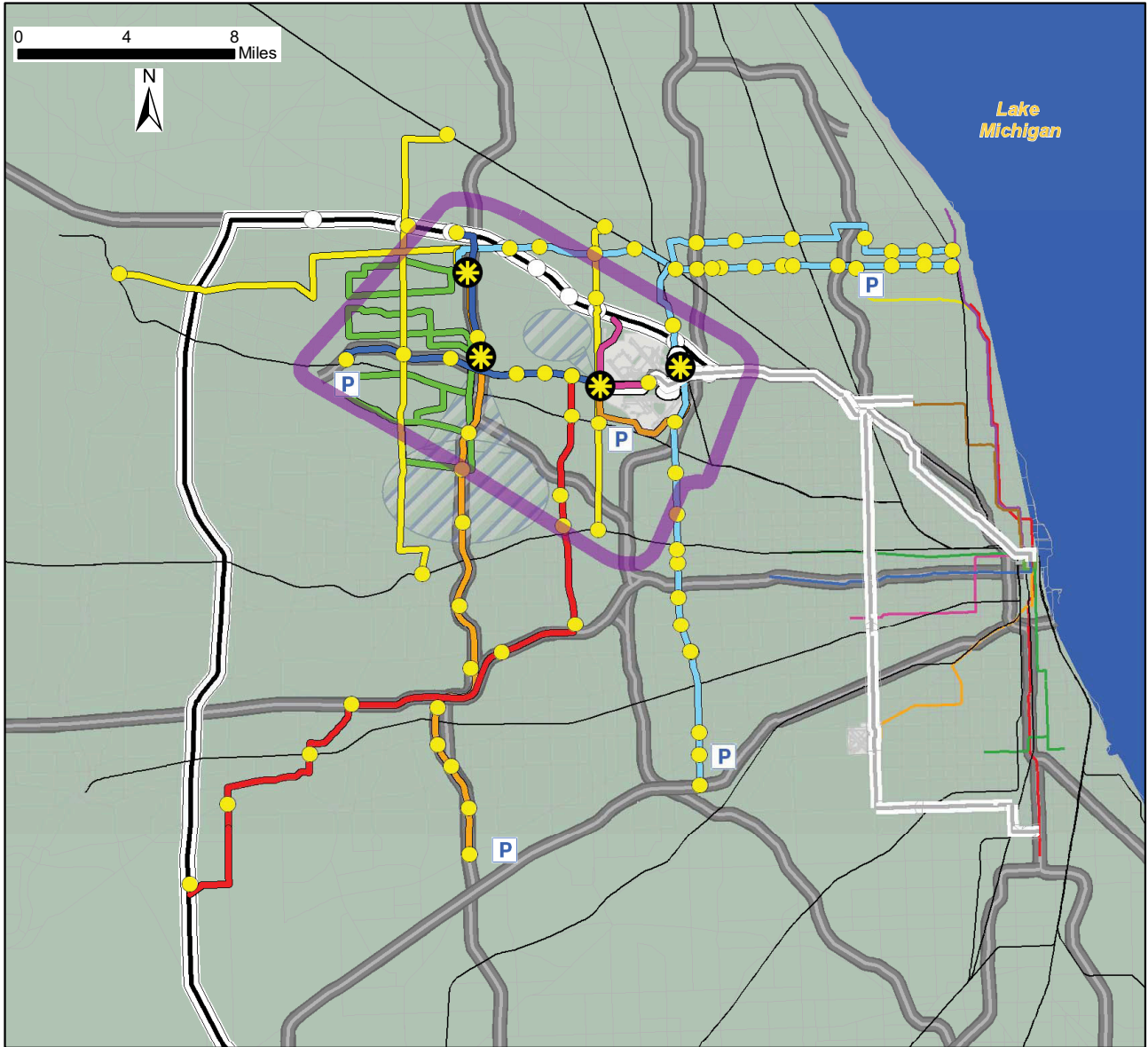
If you have any questions or need additional information, please contact me, Ron Krall, Project Manager, at (847) 705-4103.


















ELGIN O'HARE
WEST BYPASS

communities. opportunities. solutions.

Alternatives Advancing to Level 3 Transit Screening



-  Rail or Bus Rapid Transit
-  Heavy or Commuter Rail
-  Bus Rapid Transit
-  Arterial Rapid Transit
-  Express Bus
-  Local Bus
-  Local Circulators
-  Employer Shuttle Zones

-  STAR Line
-  STAR Line Stations
-  O'Hare People Mover
-  Proposed Stop Locations
-  Intermodal Facilities
-  Park and Ride
-  Regional Supporting Projects



Illinois Department
of Transportation

From: Krall, Ronald D [Ronald.Krall@illinois.gov]

Sent: Friday, March 06, 2009 1:14 PM

To: janispasq@yahoo.com

Subject: Janis Arquette, Comment Reply from Public Information Meeting #2, Sept. 3, 2008, Oak Meadows Golf Club

Project and Environmental Studies

Elgin O'Hare - West Bypass

Cook and DuPage Counties

E-mail Response

March 6, 2009

Ms. Janis Arquette

janispasq@yahoo.com

Dear Ms. Arquette:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders has been one of the Illinois Department of Transportation's primary objectives. We apologize for this delayed reply to your previous comment.

For the purposes of our study, the OMP plan is a federally approved action and is considered a given in our study. As such, we have developed roadway alternatives that seek to minimize impacts to the surrounding communities while still being compatible with the airport planning. For specific information regarding the OMP, please contact the City of Chicago since our studies generally do not include the evaluation of transit on the O'Hare Airport site as a means to transfer passengers and employees between terminals. Our planning process has identified a CTA Blue Line extension between the east and west sides of O'Hare as part of our Transit Alternatives. Another aspect regarding the transit portion of our study includes a concept for a transportation "hub". This hub could accommodate multiple transportation modes such as rail and bus. The location of this transit hub would be in the vicinity of the York Road and Thorndale Road intersection.

The remaining seven roadway alternatives, along with the range of north and south bypass connection options, and the four transit alternatives are being evaluated based on stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. We acknowledge your comments regarding the roadway alternatives. Since the last Public Meeting, we have eliminated southern connection options "E", "F", and "G" from further consideration based upon a more in depth assessment of conflicts with the Bensenville Railroad Yard. These three options had major impacts to the Bensenville Railroad Yard and an O'Hare runway. An exhibit is shown below which displays the remaining four south connection options still being considered. The exhibit was too large to attach and e-mail. If you would like a hard copy of the exhibit, please contact Ron Krall, my telephone number is noted below.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website often (www.elginohare-westbypass.org), as it provides current project information including the exhibits displayed at our Public Meeting #2. In addition, we recommend you attend Public Meeting #3, on Wednesday, March 11, 2009 at Belvedere Banquets, in Elk Grove Village, which is located in the northeast corner of Devon and Rohlwing Road/IL Rte 53. If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.



From: Krall, Ronald D [Ronald.Krall@illinois.gov]

Sent: Friday, January 30, 2009 9:05 AM

To: mwasowicz@comcast.net

Subject: Marc Wasowicz, Comment Reply from Public Information Meeting #2, Sept. 3, 2008, Oak Meadows Golf Club

Follow Up Flag: Follow up

Flag Status: Red

Project and Environmental Studies

Elgin O'Hare - West Bypass

Cook and DuPage Counties

January 30, 2009

E-mail Response

Mr. Marc Wasowicz

mwasowicz@comcast.net

Dear Mr. Wasowicz:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders has been one of the Illinois Department of Transportation's primary objectives.

We understand the concerns that the Bensenville residents have regarding the on-going changes to the area as result of the O'Hare Modernization Program (OMP). For the purposes of our study, the OMP plan is a federally approved action and is considered a given in our study. All alternatives under consideration recognize that plan. We have developed alignments to minimize impacts to the surrounding communities while also being compatible with the airport planning. The remaining seven roadway alternatives, along with the range of north and south connection options for the West Bypass, and the four transit alternatives will continue to be evaluated based on stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. Following the detailed analyses that will be performed, finalist system alternatives for both transit and roadways will be recommended.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website often (www.elginohare-westbypass.org), as it provides current project information including the exhibits displayed at our public meeting. If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.

From: Krall, Ronald D [Ronald.Krall@illinois.gov]

Sent: Friday, January 30, 2009 11:52 AM

To: kwasowicz2@comcast.net

Subject: Kathy Wasowicz, Comment Reply from Public Information Meeting #2, Sept. 3, 2008, Oak Meadows Golf Club

Project and Environmental Studies

Elgin O'Hare - West Bypass

Cook and DuPage Counties

January 30, 2009

E-mail Response

Ms. Kathy Wasowicz

kwasowicz2@comcast.net

Dear Ms. Wasowicz:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders has been one of the Illinois Department of Transportation's primary objectives.

We understand the concerns that the Bensenville residents have regarding the on-going changes to the area as result of the O'Hare Modernization Program (OMP). For the purposes of our study, the OMP plan is a federally approved action and is considered a given in our study. All alternatives under consideration recognize that plan. We have developed alignments to minimize impacts to the surrounding communities while also being compatible with the airport planning. The remaining seven roadway alternatives, along with the range of north and south connection options for the West Bypass, and the four transit alternatives will continue to be evaluated based on stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. Following the detailed analyses that will be performed, finalist system alternatives for both transit and roadways will be recommended.

As far as any questions regarding the airport or the Airport Layout Plan, please direct them to the City of Chicago (OMP). Since IDOT is not responsible for on-site O'Hare planning, implementation will be the responsibility of the OMP and the CTA. As part of our roadway study we are coordinating with all transit providers regarding potential transit improvements in the study area. In conjunction with those efforts, we are also investigating the feasibility of a transit hub to interface all transit modes on the west side of O'Hare.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website often (www.elginohare-westbypass.org), as it provides current project information including the exhibits displayed at our public meeting. If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.



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

January 29, 2009

Mr. Henry Wessler
342 South Briar Lane
Bensenville, IL 60106

Dear Mr. Wessler:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders has been one of the Illinois Department of Transportation's primary objectives.

The remaining seven roadway alternatives, along with the range of north and south connection options for the West Bypass, and the four transit alternatives will continue to be evaluated based on stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. We acknowledge your comments regarding Alternative 404 relative to the other roadway alternatives presented. Following the detailed analyses that will be performed, finalist system alternatives for both transit and roadways will be recommended.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website at www.elginohare-westbypass.org, as it provides current project information. 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: Jim Johnson, Bensenville, Village Administrator

bcc: CH2M HILL
FHWA
IDOT BDE
File

09032008Meeting_transcript.txt
13 the southern access to the western entrance. I prefer
14 versions -- Do you need the map number or something,
15 whatever? -- Versions B through F, no A or no G. "A"
16 runs through too much of Bensenville, some residential,
17 other things. "G" runs too far north. It's just going
18 to be congested on the Tri-State Tollway as compared to
19 connecting further south. That's it. And no 83 and
20 Irving alternative. Thank you.

21 * * * * *

22 **MR. HENRY WESSELER:** My name is Henry Wessler.
23 I'm with the Bensenville Park District Board of
24 Commissioners. I'm also a Bensenville resident, and I

JENSEN REPORTING (312) 236-6936

1 live near Route 83. One of the alternatives they're
2 looking at, I believe, is 4.4 with respect to widening
3 Route 83 south of Thorndale down to 290. And the way it
4 would impact the residents of Bensenville, and Wood Dale
5 for that matter, I hope that's not an alternative that
6 will go very far. I think they should throw that one
7 right out the door.

8 (Which were all the proceedings
9 had at this time in the
10 above-entitled cause.)
11
12
13



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

January 29, 2009

Mr. Garth Taylor
152 Jacquelyn Road
Bensenville, IL 60106

Dear Mr. Taylor:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders has been one of the Illinois Department of Transportation's primary objectives.

The remaining seven roadway alternatives, along with the range of north and south connection options for the West Bypass, and the four transit alternatives will continue to be evaluated based on stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. Following the detailed analyses that will be performed, finalist system alternatives for both transit and roadways will be recommended.

We acknowledge your preference for the West Bypass north connection Option "C" and south connection Options "F" and "G" relative to the other roadway alternatives presented. Since Public Informational Meeting #2 was held last September, we have eliminated these options from further consideration based upon a relative comparison of impacts. North connection Option "D," as well as south connection options "A," "B," "C" and "D," are being carried forward for further evaluation. Following a detailed analysis of the remaining alternatives, finalist system alternatives for both transit and roadways will be recommended.

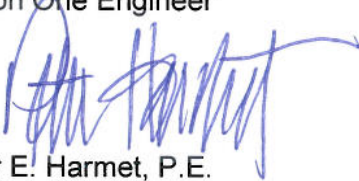
We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website at www.elginohare-westbypass.org, as it provides current project information.

Mr. Garth Taylor
January 29, 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

cc: Jim Johnson, Village Administrator, Bensenville

bcc: CH2M HILL
FHWA
IDOT BDE
File

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us.



ByPASS South Connection Option F+G MAKE SENSE
OVER THE OTHERS - THERE IS MUCH LESS
IMPACT ON RES. + BUS. THAN OPTIONS A-E

ByPASS North Connection IS BEST WITH
A Hwy Run UP York Rd.

I (do do not) desire a response. Please return comments by September 19, 2008.

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

Name: GARTH TAYLOR
Address: 152 VACQUELYN RD.
BENSenville, IL 60106
Phone: 630-854-0840



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

January 29, 2009

Mr. Orville Rudd
1259 North Spruce
Bensenville, IL 60106

Dear Mr. Rudd:

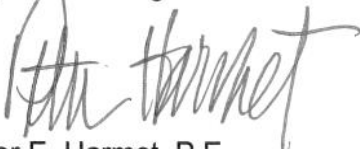
We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders has been one of the Illinois Department of Transportation's primary objectives.

The remaining seven roadway alternatives, along with the range of north and south connection options for the West Bypass, and the four transit alternatives will continue to be evaluated based on stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. We acknowledge your comments relative to roadway Alternatives 203 and 202. Following the detailed analyses that will be performed, finalist system alternatives for both transit and roadways will be recommended.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website at www.elginohare-westbypass.org, as it provides current project information. 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: Jim Johnson, Village Administrator

bcc: CH2M HILL
FHWA
IDOT BDE
File

COMMENT FORM



ELGIN O'HARE
WEST BYPASS

Do you have comments? Please fill out this sheet and mail it back to us.



WOULD PREFER ALTERNATIVE 203

THERE ARE MANY HOMES ON RT 83 THAT

WOULD BE IMPACTED BY ALT. 202

I (do do not) desire a response. Please return comments by September 19, 2008.

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

Name: ORVILLE RUDD

Address: 1239 N. SPRUCE

BENSENVILLE IL. 60106

Phone: (630) 766-8372



Illinois Department of Transportation

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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

January 29, 2009

Ms. Doreen Rafacz
439 Judson Street
Bensenville, IL 60106

Dear Ms. Rafacz:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders has been one of the Illinois Department of Transportation's primary objectives.

The remaining seven roadway alternatives, along with the range of north and south connection options for the West Bypass, and the four transit alternatives will continue to be evaluated based on stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. Following the detailed analyses that will be performed, finalist system alternatives for both transit and roadways will be recommended.

We acknowledge your preference for the West Bypass south connection Options F and G relative to the other roadway alternatives presented. Since Public Information Meeting #2 was held last September, we have eliminated south connection alternatives "E," "F," and "G" based upon a more in-depth assessment of conflicts with railroad operations. Following the overall detailed analyses that will be performed, finalist system alternatives for both transit and roadways will be recommended.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website at www.elginohare-westbypass.org, as it provides current project information.

Ms. Doreen Rafacz
January 29, 2008
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

cc: Jim Johnson, Bensenville, Village Administrator

bcc: CH2M HILL
FHWA
IDOT BDE
File

12 going to do this comprehensive study that we have to
13 make sure that that intersection and that movement must
14 be rectified, must be changed somehow. So I want to
15 make sure that they keep that particular movement in any
16 and all future studies that they're doing. Now, there
17 is an independent group that is trying to get funding
18 for a study, but they don't have the money yet. So
19 until they do, I want to make sure that that is not
20 dropped from this study.

21 * * * * *

22 MS. DOREEN RAFACZ: First name Doreen, D O R E E N;
23 last name Rafacz, R A F A C Z. And I'm currently and
24 have always been a resident of Bensenville. And as long

JENSEN REPORTING (312) 236-6936

1 as this is going to happen, I would like it to impact
2 Bensenville as little as possible such as the further
3 east the access roads, the better. If I had to pick a
4 plan, it would be F or G.

5 * * * * *

6 MR. DALE DOLEZIL: Dale Dolezil, D, as in David,
7 O L E Z, as in zebra, I L. I live at 120 South Spruce
8 Avenue, Unit 101, Wood Dale Illinois 60191. I would be
9 impacted by one of the 83-Irving alternatives. I'm
10 against that totally. That would actually wipe out
11 quite a bit of Bensenville concerning widening 83 to
12 basically eight lanes. They have the ring-around road,



Illinois Department of Transportation

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Telephone 847/705-4000

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

January 29, 2009

Mr. Joe and Ms. Linda Pisano
910 Brentwood Drive
Bensenville, IL 60106

Dear Mr. and Ms. Pisano:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders has been one of the Illinois Department of Transportation's primary objectives.

The remaining seven roadway alternatives, along with the range of north and south connection options for the West Bypass, and the four transit alternatives will continue to be evaluated based on stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. We acknowledge your preference for certain West Bypass south connection options.

Since Public Information Meeting #2 last September, we have eliminated south connection alternatives "E," "F" and "G" based upon a more in-depth assessment of conflicts with railroad operations. An exhibit is enclosed for your reference.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website at www.elginohare-westbypass.org, as it provides current project information. 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

Enclosure

cc: Jim Johnson, Village Administrator, Bensenville

bcc: CH2M HILL
FHWA
IDOT BDE
File

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us.



I feel that B, C, D E options would work best. Due to the height of the present tollway A would have to be monsterage County line Rd is a busy street and to place it as a frontage Rd would be a mistake. The neighborhood would be destroyed from something so enormous. The noise from the traffic is another problem

I (do do not) desire a response. Please return comments by September 19, 2008.

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

Name: Linda Pisano

Address: 910 Brentwood
Bensenville IL

Phone: 847-322-2510

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us.



I feel options B C D E would have the ^{least} ~~least~~ impact on the number of Residential and business community.

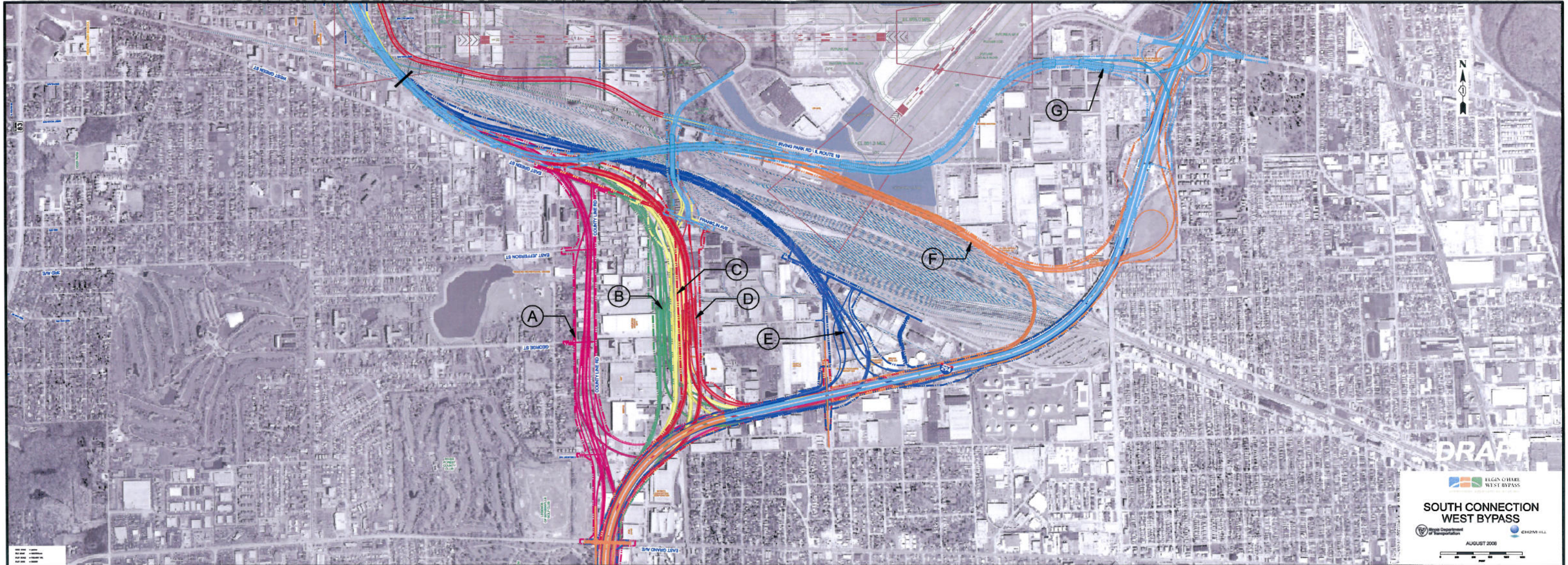
Option A would cause further damage to the community of Bensenville and create a noise problem to the RESIDENCES of the area from Expressway traffic.

Cost options B C D E would be the most effective with the ^{least} ~~least~~ amount of property having to be acquired for the project.

I (do do not) desire a response. Please return comments by September 19, 2008.

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

Name: Joe Pisani
Address: 910 Brentwood Dr.
Bensenville IL 60106
Phone: _____



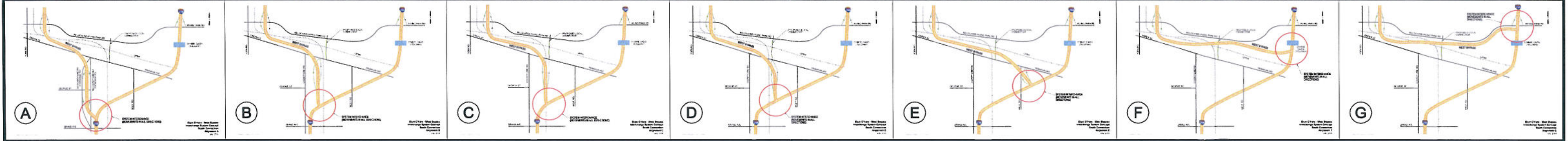
DRAFT

ELGIN CHARTER WEST BYPASS

SOUTH CONNECTION WEST BYPASS

Illinois Department of Transportation CH2M HILL

AUGUST 2008





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

January 29, 2009

Mr. Robert Pautsch
135 Hilltop Drive
Schaumburg, IL 60193

Dear Mr. Pautsch:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders has been one of the Illinois Department of Transportation's primary objectives.

The remaining seven roadway alternatives, along with the range of north and south connection options for the West Bypass, and the four transit alternatives will continue to be evaluated based on stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. From its conception, this study recognized that any transportation solution needs to be multi-modal in approach. As such, we are working closely with the transit agencies and incorporating transit accommodations in all corridors being studied and making recommendations for transit improvements that support the project's Purpose and Need. We also recognize that bicycle and pedestrian facilities are a part of the ultimate solution and have held workshops and other meetings to gather input, and will continue to do so. Please feel free to contact us with any specific ideas you may have.

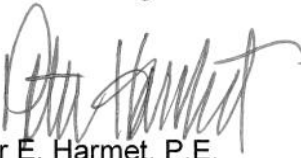
We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website at www.elginohare-westbypass.org, as it provides current project information.

Mr. Robert Pautsch
January 29, 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

cc: June Johnson, Director of Transportation, Schaumburg

bcc: CH2M HILL
FHWA
IDOT BDE
File

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us.

A very interesting opportunity to see how a
bypass system is developed! Thanks

My only comment is to not let the pedestrian
and bicycle users be forgotten! Major highway
improvements such as planned here tend to be oriented
to cars. Today the freeway/tollway networks choke off
ped and bikes with limited accommodations for crossing
them. No bike or pedestrian can traverse a full
interchange.

I like seeing the possibility of bike paths along
these improvements and hope they are not cut
in the budget process.

I (do do not) desire a
response. Please return comments
by September 19, 2008.

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

Name: Bob Paruch P.E.
Address: 135 Hilltop Dr
Schaumburg Illinois 60193
Phone: 847 891-1754
847 596-0587



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

January 29, 2009

Mr. Joe Meznarsic
3111 North La Porte
Melrose Park, IL 60164

Dear Mr. Meznarsic:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders has been one of the Illinois Department of Transportation's primary objectives.

The remaining seven roadway alternatives, along with the range of north and south connection options for the West Bypass, and the four transit alternatives will continue to be evaluated based on stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. Following the detailed analyses that will be performed, finalist system alternatives for both transit and roadways will be recommended.

We acknowledge your comments relative to Alternative 203 and we are currently reviewing needed improvements to Interstate 294 and other connecting roadways as part of the overall alternatives refinement and evaluation process.


We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website at www.elginohare-westbypass.org, as it provides current project information.

Mr. Joe Meznarsic
January 29, 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

cc: Mr. Gary Marine, Director of Public Works, Melrose Park

bcc: CH2M HILL
FHWA
IDOT BDE
File

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.



I like plan 203, if it were built, would need to add another lane on 294 between Eisenhower and the new expressway, because it would be used as an alternate to 290 extension. To reduce cost and impact of the 294 interchange have it be south bound only and for northbound use a widen closing park rd to 294 with a Mannheim rd viaduct. Much of the Elgin O'hare expressway tolling will continue to go east on closing park rd to Lawrence. An exit only lane should be built beginning at Lee going east so those going to 294 or the airport don't have to wait in the Kennedy back up. The tollway system in study area needs complete interchanges, so if driving east on 90 you can get to Des Plaines, or driving north on 294 to Franklin Park, Schiller Park, or driving south on 294 to get to Des Plaines, Park Ridge, Northlake, and the new relocated Elmhurst Hospital located at York + Roosevelt. Much of the traffic on 290 extension and 53 is due to tollway lacking interchanges on secondary highways.

I (do do not) desire a response. Please return comments by [redacted] 2008.

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

Name: JOE MEZNARGIC
Address: 3111 N. LAPORTE
MELROSE PARK ILL. 60164
Phone: 847-455-5481



Illinois Department of Transportation

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

January 29, 2009

Mr. Dale Dolezil
120 South Spruce Avenue
Unit 101
Wood Dale, IL 60191

Dear Mr. Dolezil:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders has been one of the Illinois Department of Transportation's primary objectives.

The remaining seven roadway alternatives, along with the range of north and south connection options for the West Bypass, and the four transit alternatives will continue to be evaluated based on stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. Following the detailed analyses that will be performed, finalist system alternatives for both transit and roadways will be recommended.

We acknowledge your preference for various options. Please note that since Public Informational meeting #2 was held last September, south connection options "E," "F," and "G" were dropped from further consideration based upon a more in-depth analysis of rail impacts. A detailed analysis of the remaining alternatives will be performed and finalist system alternatives for both transit and roadways will be recommended in the coming months.

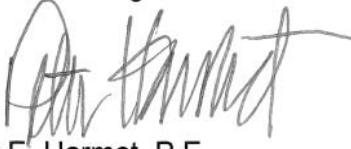
We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website at www.elginohare-westbypass.org, as it provides current project information.

Mr. Dale Dolezil
January 29, 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

cc: Wally Douthwaite, Wood Dale, City Administrator

bcc: CH2M HILL
FHWA
IDOT BDE
File

12 going to do this comprehensive study that we have to
13 make sure that that intersection and that movement must
14 be rectified, must be changed somehow. So I want to
15 make sure that they keep that particular movement in any
16 and all future studies that they're doing. Now, there
17 is an independent group that is trying to get funding
18 for a study, but they don't have the money yet. So
19 until they do, I want to make sure that that is not
20 dropped from this study.

21 * * * * *

22 MS. DOREEN RAFACZ: First name Doreen, D O R E E N;
23 last name Rafacz, R A F A C Z. And I'm currently and
24 have always been a resident of Bensenville. And as long

JENSEN REPORTING (312) 236-6936

1 as this is going to happen, I would like it to impact
2 Bensenville as little as possible such as the further
3 east the access roads, the better. If I had to pick a
4 plan, it would be F or G.

5 * * * * *

6 MR. DALE DOLEZIL: Dale Dolezil, D, as in David,
7 O L E Z, as in zebra, I L. I live at 120 South Spruce
8 Avenue, Unit 101, Wood Dale Illinois 60191. I would be
9 impacted by one of the 83-Irving alternatives. I'm
10 against that totally. That would actually wipe out
11 quite a bit of Bensenville concerning widening 83 to
12 basically eight lanes. They have the ring-around road,

13 the southern access to the western entrance. I prefer
14 versions -- Do you need the map number or something,
15 whatever? -- Versions B through F, no A or no G. "A"
16 runs through too much of Bensenville, some residential,
17 other things. "G" runs too far north. It's just going
18 to be congested on the Tri-State Tollway as compared to
19 connecting further south. That's it. And no 83 and
20 Irving alternative. Thank you.

21 * * * * *

22 MR. HENRY WESSELER: My name is Henry Wessler.
23 I'm with the Bensenville Park District Board of
24 Commissioners. I'm also a Bensenville resident, and I

JENSEN REPORTING (312) 236-6936

□

1 live near Route 83. One of the alternatives they're
2 looking at, I believe, is 4.4 with respect to widening
3 Route 83 south of Thorndale down to 290. And the way it
4 would impact the residents of Bensenville, and Wood Dale
5 for that matter, I hope that's not an alternative that
6 will go very far. I think they should throw that one
7 right out the door.

8 (Which were all the proceedings
9 had at this time in the
10 above-entitled cause.)
11
12
13



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

January 29, 2009

Mr. John Denna
560 North York Road
Bensenville, IL 60106

Dear Mr. Denna:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from the stakeholders has been one of the Illinois Department of Transportation's primary objectives.

In response to your inquiry at Public Meeting #2, enclosed is an exhibit which depicts your property along York Road in relation to alternative 501. If York Road is widened from two to three lanes in each direction, we would expect the sidewalk and curb to be moved approximately 15 to 20 feet closer to your property. The driveway would also need to be reconstructed. We do not anticipate any direct impacts to your building or the remaining property at this time. Detailed engineering and environmental studies would follow in the next part of our planning process, and would be coordinated with the property owners, if York Road is part of a preferred system alternative.

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: Jim Johnson, Bensenville, Village Administrator

bcc: CH2M HILL
FHWA
IDOT BDE
File

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us.



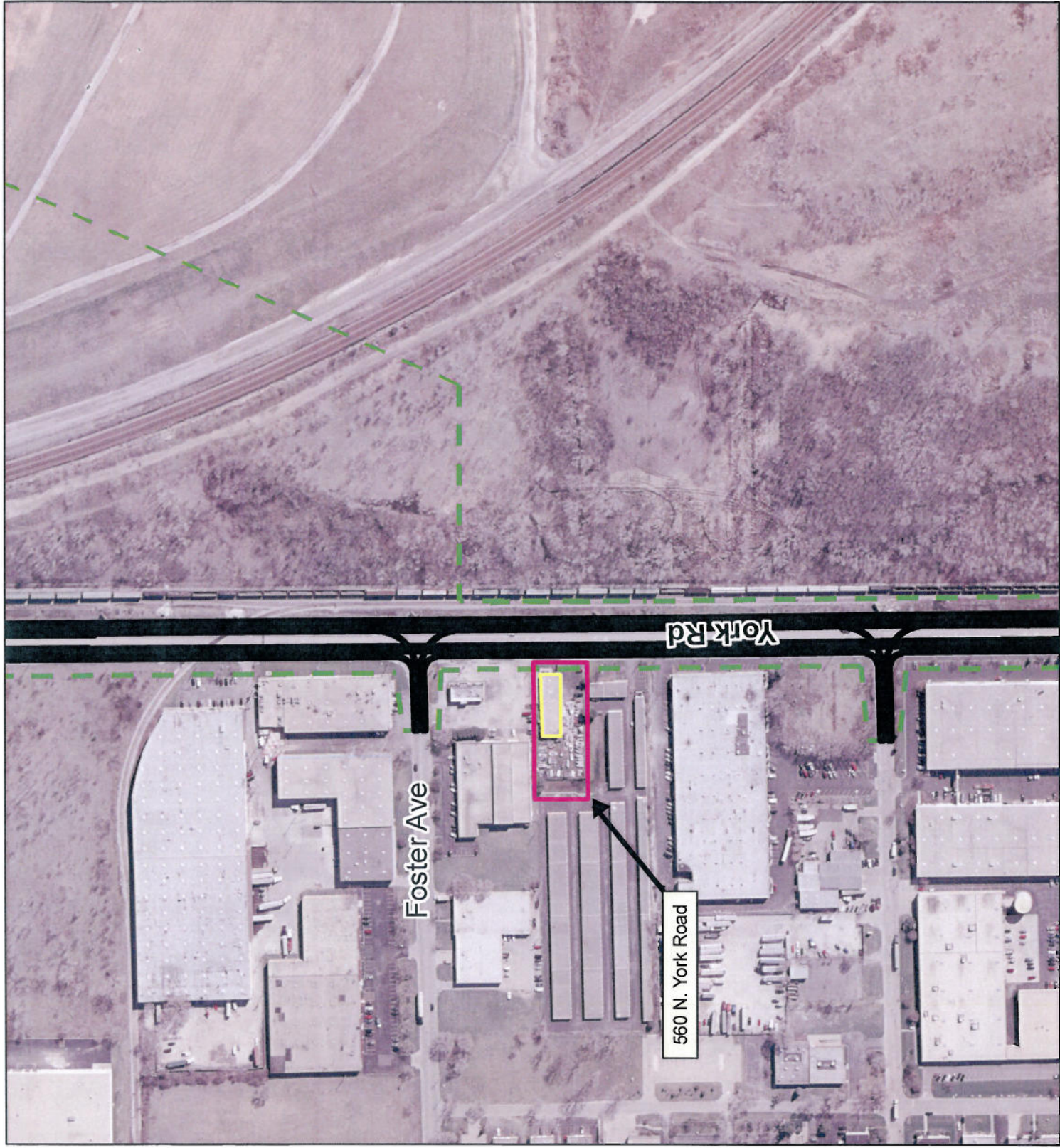
560 N YORK RD
BENSENVILLE





BETTER DETAIL
YORK RD AS ARTERIAL STREET
BETWEEN THORNDALE
+ RT 19

I (do do not) desire a response. Please return comments by September 19, 2008.

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

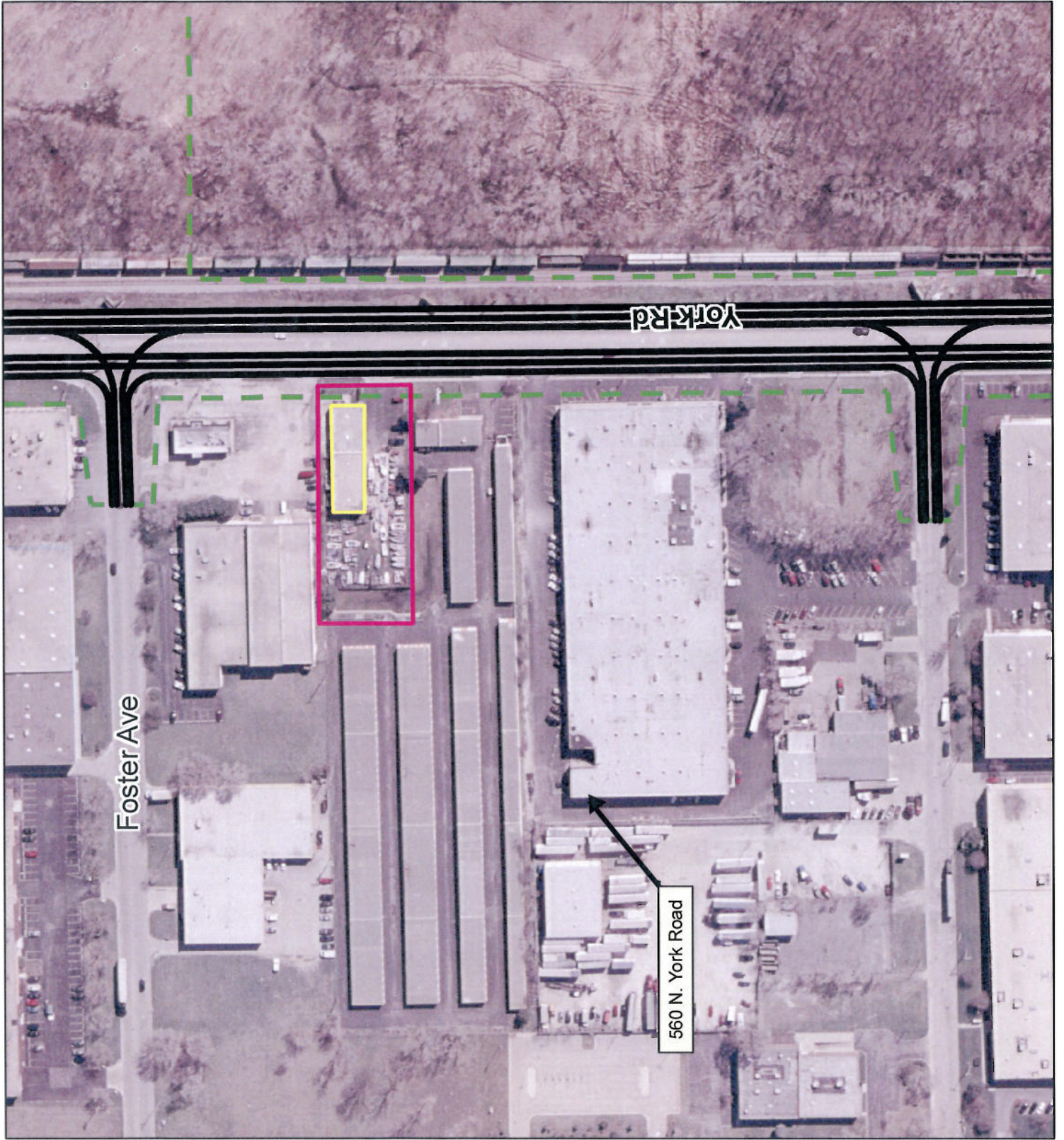
Name: JOHN DENNA
Address: 560 N. YORK RD
BENSENVILLE IL 60106
Phone: 630 - 697 - 9199







-  Building outline
-  Parcel outline
-  Improvement
-  Footprint

501





-  Building outline
-  Parcel outline
-  Improvement
-  Footprint

501



System Alternative
501

From: Krall, Ronald D [Ronald.Krall@illinois.gov]

Sent: Thursday, January 29, 2009 11:12 AM

To: richardbens@aol.com

Subject: Richard Schierhorn, Comment Reply from Public Information Meeting #2, Sept. 3, 2008, Oak Meadows Golf Club

Project and Environmental Studies

Elgin O'Hare - West Bypass

Cook and DuPage Counties

January 29, 2009

E-mail Response

Richard Schierhorn

richardbens@aol.com

Dear Mr. Schierhorn:

Thank you for your comments regarding the Elgin O'Hare – West Bypass Study. Since the beginning of the project, gathering input from stakeholders has been one of the Illinois Department of Transportation's primary objectives.

The remaining seven roadway alternatives, along with the range of north and south connection options, and the four transit alternatives will be evaluated based on stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. We acknowledge your comments regarding the alternatives. Please note that Alternative 404 also includes the widening of Illinois Route 83 to four lanes in each direction and therefore also includes residential and commercial property impacts..

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website often (www.elginohare-westbypass.org), as it provides current project information. If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.

From: Krall, Ronald D [Ronald.Krall@illinois.gov]

Sent: Thursday, January 29, 2009 11:31 AM

To: gkuhs@wooddaleparkdistrict.org

Subject: Greg Kuhs, Comment Reply from Public Information Meeting #2, Sept. 3, 2008, Oak Meadows Golf Club

Project and Environmental Studies

Elgin O'Hare - West Bypass

Cook and DuPage Counties

January 29, 2009

E-mail Response

Mr. Greg Kuhs

gkuhs@wooddaleparkdistrict.org

Dear Mr. Kuhs:

Thank you for your comments regarding the potential Elgin O'Hare Expressway impacts to the Salt Creek Golf Club and TopGolf Wood Dale facilities. As we evaluate our roadway alternatives and further coordinate transit options within the project corridors, we will then refine the proposed roadway footprint to minimize impacts to properties such as the public facilities that you described. The Project Team meets regularly with the City of Wood Dale and will set up a separate meeting with the Wood Dale Park District once we are further along with our alternatives evaluation. We recognize your concerns and understand the importance of maintaining these community recreational facilities.

We also encourage you to visit the project website often (www.elginohare-westbypass.org), as it provides current project information. If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.

From: Krall, Ronald D [Ronald.Krall@illinois.gov]

Sent: Thursday, January 29, 2009 3:55 PM

To: Pattij243@comcast.net

Subject: Patricia Johnson, Comment Reply from Public Information Meeting #2, Sept. 3, 2008, Oak Meadows Golf Club

Project and Environmental Studies

Elgin O'Hare - West Bypass

Cook and DuPage Counties

January 29, 2009

E-mail Response

Ms. Patricia Johnson

Pattij243@comcast.net

Dear Ms. Johnson:

Thank you for your comments. Since the beginning of the project, gathering input from stakeholders has been one of the Illinois Department of Transportation's primary objectives.

The remaining seven roadway alternatives, along with the range of north and south connection options for the West Bypass, and the four transit alternatives will continue to be evaluated based on stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. Following the detailed analyses that will be performed, finalist system alternatives for both transit and roadways will be recommended. The City of Chicago has set aside a corridor on the far west side of the airfield to allow the construction of the West Bypass, if that is one of the components of the preferred alternative. All of the proposed alternatives developed have sought to avoid and/or minimize impacts as a whole.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website often (www.elginohare-westbypass.org), as it provides current project information including the exhibits displayed at our September 3rd, 2008, Public Information Meeting #2, showing the various alternatives and West Bypass connection options. If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.

From: Krall, Ronald D [Ronald.Krall@illinois.gov]

Sent: Thursday, January 29, 2009 3:14 PM

To: busybarb@comcast.net

Subject: Barbara, Comment Reply from Public Information Meeting #2, Sept. 3, 2008, Oak Meadows Golf Club
Project and Environmental Studies
Elgin O'Hare - West Bypass
Cook and DuPage Counties

January 29, 2009

E-mail Response

Barbara

busybarb@comcast.net

Dear Barbara:

Thank you for your inquiry regarding Illinois Route 19 (Irving Park Road). None of the remaining seven roadway system alternatives call for the elimination of Irving Park Road nor the closure of Mannheim Road. Given the physical constraints posed by the airport, Irving Park Road is vital to local travel and will continue to be an important link in the arterial roadway system.

As part of the federally approved O'Hare Modernization Program (OMP) action the City of Chicago has proposed to relocate Irving Park Road between York Road and just east of Taft Road. This relocation of Irving Park Road will move the road south to accommodate the proposed southernmost runway. However, please note continuity on Irving Park Road will be maintained during and after relocation construction. An exhibit showing the proposed relocation of Irving Park Road and the possible West Bypass south connection alternatives is located below. This plan showing relocated Irving Park Road is consistent with the OMP plan.

We encourage you to visit the project website often (www.elginohare-westbypass.org), as it provides current project information. If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.





Illinois Department of Transportation

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

January 28, 2009

Mr. Pete and Ms. Marilyn Wagner
43 Wildwood Road
Elk Grove Village, IL 60007

Dear Mr. and Ms. Wagner:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders such as you has been one of the Illinois Department of Transportation's primary objectives.

The remaining seven roadway alternatives, along with the range of north and south connection options for the West Bypass, and the four transit alternatives will continue to be evaluated based on stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. Following the detailed analyses that will be performed, finalist system alternatives for both transit and roadways will be recommended. The City of Chicago has set aside a 300 foot wide corridor on the far west side of the airfield (and east of York Road) to allow the construction of the West Bypass on airport property, if that is one of the components of the preferred alternative. As the alternatives evaluation process moves forward, we will continue to refine the remaining alternatives to avoid or minimize impacts.

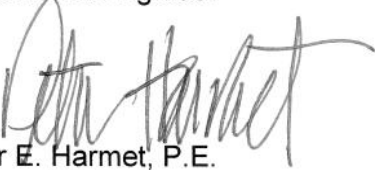
We also recognize that any transportation solution needs to consider all modes (road, rail, bus, bike and pedestrian). In addition, we are working closely with the transit agencies and communities to incorporate transit accommodations and improvements that will provide options for commuters.

Mr. Pete and Ms. Marilyn Wagner
January 28, 2009
Page Two

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website at www.elginohare-westbypass.org, as it provides current project information. 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: Matt Roan, Elk Grove Village, Assistant Village Administrator

bcc: CH2M HILL
FHWA
IDOT BDE
File

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us.



as a resident of Elk Grove. I Vote
For "at grade" improvements. NO Large
or Built up Road work. NO Roads in the
"sky" stuff. Widen 83 at York or
Buss Rd. but do what you can to
Keep Zones of Transition Visually small.
Property Values stay up when people
Don't have to look at Roads in the
"sky". The Plan To Keep the project
as close to + on airport property is the
best. it is Chicago's airport. Let
Chicago give its Land.

Thank you

Pete & Marilyn
Wagner

43 Wildwood Rd. Elk Grove.
847-640-8016

P.S. Build The Third airport

I (do do not) desire a
response. Please return comments
by September 19, 2008.

Name: _____

Address: _____

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

Phone: _____



Illinois Department of Transportation

Division of Highways / Region 1 / District 1
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Telephone 847/705-4000

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

January 28, 2009

Mr. Jeff Snyder
1901 Albany Court
Elk Grove Village, IL 60007

Dear Mr. Snyder:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders such as you has been one of the Illinois Department of Transportation's primary objectives.

The remaining seven roadway alternatives, along with the range of north and south connection options for the West Bypass, and the four transit alternatives will continue to be evaluated based on stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. We acknowledge your comments relative to Alternative 203 and the West Bypass north connection Option B relative to the other roadway alternatives presented. Following the detailed analyses that will be performed, finalist system alternatives for both transit and roadways will be recommended. Since the Public Information Meeting held last September, that detailed analysis has been completed for the proposed West Bypass north connection. The preferred connection option ended up being "D", based on the results of the socio-environmental impacts.

The basic number of through lanes and ramp configurations for each roadway alternative will be based on 2030 traffic projections. As part of our initial analysis for all roadway alternatives, we have maintained local access. As we continue to evaluate alternatives, we will work closely with each community to incorporate existing and future land use considerations.

We are working closely with the transit agencies and commuters to incorporate transit accommodations as part of our alternatives which will include all modes (roadway, bus, rail, bike, and pedestrian). We also recognize that bicycle and pedestrian facilities are a part of the ultimate solution. We especially recognize their importance not only from a recreational standpoint, but as they relate to gaining access to mass transit options.

Mr. Jeff Snyder
January 28, 2009
Page Two

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website at www.elginohare-westbypass.org, as it provides current project information.

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: Matt Roan, Assistant Village Administrator, Elk Grove Village

bcc: CH2M HILL
FHWA
IDOT BDE
File

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us.



I support Plan 203B as it seems to have the best long term options for moving higher volumes of traffic the future will bring. I would also like to see westbound access to I-90 at Busse Rd. Also please include frontage roads on as much of the expressway as possible to keep local access easy and encourage construction of tax generating businesses such as hotels and rental car lots.

203B also will allow the ^{New} northern runway at O'Hare to be made longer when this becomes necessary.

Please plan for all 3 legs of the expressway to be 4 lanes each direction for future traffic needs.

I would like to see all roadways heavily landscaped with pedestrian and bicycle access whenever possible.

I (do do not) desire a response. Please return comments by September 19, 2008.

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

Name: Jeff Snyder

Address: 1901 Albany Court

Elk Grove Village, IL 60007

Phone: 630-842-0413



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

January 28, 2009

Ms. Kim Schoppe
 314 East Jefferson
 Bensenville, IL 60106

Dear Ms. Schoppe:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders such as you has been one of the Illinois Department of Transportation's primary objectives.

The O'Hare Modernization Plan (OMP) is a federally approved action, and as such, it is considered a "given" for the EO-WB planning process. Therefore, our alternatives are being developed to be compatible with the OMP. Overall, our objective has been to develop and evaluate a wide range of potential options using extensive stakeholder participation. Given the built out character of the study area, there are community impacts associated with each of the alternatives, as well as opportunities to enhance land use and transportation. The remaining seven roadway alternatives, along with the range of north and south connection options, and the four transit alternatives will be evaluated based on stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts.

As requested, below is a listing of churches and fire stations that are impacted that you were interested in for each of the seven alternatives. No buildings will be impacted, only property acquisition would be required. All three churches noted below are in the Village of Bensenville.

Roadway Alternative	Churches	Fire Stations
202	None	None
203	None	None
401	None	Elk Grove Village Station #9
402	None	None
403	St. Johns St. Bede First Spanish Baptist Church	Elk Grove Village Station #9

Ms. Kim Schoppe
January 28, 2009
Page Two


404	St. Johns St. Bede First Spanish Baptist Church	None
501	St. Johns St. Bede First Spanish Baptist Church	Elk Grove Village Station #9

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website often (www.elginohare-westbypass.org), as it provides current project information. The site will be updated regularly throughout the study.

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

Enclosure

cc: Jim Johnson, Bensenville, Village Administrator

bcc: CH2M HILL
FHWA
IDOT BDE
File

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us.



* Please send us a Community Facilities GIS Data Layer Map showing any churches & fire stations that might be impacted by any of the options.

* As well as I can read the map options we prefer # 202, 203, 401 & 402. Do not like 403, 404 or 501 - too many residential living areas being destroyed.

* Do you take into consideration the fact that so much of Bensenville is already being destroyed for Chicago's O'Hare airport? When looking into how much more of Bensenville will be destroyed?

I (do do not) desire a response. Please return comments by September 19, 2008.

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

Name: Kim Schoppe
Address: 314 E. Jefferson
Bensenville IL 60106
Phone: _____
Email: Schopp6266@aol.com



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

January 28, 2009

Mr. Walter Moniuzsko
1206 Itasca Street
Bensenville, IL 60106-1423

Dear Mr. Moniuzsko:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders has been one of the Illinois Department of Transportation's primary objectives.

We acknowledge your preference for alternatives #202, #203, #401 and #402. The O'Hare Modernization Plan (OMP) is a federally approved action, and as such, it is considered a "given" for the EO-WB planning process. Therefore, our alternatives are being developed to be compatible with the OMP. Overall, our objective has been to develop and evaluate a wide range of potential options using extensive stakeholder participation. Given the built out character of the study area, there are community impacts associated with each of the alternatives as well as opportunities to enhance land use and transportation.

The remaining seven roadway alternatives, along with the range of north and south connection options for the West Bypass, and the four transit alternatives will continue to be evaluated based on stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. Following the detailed analyses that will be performed, finalist system alternatives for both transit and roadways will be recommended.


We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website at www.elginohare-westbypass.org, as it provides current project information.

Mr. Walter Moniuzsko
January 28, 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

cc: Jim Johnson, Village Administrator, Bensenville

bcc: CH2M HILL
FHWA
IDOT BDE
File

September 11, 2008

Committee for Elgin-O'Hare West Bypass
IDOT-Division of Highways, District #1
201 W. Center Court
Schaumburg, IL 60196

Re: Creation of the West Bypass

Dear Sir or Madam,

I am writing you in regards to the issue of the Elgin-O'Hare West Bypass. I have been a Bensenville resident for 48 years and I am concerned about the havoc that can potentially be caused in our town. I attended the local meeting on September 3 and have reviewed the information and feel that the best plans for the bypass are the alternatives #202, #203, #401 and #402. I feel that these options will make for the least amount of construction and least amount of disturbance to the town of Bensenville. These 4 options also appear to be the most cost effective. These alternatives should be sufficient for transportation for a number of years to come until a third airport is built in the Chicagoland area. My fear is that Chicago is overextending themselves with regards to the airport expansion and they will not be able to manage such an elaborate plan. Please help us to settle this issue with the minimum amount of damage done to Bensenville when you consider your plans.

Thank you for your time. We remain hopeful that you will do the right thing.

With regards,


Walter Moniuszko



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

January 28, 2009

Ms. Nancy Minard
315 Dalewood Avenue
Wood Dale, IL 60191

Dear Ms. Minard:

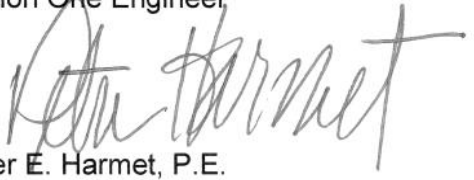
We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders such as you has been one of the Illinois Department of Transportation's primary objectives.

The remaining seven roadway alternatives, along with the range of north and south connection options for the West Bypass, and the four transit alternatives will continue to be evaluated based on stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. We acknowledge your comments relative to Alternative 203. Following the detailed analyses that will be performed, finalist system alternatives for both transit and roadways will be recommended.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website at www.elginohare-westbypass.org, as it provides current project information. 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: Wally Douthwaite, City Administrator, Wood Dale

bcc: CH2M HILL
FHWA
IDOT BDE
File

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us.

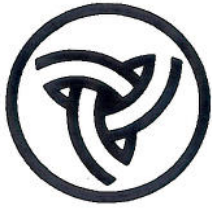


I like 203 the best

I (do do not) desire a response. Please return comments by September 19, 2008.

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

Name: Nancy Minard
Address: 315 Dalewood Ave
Wood Dale IL 60191
Phone: 630-616-1613



Illinois Department of Transportation

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

January 30, 2009

The Honorable Carol Pankau
Illinois State Senator
Twenty-third Legislative District
One Tiffany Pointe, Suite G
Bloomington, IL 60108

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

Dear Senator Pankau:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders such as you has been one of the Illinois Department of Transportation's primary objectives.

As you know, there is a long history with the Berteau Jughandle which is within a residential area. Access from I-294 from the north is available via I-290; however, the provisions for traffic to go east were removed when traffic on the Berteau Jughandle was restricted. As part of our studies, we will work with the affected communities on this issue. It is our understanding that the City of Northlake has obtained funding and is proceeding with consultant selection.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website at www.elginohare-westbypass.org, as it provides current project information.

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 O'Keefe'.

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

bcc: Christine M. Reed
Bill Grunloh
Nicholas Williams
Diane M. O'Keefe

CH2M Hill
FHWA
IDOT BDE
File



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

January 5, 2009

Mr. Tom Seranko
701 Thorndale Avenue
Bensenville, IL 60106

Dear Mr. Seranko:

We appreciate your attendance at the Elgin O'Hare – West Bypass Public Meeting #2. As requested, enclosed is an exhibit which depicts the preliminary proposed Elgin O'Hare footprint in relation to your business, Crouch-Seranko Masonry.


With the exception of Alternate 501, all remaining roadway alternatives include the expansion of Thorndale as the extension of the Elgin O'Hare Expressway and are shown impacting your property. Since we are only performing conceptual level design work at this stage of the alternative analysis, we have not yet determined the extent of the impacts nor have we performed any detailed review to determine how to reduce any impacts. To determine the best alternative or alternatives to carry forward, we developed a basic template to use for all the alternatives to determine the relative impacts of each alternative for comparison purposes. As the study progresses, we will review all the remaining corridors in greater detail and be able to better describe what specific impacts to each property would be expected if the extension of the Elgin O'Hare Expressway is carried east of Illinois Route 83.

Mr. Tom Seranko
Page Two
January 5, 2009

We will notify you of the next public meeting event. In addition, we encourage you to visit the project website at www.elginohare-westbypass.org, as it provides current project information. 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

Enclosure

cc: Jim Johnson, Village Administrator, Bensenville

bcc: CH2M HILL
FHWA & IDOT CO

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us.



I own the property at 701 Thorndale Ave in Bensenville. After looking at the proposed map of "right of way" and land that would be required I am concerned about the impact on my property and more importantly on my business. Is it possible for me to receive a more detailed (close up) picture of this right of way and the impact on my property?

I spoke with Ron Krall and he suggested that I write this request.

Thank you,

Tam Serauka

~~PO~~ Crouch-Serauka Masonry

701 Thorndale Ave.

Bensenville IL 60106

630-595-2536

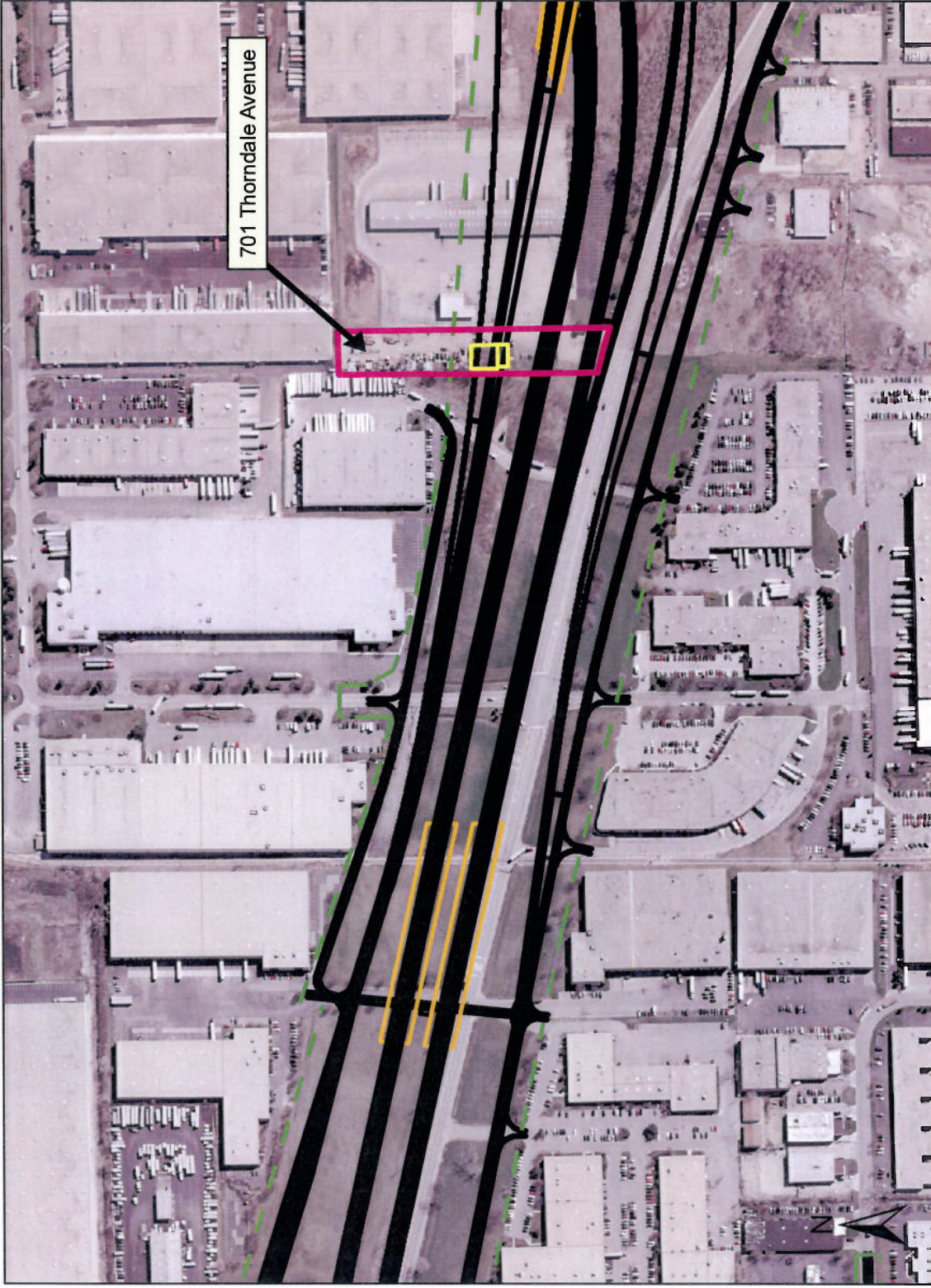
I (do do not) desire a response. Please return comments by September 19, 2008.






Name: _____

Address: _____

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

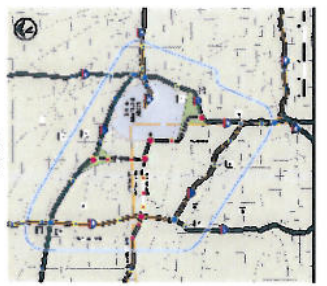
Phone: _____



-  Building outline
-  Parcel outline
-  Improvement
-  Structure outline
-  Footprint

System Alternative
202, 401, 402, 403, 404

202



401



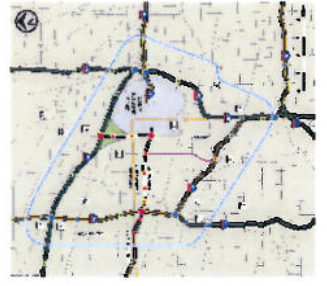
402

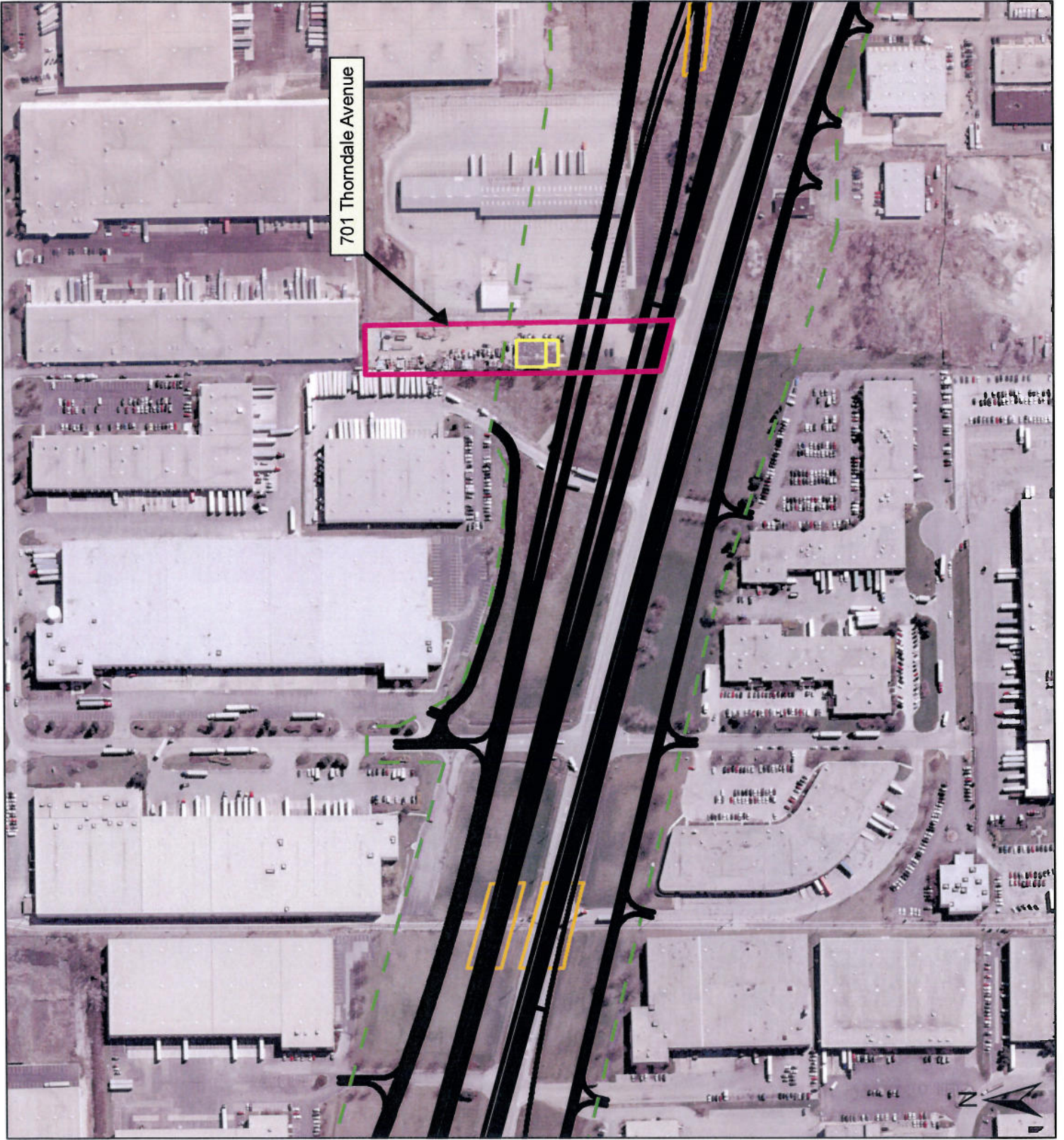


403



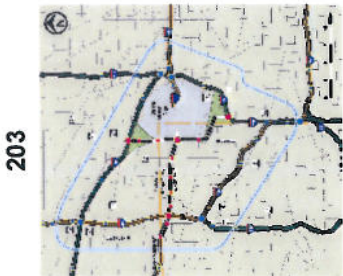
404





701 Thorndale Avenue

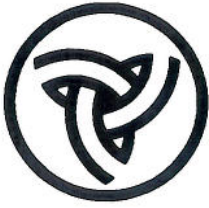
-  Building outline
-  Parcel outline
-  Improvement
-  Structure outline
-  Footprint



203



501



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

January 5, 2009

Mr. Dan McGuire
905 Glendale Street
Bensenville, IL 60106

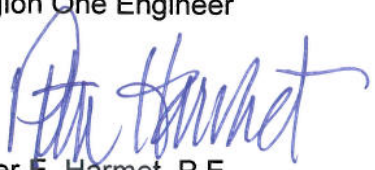
Dear Mr. McGuire:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Per your request, enclosed is a hard copy of the PowerPoint presentation.

Although you mentioned that you do not have a computer, you may find it useful to access our project website, www.elginohare-westbypass.org, from one of the local libraries since it provides current project information. 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

Enclosure

cc: Jim Johnson, Bensenville Village Administrator

bcc: CH2M HILL

COMMENT FORM

 ELGIN O'HARE
WEST BYPASS

Do you have comments? Please fill out this sheet and mail it back to us.



Cathy Valente for Stakeholder —

Dan McQuire
905 Glendale St
 Bensenville IL 60106

Would like copy of PP Presentation
Hard copy w/ script.
Does not have computer access

Thank You!

I (do do not) desire a
response. Please return comments
by September 19, 2008.

Name: _____

Address: _____

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

Phone: _____



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

January 5, 2009

Mr. Richard Hofherr
320 Norman Court
Des Plaines, IL 60016

Dear Mr. Hofherr:


We appreciate your attendance and involvement at the Elgin O'Hare - West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders has been one of the Illinois Department of Transportation's primary objectives.

The remaining seven roadway alternatives, along with the range of north and south connection options for the West Bypass, and the four transit alternatives will continue to be evaluated based on stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. Following the detailed analyses that will be performed, finalist system alternatives for both transit and roadways will be recommended. Thank you for your comments regarding the West Bypass. In terms of the basic number of through lanes, we will assess travel needs based upon year 2030 traffic forecasts, in addition to the aforementioned factors, such as social/economic impacts.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website at www.elginohare-westbypass.org, as it provides current project information. 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: Tim Oakley, Director of Engineering, City of Des Plaines

bcc: CH2M HILL
FHWA
IDOT

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us.



I feel this extension is long overdue. I thank all who have worked on this project.

The extension to the south along County Line Road makes the most sense to me. I like it because it is a direct tie-in to the 294 without having to go East & then go West to get on the Elgin O'Hare

I like the plan to extend North along the East side of York Rd to tie into the North West Tollway.

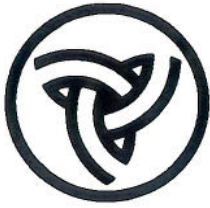
I would like to see 4 lanes in each direction because I am sure that this bypass will attract more traffic than expected. When the expressway is extended West thru Elgin, there is no doubt the traffic will be heavier than anticipated.
doubt

Thank you.

I (do do not) desire a response. Please return comments by September 19, 2008.

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

Name: Richard Hafbert
Address: 320 Norman Ct
Des Plaines IL 60016
Phone: 847-398-1992



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

January 5, 2009

Mr. Michael and Ms. Mary Harrison
807 Willow Court
Itasca, IL 60143

Dear Mr. and Ms. Harrison:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders has been one of the Illinois Department of Transportation's primary objectives.

We have been working closely with the Village of Itasca regarding future access along the proposed Elgin O'Hare Expressway, which is a common component of the remaining seven highway alternatives under consideration. Access at Park Blvd. is intended to relieve roadways to the east that otherwise would be over congested with the amount of traffic generated and from that area. We acknowledge your concerns with outside traffic entering the residential area, and we will work closely with the Village and affected stakeholders to insure those concerns are addressed.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website at www.elginohare-westbypass.org, as it provides current project information. 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: Dave Williams, Village Administrator, Itasca

bcc: CH2M HILL
FHWA
IDOT

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us.



Regarding the contemplated exit at Park Blvd from/at East T handala. Please do not allow massive amounts of traffic to turn right at this exit into the residential area of Itasca

Thank you

I (do do not) desire a response. Please return comments by September 19, 2008.

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

Name: MARY HARRISON
MICHAEL HARRISON
Address: 807 WILLOW CT
ITASCA 60143
Phone: (630) 773-2917



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

January 5, 2009

Mr. Myron Dudek
500 East Red Oak Street
Bensenville, IL 60106

Dear Mr. Dudek:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders has been one of the Illinois Department of Transportation's primary objectives.

The remaining seven roadway alternatives, along with the range of north and south connection options for the West Bypass, and the four transit alternatives will continue to be evaluated based on stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. Following the detailed analyses that will be performed, finalist system alternatives for both transit and roadways will be recommended.

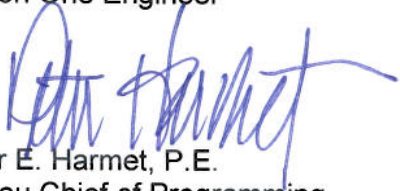
Our studies do not include the evaluation of transit on the O'Hare International Airport site as a means to transfer passengers and employees between terminals with the exception of the CTA Blue Line extension that has been identified in our Transit Alternatives. As part of the O'Hare Modernization Program, the City has identified a potential tunnel option to provide a secure connection between terminals separate from the CTA Blue Line. It is also important to note that all planning activities for O'Hare International Airport are the responsibility of the City of Chicago. Our roadway and transit options are being designed to be compatible with those airport improvements.

Mr. Myron Dudek
Page Two
January 5, 2009

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website at www.elginohare-westbypass.org, as it provides current project information. 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: Jim Johnson, Village Administrator, Bensenville

bcc: CH2M HILL
FHWA
IDOT

COMMENT FORM



Do you have comments? Please fill out this sheet and mail it back to us.



On a recent trip to Dulles Airport, I observed a way that the WEST Access to O'Hare would be more feasible. They used large Rubber wheeled Buses (seating 100 or so) to get from one terminal to another. The units could be raised and lowered hydraulically, were wheel chair accessible and seemed very effective. If the Elgin-O'Hare expressway entered a large parking area on the west end of O'Hare property, these transport buses could deliver people to the main terminal. They are much larger and more ~~flexible~~ easily moved around than the present little train setup from the parking area. A roadway from the West Access would not be a good highway plan, even with expressway roads.

I (do do not) desire a response. Please return comments by September 19, 2008.

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

Name: MYRON DUDEK
Address: 500 E Red Oak St
Bensenville, IL 60106
Phone: (630) 766-5935



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

January 5, 2009

D. Dent
3N725 Central Court
Addison, IL 60101

Dear Stakeholder:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders has been one of the Illinois Department of Transportation's primary objectives.

The remaining seven roadway alternatives, along with the range of north and south connection options for the West Bypass, and the four transit alternatives will continue to be evaluated based on stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. Following the detailed analyses that will be performed, finalist system alternatives for both transit and roadways will be recommended on the basis of many factors, including cost effectiveness.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website at www.elginohare-westbypass.org, as it provides current project information. 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: Joe McDermott, Trustee, Village of Addison

bcc: CH2M HILL
FHWA
IDOT

COMMENT FORM



ELGIN O'HARE
WEST BYPASS

community opportunities and jobs

Do you have comments? Please fill out this sheet and mail it back to us.



Thanks for presenting all
the options.

Thanks for including
the people affected.

Please do the best
thing that works for
most.

Give us the biggest bang
for our buck.

Please don't nickle & dime
us to death.

I (do do not) desire a
response. Please return comments
by September 19, 2008.

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

Name: D. Dent
Address: 3N725 Central Ct.
Addison
Phone: N/A



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

January 5, 2009

Mr. Bob Crocker
640 East Golf Road
Des Plaines, IL 60016

Dear Mr. Crocker:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders has been one of the Illinois Department of Transportation's primary objectives.

The remaining seven roadway alternatives, along with the range of north and south connection options for the West Bypass, and the four transit alternatives will continue to be evaluated based on stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. Following the detailed analyses that will be performed, finalist system alternatives for both transit and roadways will be recommended. Thank you for your comments.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website at www.elginohare-westbypass.org, as it provides current project information. 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: Tim Oakley, Director of Engineering, City of Des Plaines

bcc: CH2M HILL
FHWA
IDOT

COMMENT FORM



ELGIN O'HARE
WEST BYPASS

www.illinois.gov/transportation

Do you have comments? Please fill out this sheet and mail it back to us.



NORTH CONNECTION IL RT 83 A NO!

" " " " " B NO!

" " West Bypass A NO

" " " " " B NO

" " " " " C YES

" " " " " D YES

" " " " " E NO

SOUTH CONNECTION West Bypass A

B } OK

C } OK

D } OK

E NO

F NO!

G NO!

I (do do not) desire a response. Please return comments by September 19, 2008.

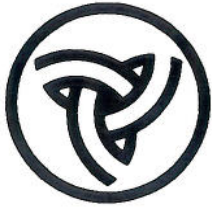
Name: Bob Crocker

Address: 640 E Golf Rd

Des Plaines IL 60018

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

Phone: 847 5141760



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

January 5, 2009

Mr. John Adamowski
813 River Forest Drive
Bensenville, IL 60106

Dear Mr. Adamowski:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Since the beginning of the project, gathering input from stakeholders has been one of the Illinois Department of Transportation's primary objectives.

The remaining seven roadway alternatives, along with the range of north and south connection options for the West Bypass, and the four transit alternatives will continue to be evaluated based on stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. Following the detailed analyses that will be performed, finalist system alternatives for both transit and roadways will be recommended.

The West Bypass component is being located on O'Hare Airport property to the extent possible. A 300 foot corridor has been reserved by the City of Chicago for that purpose. It is our objective to keep the footprint as narrow as possible for all the corridors under consideration. As we move forward into our next phase (Tier Two studies), we will add detail, including environmental enhancements into our project designs; water quality and flood control are two areas that have been identified.

From its conception, this study recognized that any transportation solution needs to be multi-modal. As such, we are working closely with the transit agencies and incorporating transit accommodations in all corridors being studied and making recommendations for transit improvements that support the project's Purpose and Need. The Northern Illinois Commuter Transit Initiative study that you referenced, which provides commuter service to the Rockford area, encompasses an area well outside our study area. Although a considerable volume of traffic passes through our study area, it represents only approximately 33% of the total trips. The other approximate 67% of the traffic either begins, ends, or stays within the study area. Therefore increased transit service will not diminish the need for roadway improvements.

Mr. John Adamowski
Page Two
January 5, 2009

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website at www.elginohare-westbypass.org, as it provides current project information. 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: Jim Johnson, Village Manager, Bensenville

bcc: CH2M HILL
FHWA
IDOT

COMMENT FORM



ELGIN O'HARE
WEST BYPASS

COMMUNITY ASPECTS OF THE PROJECT

Do you have comments? Please fill out this sheet and mail it back to us.



Douglas Bypass

Go with C, P, ORF

Least amount of impact on O'Hare impacted communities

Narrow footprint

Use existing open areas for rail road right of way.

Use more existing space for water retention & retention

Improve mass transit especially Metra - Milwaukee local rail service to Belvidere & Rockford.

Support more "green" ventures by reducing traffic & roads - there are no plans to improve our ecology

I (do do not) desire a response. Please return comments by September 19, 2008.

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

Name: John Adamowski

Address: 813 River Forest Dr

Bensenville, IL 60006

Phone: 630-238-1992



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 1, 2008

«FullName»
«Address_Line_1»
«Address_Line_2»
«CityStateZip»

Dear «Salutation»:

We appreciate your attendance at the Elgin O'Hare – West Bypass (EOWB) Public Meeting #2, held on September 3, 2008. From the beginning, stakeholder input has been an important aspect of this planning process. Thank you for the comments you submitted at the meeting. We received a number of comments regarding a potential West O'Hare Bypass in the Bensenville area, and would like to take this opportunity to provide an overall response to the issues raised.

For the purposes of our study, the federally approved O'Hare Modernization Plan is considered a given, and our alignment options were developed to be compatible with the future configuration of the airport. Further, the West Bypass has been designed to be located on O'Hare Airport property to the maximum extent feasible. As shown on the attached exhibit, each of the West Bypass alignments (south of Thorndale Avenue) are east of York Road and stay north of Green Street just west of County Line Road. The alignments connect to I-294 via a number of alternates ranging from County Line Road to IL 19, and impact the Villages of Bensenville, Franklin Park or Schiller Park. The attached table, which was displayed at the public meeting, lists the impacts associated with each alignment.

As a next step in our evaluation process, the remaining seven roadway alternatives and the four transit alternatives will be further screened based upon stakeholder input, travel performance results, design performance, initial construction costs, and environmental/social impacts. Financing strategies will also be developed for the finalist alternatives, which will be a combination of all modes (highway, transit, bike and pedestrian). With respect to the environmental/social impact evaluation, we anticipate using many of the measures suggested by our stakeholders, including assessed property value, tax revenue, and number of employees. We will also evaluate potential land use changes as a result of any proposed highway or transit solution and how this may impact a community, either positively or negatively.


«FullName»
December 1, 2008
Page Two

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website often (www.elginohare-westbypass.org), as it provides current project information. The site will be updated regularly throughout the study.

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

bcc: CH2M Hill
File

Ms. Linda Dickson
12 South Center Street
Bensenville, IL 60606

Ms. Linda Peterson
422 East Washington Street
Bensenville, IL 60106

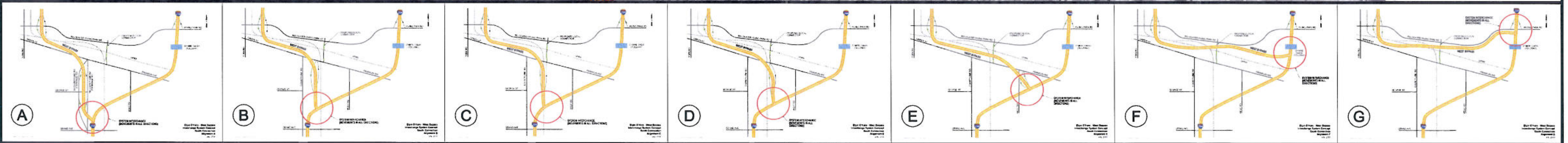
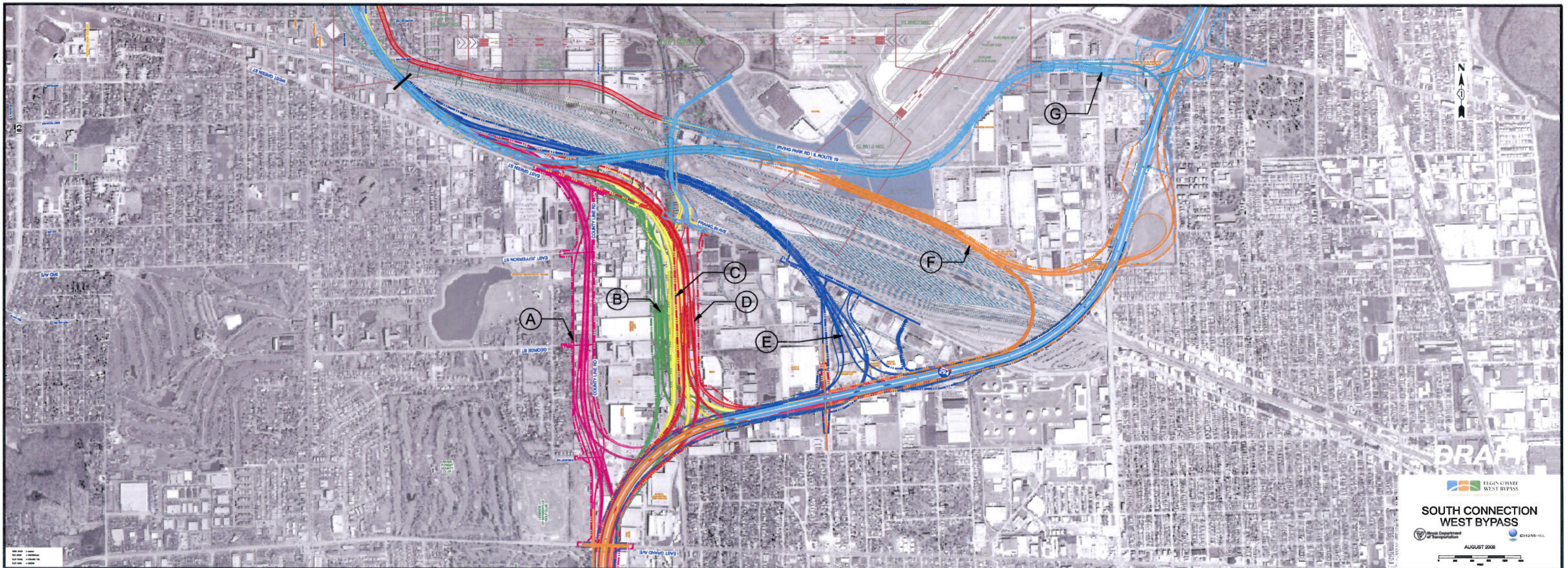
Mr. Robert and Ms. Carlene Laskero
202 South May Street
Bensenville, IL 60106

Ms. Alice J. Plutz
1051 South Center Street
Bensenville, IL 60106

Mr. Ken and Ms. JoAnn Newman
756 George Street
Bensenville, IL 60106

Mr. R. M. Golden
325 South York Road
Apt. #509
Bensenville, IL 60106

Mr. & Mrs. Heinz Buehner
580 North Spruce
Bensenville, IL 60106



ELGIN-O'HARE WEST BYPASS - SOUTH ALIGNMENTS (WEST BYPASS)
Impact Analysis

	SOUTH ALIGNMENTS (WEST BYPASS)						
	A	B	C	D	E	F	G
ENVIRONMENTAL IMPACTS							
ACRES OF WETLANDS IMPACTED	0.0	1.4	0.0	0.0	0.0	0.5	1.3
ACRES OF 100 YR FLOODPLAINS IMPACTED	0.0	0.0	1.1	1.1	2.6	6.3	23.2
ACRES OF DESIGNATED/RECREATIONAL LANDS IMPACTED	1.1	0.0	0.0	0.0	0	0.0	0.0
NUMBER OF POTENTIAL ENDANGERED SPECIES SITES IMPACTED	0	0	0	0	0	0	0
NUMBER OF HISTORICAL SITES IMPACTED	0	0	0	0	0	0	0
NUMBER OF ARCHAEOLOGICAL SITES IMPACTED	0	0	0	0	0	0	0
SOCIETAL EFFECTS							
NUMBER OF COMMERCIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	3	9	8	22	2	11	7
NUMBER OF INDUSTRIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	35	14	19	9	21	13	12
NUMBER OF RESIDENTIAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	8	0	0	0	0	0	17
TOTAL STRUCTURES POTENTIALLY DISPLACED BY IMPROVEMENT	46	23	27	31	23	24	36
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NUMBER OF COMMUNITY FACILITIES IMPACTED (CHURCHES, HOSPITALS, SCHOOLS, FIRE STATIONS)	0	0	0	0	0	0	0

ELGIN-O'HARE WEST BYPASS - SOUTH ALIGNMENTS (WEST BYPASS)
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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

November 5, 2008

Mr. Dan McGuire
905 Glendale Street
Bensenville, IL 60106

Dear Mr. McGuire:

We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Thank you for the comments you submitted at the meeting.

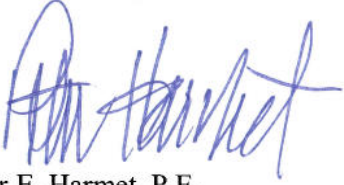
Per your comment sheet request, enclosed with this transmittal letter are two enclosures. The first enclosure is a hard color copy of the PowerPoint presentation and the second enclosure is a copy of the script that accompanies the PowerPoint presentation presented at Public Meeting #2.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website often (www.elginohare-westbypass.org), if that is an option for you, as it provides current project information. The site will be updated regularly throughout the study.

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

Enclosures

bcc: CH2M HILL

COMMENT FORM



ELGIN O'HARE
WEST BYPASS

community opportunities solutions

Do you have comments? Please fill out this sheet and mail it back to us.



Cathy Valente for Stakeholder —

↳
Dan McGuire
905 Glendale St
 Bensenville IL 60104

Would like copy of PP Presentation
Hard copy w/ script.
Does not have computer access.

Thank You

If do do not desire a
response. Please return comments
by September 19, 2008.

Name: _____

Address: _____

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

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

November 5, 2008

Mr. James Johnson
Village Manager
Village of Bensenville
12 S. Center Street
Bensenville, IL 60106

Dear Mr. Johnson:

Thank you for your comments regarding the Elgin O'Hare – West Bypass project's Purpose and Need (P & N) via e-mail on May 16th. Although we discussed our response on several occasions, including at the May 22nd Stakeholder Workshop, we wanted to take this opportunity to provide a written response. The Village's comments mainly pertained to the Transportation System Performance (TSP) Report, which along with stakeholder input, was the basis for developing the P & N. Your comments were reviewed and shared with the Federal Highway Administration, as well as other resource agency staff while developing and seeking their concurrence on the project's P & N.

The Village had three specific comments regarding the P & N. Our responses to your comments are as follows:

1. *Failure to incorporate and evaluate the effects of \$120 plus (and rising) cost per barrel of oil (\$4.00 gallon and rising gas and diesel) on the entire analysis.*

Speculation on how travel will change or not change based on rising (and falling) fuel prices is beyond the scope of our study. Changes in travel, particularly commuter travel, are dependent upon many factors. We are using the adopted 2030 Regional Transportation Plan as the basis for our travel forecasts; this plan was derived from a Federally endorsed process, and represents the best available information. It is also important to note that the existing roadway network in our study area is 92% congested during the P.M. peak period, so there is a need for improved transportation simply on the basis of the current conditions. In addition, as documented in our ongoing alternatives development and evaluation process, we are examining multi-modal transportation solutions.

2. *Failure to recognize and incorporate the fundamental reality that financial resources for transportation infrastructure are extremely limited and competition for such funds requires careful prioritization and screening of competing projects – both within and without the study area.*

Mr. James Johnson
November 5, 2008
Page Two

We are aware of the rising costs of public infrastructure projects, the limited availability of funding and the increased competition for that funding. This is one of the key reasons for the Tiered approach to the planning process being pursued for the Elgin O'Hare – West Bypass study, which is structured to consider a variety of transportation solutions and examine a range of funding possibilities. The purpose of the TSP Report is to identify transportation needs in the study area. With respect to identifying and prioritizing improvements, this analysis will occur during the alternatives development and evaluation process, and a Financial Plan will be completed at the end of Tier One.

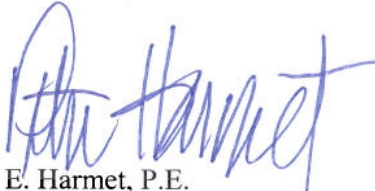
3. *The IDOT-TSP Report and the draft "Purpose and Need Statement" are predicated on false, incomplete and inaccurate information as to O'Hare Airport.*

The O'Hare Modernization Program (OMP) is an approved Federal action and recognized as such by us in our planning study and assumptions. The travel demand assumptions from the OMP were an input to the 2030 Regional Transportation Plan (RTP). The traffic volumes associated with the West Terminal location were extracted from the Chicago Metropolitan Agency for Planning's (CMAP's) 2030 travel demand model. The document describing the development of forecasts related to O'Hare operations is titled, "Chicago Region Airport Trip Generation, Process Documentation," and dated December 2007. We have used the best available information in our study and will continue to rely on that information given the regionally recognized source.

As we discussed at our meeting on October 27th, we will update our TSP Report and the P & N to account for the expanded study area. If you have any questions or need additional information, please contact Ron Krall 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: Rich Kula, Federal Aviation Administration
Pam Heimsness/Arlene Kocher, Federal Highway Administration
Michael Boland, O'Hare Modernization Program

bcc: CH2M HILL
SEC Group, Inc.
Walt Zyznieuski, Central Office BDE

Ron Krall



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

October 30, 2008

Ms. Marlene O'Malley
7N421 Linden Avenue
Medinah, IL 60157

Dear Ms. O'Malley:

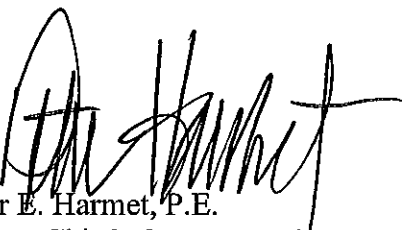
We appreciate your attendance and involvement at the Elgin O'Hare - West Bypass Public Meeting #2. Thank you for the comment you submitted at the meeting.

Regarding the semi-trailers entering the residential neighborhood and the desire to add some trailblazing signage, this area is not under the jurisdiction of the Illinois Department of Transportation. This roadway is under the jurisdiction of the Village of Itasca. As such, we have forwarded your comment to David Williams, Village Administrator.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website often (www.elginohare-westbypass.org), as it provides current project information. The site will be updated regularly throughout the study. If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.

Very truly yours,

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Deputy Director of Highways,
Region One Engineer

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

bcc: Dave Williams, Village of Itasca
CH2M HILL



Illinois Department of Transportation

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

October 30, 2008

Mr. John Denna
560 North York Road
Bensenville, IL 60106

Dear Mr. Denna:

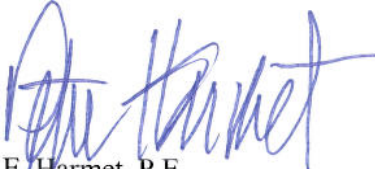
We appreciate your attendance and involvement at the Elgin O'Hare – West Bypass Public Meeting #2. Thank you for your comments and your input you submitted at the meeting.

The Illinois Department of Transportation has reviewed your comments concerning the Illinois Route 83 southbound lane drop near the interchange with I-290 and also field checked the current striping and operations in this area. After the field inspection, we determined that the pavement markings you have proposed for southbound Illinois Route 83 just north of I-290 are feasible, however, under existing conditions, even during the morning and evening peak traffic hours, we observed no problems with merging traffic. We will, nevertheless, keep your suggestion in mind and revisit the issue when it becomes time to provide a roadway pavement overlay to this section of Illinois Route 83.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website often (www.elginohare-westbypass.org), as it provides current project information. The site will be updated regularly throughout the study. 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

bcc: Cory Jucius, Bureau of Traffic
CH2M HILL

COMMENT FORM

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

Do you have comments? Please fill out this sheet and mail it back to us.



83 AT 290

SOUTH BOUND LANES

THIRD LANE ENDS

1ST LANE CONTINUES AT EXIT

RE STRIPE

THIRD LANE CONTINUES

SECOND LANE CONTINUES

1ST LANE MARKED EXIT ONLY + FRONTAGE
EXIT

P.S NORTH BOUND 83 BETWEEN RT 64 + THIRD

WORKS FINE! IS EXAMPLE NOW

SOUTH BOUND SHOULD WORK

PAVE MENT ALREADY THERE

I BELIEVE IT COULD BE RE STRIPE!

I (do do not) desire a
response. Please return comments
by September 19, 2008.

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

Name: JOHN DENNA

Address: 560 N. YORK RD

BEN SEN VILLE IL 60106

Phone: 630-697-9199

From: Krall, Ronald D

Sent: Thursday, October 30, 2008 9:04 AM

To: 'franklinparktv@hotmail.com'

Subject: R. Bergman, Comment Reply from Public Information Meeting #2, Sept. 3, 2008, Oak Meadows Golf Club

Project and Environmental Studies

Elgin O'Hare - West Bypass

Cook and DuPage Counties

October 30, 2008

E-mail response

franklinparktv@hotmail.com

R. Bergman

Dear Mr. Bergman:

Thank you for your comments concerning the Elgin O'Hare – West Bypass project. We appreciate your attendance and involvement at Public Meeting #2.

The Illinois Department of Transportation is currently evaluating the seven remaining roadway alternatives. We continue to refine the alternatives to avoid or minimize impacts. Ultimately, the preferred alternative(s) will be determined on the basis of travel performance, design performance, environmental and societal impacts, construction costs, and stakeholder input. It is important to note that none of the alternatives under consideration will remove or close the Bensenville Rail Yard.

In addition, impacts to area businesses will be quantified for each of the remaining alternatives, including the loss of tax revenue. We are aware of this concern in a number of communities, and will consider it as the evaluation process advances.

We hope you continue to stay involved in the Elgin O'Hare – West Bypass project, and we encourage you to visit the project website often (www.elginohare-westbypass.org), as it provides current project information. The site will be updated regularly throughout the study. If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.

From: Krall, Ronald D [mailto:Ronald.Krall@illinois.gov]
Sent: Thursday, October 16, 2008 9:52 AM
To: jonlthomas@yahoo.com
Subject: Comment Reply from Public Information Meeting #2, Sept. 3, 2008, Oak Meadows Golf Club

Project and Environmental Studies

Elgin O'Hare - West Bypass

Cook and DuPage Counties

October 16, 2008

E-mail response

jonlthomas@yahoo.com

Jonathan Thomas

Dear Mr. Thomas:

Thank you for your recent inquiry concerning the Elgin O'Hare - West Bypass project. We appreciate your interest and involvement with this important and regionally significant project.

We will certainly provide you with the notices of upcoming project events. Since these announcements and all project information is contained on our project website, we do not send out individual email notifications. However, please supply us with your home mailing address, and we will add you to our project mailing list. Your inclusion on the project mailing list will ensure that you receive all project newsletters and any other general information that is mailed out, such as Public Meeting announcements.

All the information presented at Public Information Meeting #2 has been placed on the project website. If while reviewing the website, www.elginohare-westbypass.org, there is some information you cannot find or is missing, please contact the Department, and we will help you navigate the website to the information location.

Currently, this initial phase of the EO-WB study (Tier One) is scheduled for completion by the end of 2010. Ideally, we would like to have a preferred alternate(s) decided upon and discussed in public forums well before issuing the Draft Environmental Impact Statement (late summer '09). We anticipate a public hearing culminating this effort in the fall of 2009. Once the comments from the Public Hearing are addressed, we would complete the preliminary process by the end of 2010.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project website often (www.elginohare-westbypass.org), as it provides current project information. The site will be updated regularly throughout the study.

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

Krall, Ronald D

From: Krall, Ronald D
Sent: Thursday, October 16, 2008 10:52 AM
To: 'jellis@rwaengineers.com'
Subject: Comment Reply from Public Information Meeting #2, Sept. 3, 2008, Oak Meadows Golf Club

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

October 16, 2008

E-mail response
jellis@rwaengineers.com
John Ellis

Dear Mr. Ellis:

Thank you for your recent note concerning the Elgin O'Hare - West Bypass project. We have recently met with representatives from the City and the Master Civil consultant representing the OMP with regards to the proposed relocation of Irving Park Road (Illinois Route 19). They indicated to us that the OMP is preparing to initiate the final design work for this road. The information that you have requested has already been provided to the OMP team. However, for your information you may access the exhibits "A" through "F" with the aerial backdrop in which the proposed alternate alignments lay on, the overall composite of all the potential southern connection alternates, West Bypass and all other exhibits shown at Public Information Meeting #2 by logging onto the project website. The website address is noted below.

In addition to the exhibit information you have noted, more information of interest regarding the Elgin O'Hare - West Bypass project is also located on the project web site (www.elginohare-westbypass.org). Please peruse the site as time permits, as the site will be updated regularly throughout the study.

If you have any questions, cannot find certain information, or need additional information, please contact me, Ron Krall, Project Manager, at (847) 705-4103.

Krall, Ronald D

From: Libby.Braband@CH2M.com
Sent: Monday, September 08, 2008 9:36 AM
To: Lidia.Pilecky@CH2M.com; Harmet, Pete E; ppechnick@secgroupinc.com; Krall, Ronald D; Baczek, John A; Larry.Martin@CH2M.com
Subject: FW: Elgin O'Hare Comments

Web site comment

From: support@elginohare-westbypass.org [mailto:support@elginohare-westbypass.org]
Sent: Thursday, September 04, 2008 1:43 PM
To: Braband, Libby/CHI
Subject: Elgin O'Hare Comments

Comments

Email: jellls@rwaengineers.com
Name: John Ellis
Subject: Sept. 3, 2008 Public Meeting - Exhibits for South Connection, West Bypass
Message: I am involved with the O'Hare Modernization program, and we are beginning the formulation of the completion phase program where we will be involved with the relocation of Irving Park Road. It would be helpful to have links or a CD of your Exhibits for Options A-F of the South Connection, West Bypass, plus the composite with all options shown. We understand that all of the options need to undergo further evaluation. I am already on your mailing list.

Regards,

John Ellis, P.E.
O'Hare Modernization Program
10510 W. Zemke Road
P.O. Box 66848
Chicago, IL 60666
773-462-7520

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

From: Krall, Ronald D [mailto:Ronald.Krall@illinois.gov]
Sent: Thursday, October 16, 2008 11:48 AM
To: mario.dilorenzo@united.com
Subject: Comment Reply from Public Information Meeting #2, Sept. 3, 2008, Oak Meadows Golf Club

Project and Environmental Studies

Elgin O'Hare - West Bypass

Cook and DuPage Counties

October 16, 2008

E-mail response

mario.dilorenzo@united.com

Mario Dilorenzo

Dear Mr. Dilorenzo:

Thank you for your recent questions concerning the Elgin O'Hare - West Bypass project. We appreciate your attendance and involvement at Public Meeting #2.

During the initial year of the study, one of the first tasks involved stakeholder outreach to better understand the transportation issues within the study area. Once that was achieved, we were tasked with developing the Purpose and Need for this project. The outcome was the development of four statements which generally encompassed stakeholder input. Improved access to O'Hare Airport from the west was one of the defined needs. As such, any preferred alternate will provided an enhanced western access to O'Hare.

We appreciate your input on one of the specific remaining alternatives that was presented at the Public Meeting. However, further evaluation of the remaining seven alternatives is needed. Evaluation factors will include: travel performance, design performance, drainage considerations, financial feasibility/cost estimate, environmental impact/mitigation, residential and business displacements, as well as others developed through further stakeholder input.

At the outset of this project, we determined that the solution should be a multimodal transportation solution that includes roadway, transit (rail and bus), and pedestrian/bicycle improvements. As we have moved forward in this study, we have been working extensively with the Regional Transit Authority (RTA) and all the transit providers (Metra, CTA, and PACE) to develop the transit elements of an overall transportation system solution. For example, our roadway designs include space in the median to accommodate inputs. We are also examining a major transportation hub on the west side of O'Hare which could connect all modes of travel and improve or provide connectivity to other parts of the region.

We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project web site often (www.elginohare-westbypass.org), as it provides current project information. The site will be updated regularly throughout the study.

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

RJK 10/1/08
PIM#2



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 & DuPage Counties

September 30, 2008

Mr. Len Kleinjan
President
Haeger Engineering, LLC
1300 N. Plum Grove Road
Schaumburg, IL 60173

Dear Mr. Kleinjan:

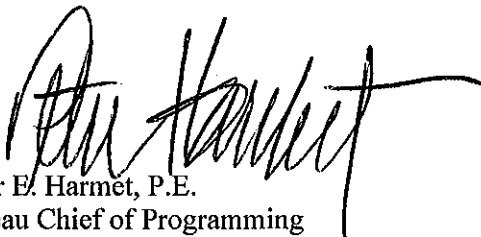
Thank you for your e-mail inquiry regarding our Elgin O'Hare – West Bypass study. As you note in your e-mail, there are several alternatives (seven) remaining that are undergoing further evaluation to arrive at a preferred alternative or alternatives. As requested, we have enclosed the right-of-way footprint exhibits for Alternative 501.

As you discussed with Ron Krall of my staff, the City of Chicago's O'Hare Modernization Project requires a partial relocation of Irving Park Road (IL 19) from just east of York Road to a point just east of Taft Road to accommodate new runway additions and configurations. It is our understanding that the relocated Irving Park Road will provide two lanes in each direction. However, the number of lanes, the final centerline alignment, and the final right-of-way footprint area all still subject to change. We recommend that you contact Shawn Kinder, OMP, at (773) 462-7335 and request further information from them regarding this topic as well.

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. Harnet, P.E.
Bureau Chief of Programming

Enclosure

bcc: CH2M Hill
Ron Krall

From: support@elginohare-westbypass.org
Sent: Friday, September 05, 2008 8:42 PM
To: Braband, Libby/CHI
Subject: Elgin O'Hare Comments
Comments

Email: jkbanjo57@aol.com
Name: jerry k. williams sr.
Subject: elgin-o'hare west bypass
Message: *No Response*
Add me to the Project Mailing List: Add

From: support@elginohare-westbypass.org
Sent: Thursday, September 11, 2008 8:28 AM
To: Braband, Libby/CHI
Subject: Elgin O'Hare Comments
Comments

Email: mwasowicz@comcast.net

Name: Marc Wasowicz

Subject: Elgin-O'Hare West Access and Ring Road

Message: I have attended two of your public forums on the subject line in the last year. I am a resident of Bensenville. My home is not directly affected by either the proposed OMP or your West Access Ring Road proposal. However I think every resident of the wonderful community of Bensenville is affected in some way by the negative implications of these plans. I would ask that IDOT look hard at the negative public impact that the City of Chicago and the OMP proposition has had on the community of Bensenville. Any "ring road" plan should avoid further destruction of property base within the Bensenville village limits. This activity displaces home owners and large businesses that affect out tax base. It affects our school system (primary, middle and high school) from receiving adequate tax funding to educate our student population. It also affects senior citizen programs and other community support initiatives. Not to mention raising the tax burden on the remaining village citizens.

As stated by Paul Fichtner DuPage County Board Member in the editorial column of the Sept 5, 2008 Daily Herald, "Bensenville has already suffered too much" in the potential loss of 15% of our community. Whether Chicago can fund and finish the OMP is seriously in question.

Other neighboring municipalities should bear some of the negative aspects of your proposal if they want to enjoy its benefits. Please avoid further harm to our community and take your alternative plans into serious consideration for the citizens of Bensenville.

Thank you.

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

From: support@elginohare-westbypass.org
Sent: Thursday, September 11, 2008 8:28 AM
To: Braband, Libby/CHI
Subject: Elgin O'Hare Comments
Comments

Email: mwasowicz@comcast.net

Name: Marc Wasowicz

Subject: Elgin-O'Hare West Access and Ring Road

Message: I have attended two of your public forums on the subject line in the last year. I am a resident of Bensenville. My home is not directly affected by either the proposed OMP or your West Access Ring Road proposal. However I think every resident of the wonderful community of Bensenville is affected in some way by the negative implications of these plans. I would ask that IDOT look hard at the negative public impact that the City of Chicago and the OMP proposition has had on the community of Bensenville. Any "ring road" plan should avoid further destruction of property base within the Bensenville village limits. This activity displaces home owners and large businesses that affect out tax base. It affects our school system (primary, middle and high school) from receiving adequate tax funding to educate our student population. It also affects senior citizen programs and other community support initiatives. Not to mention raising the tax burden on the remaining village citizens.

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Other neighboring municipalities should bear some of the negative aspects of your proposal if they want to enjoy its benefits. Please avoid further harm to our community and take your alternative plans into serious consideration for the citizens of Bensenville.

Thank you.

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

From: support@elginohare-westbypass.org
Sent: Saturday, September 06, 2008 10:42 AM
To: Braband, Libby/CHI
Subject: Elgin O'Hare Comments
Comments

Email: kwasowicz2@comcast.net

Name: Kathy Wasowicz

Subject: Comments from Sept 3 public meeting

Message: As a resident of Bensenville for the past 8 years, I have seen my town lose tax revenue from the homes and businesses that the O'Hare Expansion took. I do not feel the town of Bensenville should suffer any more in lost homes/businesses/tax revenue. It's not just the people whose homes or business are taken, but also the people that are still living in Bensenville that have to suffer the consequences (more noise, pollution, etc from planes & traffic, less money for all taxing bodies). It's time for some of the other towns to pay their dues since this is a regional & national problem.

Also, this western access (from Elgin-O'Hare expressway south to I-294) should only be built if FULL access to ALL terminals at O'Hare is available from the west. Western access to O'Hare does NOT mean parking on the west side of the airport and shuttling down York/Elmhurst Rd to Irving Park to Mannheim. I believe when most people hear western access, they believe they will be able to get to all terminals from the west, which may not be the case.

Add me to the Project Mailing List: Add

From: support@elginohare-westbypass.org
Sent: Friday, September 05, 2008 10:50 AM
To: Braband, Libby/CHI
Subject: Elgin O'Hare Comments
Comments

Email: jonlthomas@yahoo.com

Name: Jonathan Thomas

Subject: Public Meetings

Message: I am hoping to get notices of upcoming events for this project. Specifically public meeting and general status notices. Will the documents (proposed routes, potential land taking, Newsletter, etc.) shown at the last meeting be posted on this site? If so, when should I expect that? Finally, when is the ultimate/final decision expected to be made?

Thank you.

Jon

Add me to the Project Mailing List: Add

From: support@elginohare-westbypass.org
Sent: Saturday, September 06, 2008 11:26 PM
To: Braband, Libby/CHI
Subject: Elgin O'Hare Comments
Comments

Email: richardbens@aol.com

Name: Richard Schierhorn

Subject: best alternative

Message: I don't think we Bensenville residents have much say-so on the location of the bypass. If we do, and I can have a vote on an Alternative, I vote for 404-- Would not affect many residents and is just about the least construction involved.. Thanks for the consideration!!

Add me to the Project Mailing List: Add

From: support@elginohare-westbypass.org
Sent: Thursday, September 18, 2008 4:39 PM
To: Braband, Libby/CHI
Subject: Elgin O'Hare Comments
Comments

Email: gkuhs@wooddaleparkdistrict.org
Name: Greg Kuhs, Executive Director
Subject: Comments: West Bypass

Message: The Wood Dale Park District owns and operates the Salt Creek Golf Club located at the intersection of Thorndale Avenue and Prospect Avenue. The park district also has a long-term lease agreement with TopGolf Wood Dale which is located at the same intersection.

Wood Dale Park District is asking that IDOT design the configuration of the west bypass in a way that will provide a positive impact our business operations at Salt Creek Golf Club and TopGolf Wood Dale.

Salt Creek Golf Club is a vital public recreational venue that enhances the quality of life for people in DuPage County. TopGolf Wood Dale is a unique high-tech recreational facility (one of three such facilities in the United States) that also provides a unique leisure experience to the Chicago land area.

If you have any questions or would like to discuss this further, please contact me.

Thank you,

Greg Kuhs
Executive Director
Wood Dale Park District
111 East Foster Avenue
Wood Dale, IL 60191
630-595-9958
gkuhs@wooddaleparkdistrict.org

Add me to the Project Mailing List: Add

From: support@elginohare-westbypass.org
Sent: Monday, September 15, 2008 11:36 AM
To: Braband, Libby/CHI
Subject: Elgin O'Hare Comments
Comments

Email: Pattij243@comcast.net

Name: Patricia Johnson

Subject: Road Placement

Message: No additional land, businesses, homes should be taken from the Village of Bensenville. All road locations should be placed on Airport property and EAST of County Line Road.

This community has been raped enough.

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

From: support@elginohare-westbypass.org
Sent: Thursday, September 04, 2008 1:43 PM
To: Braband, Libby/CHI
Subject: Elgin O'Hare Comments
Comments

Email: jellis@rwaengineers.com

Name: John Ellis

Subject: Sept. 3, 2008 Public Meeting - Exhibits for South Connection, West Bypass

Message: I am involved with the O'Hare Modernization program, and we are beginning the formulation of the completion phase program where we will be involved with the relocation of Irving Park Road. It would be helpful to have links or a CD of your Exhibits for Options A-F of the South Connection, West Bypass, plus the composite with all options shown. We understand that all of the options need to undergo further evaluation. I am already on your mailing list.

Regards,

John Ellis, P.E.
O'Hare Modernization Program
10510 W. Zemke Road
P.O. Box 66848
Chicago, IL 60666
773-462-7520

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

From: support@elginohare-westbypass.org
Sent: Tuesday, September 16, 2008 6:41 AM
To: Braband, Libby/CHI
Subject: Elgin O'Hare Comments
Comments

Email: franklinparktv@hotmail.com

Name: R Bergman

Subject: Bensenville Rail Yard

Message: Any alternative that removes this facility will remove a vital intermodal shipping facility that moves more freight than O'Hare moves!

Add me to the Project Mailing List: Add

From: support@elginohare-westbypass.org
Sent: Saturday, September 06, 2008 8:07 PM
To: Braband, Libby/CHI
Subject: Elgin O'Hare Comments
Comments

Email: franklinparktv@hotmail.com

Name: R Bergman

Subject: Elgin Ohare Expressway

Message: Some of the options presented would remove supporting infrastructure for O'Hare Airport. These would include but not be limited to meal preparation areas, car parking facilities, hotels, and car rental facilities. These businesses would have a hard time relocating as there is no place for them to go to nearby the airport. Additionally the tax burden would be shifted to the homeowners in Schiller Park and Franklin Park with no benefit to any of the existing homeowners. This is a lose, lose proposition for both of these towns.

Add me to the Project Mailing List: Add

From: support@elginohare-westbypass.org
Sent: Saturday, September 13, 2008 7:50 PM
To: Braband, Libby/CHI
Subject: Elgin O'Hare Comments
Comments

Email: rebenson@gmail.com

Name: Robert Benson

Subject: Congestion in and around O'Hare Corridor

Message: The plans proposed at the meeting and at the web site alone will not resolve the issue of congestion in and around the Chicago O'hare airport.

There is no rapid transportation going to O'Hare from the west, North (limited), or South.

Also, the resolving of traffic going through this area on the proposed alternatives do not address the issue that really is presented which is traffic that is going through the major road arteries that are not heading to the Chicago O'Hare corridor.

To improve local and regional travel, A true BYPASS would offer alternative routes to travelers that's final transportation is NOT in the outlined corridor. Offering another route North and South and bypassing the entire O'Hare Corridor would be the desired alternative.

This would be best served by expanding 290 expressway and 90 Expressway allowing for better access to south and north corridors. Expanding 53 and extending it to Wisconsin freeing up travelers that are using 90 to connect to 294.

Providing more public transportation options for commuters to downtown via park and express busses offering better commuting options to eliminate some of the cars on the road.

Extending the public transportation to O'Hare for travelers allowing them access from as far out as Schaumburg to allow eliminating the commuters that are coming to O'Hare. Have these travelers park out 10 miles away or more and allow them quick access to terminals through rapid transportation eliminating each individual driving to this corridor.

Add me to the Project Mailing List: Add

From: support@elginohare-westbypass.org
Sent: Tuesday, September 02, 2008 7:46 PM
To: Braband, Libby/CHI
Subject: Elgin O'Hare Comments
Comments

Email: busybarb@comcast.net

Name: Barbara

Subject: EO-WB Project

Message: I'm interested in knowing how this project is going to affect Irving Park Road that borders the airport. I've heard they are going to close that road west of Mannheim Road. Anyone know if this is true?

Add me to the Project Mailing List: Add

From: support@elginohare-westbypass.org
Sent: Thursday, September 11, 2008 10:42 PM
To: Braband, Libby/CHI
Subject: Elgin O'Hare Comments
Comments

Email: janispasq@yahoo.com

Name: Janis Arquette

Subject: Elgin Ohare western bypass

Message: I received a lot of helpful info from your staff on September 3rd at Oak Meadows in WoodDale. It was a lot of info to take in all at once.

I want the final plan to stay east of York Road and north of Green Street.

In fact, I wonder if IL Route 19 needs to be moved south any more. Moving it is based on the assumption that a southern runway will be built. It may not ever happen. It should not ever happen! The current OMP does not solve the problems it is supposed to solve. It will NOT decrease flight delays nearly enough and it will NOT allow as many more flights as the plan proposes. There is a limited amount of air space above even an enlarged airport. Also, the weather at O'Hare will always be a factor. It makes more sense to build a third airport further south.

Also, is the western access going to be a large parking lot where busses and trams need to shuttle folks around the outside of the airport to get them to the terminals on the eastern side?

IDOT's goals are reducing congestion, decreasing travel times, connecting easily to the interstates and providing western access to OHare.

I only had time to look at the southern connection choices. Plan A appeared to be the most direct and would have the most ongrade solution, but Bensenville has given too much already. We need a larger tax base to replace what we have already lost. Plan B may still be too close to Bensenville. Plan C, I understand involves too long a stretch of high bridges. Plan E is still problematic for the railroad. Was Plan F going over too wide a stretch of tracks? I liked Plan G because it was north of Franklin Avenue and west of Wolf Road. I noticed on the maps there was another place where the tracks narrowed considerably. It was west of County Line Road and maybe even west of Wolf Road. It would require shorter bridges. Why was this not an option? What other problems were encountered with this straight run to connect IL19 with the expressway?

Alternative 404 seems to eliminate a need for a southern connection. It makes sense to make use of the interchange that is already at I90 and Elmhurst Road. It also eliminates moving of IL19 (The southern runway may never happen.) I wonder, though, what will happen to the homes, apartments, businesses and schools along Route 83 when it is widened in this plan. It already is 6 lanes wide most of the way. Are you going wider than 6 lanes? Will there still be lights at Third, Hillside, Foster, and Thorndale?

East west congestion will be relieved around York and Irving Park Roads when the other IDOT project is finished: raising the railroad and putting IL19 a little lower, widening Irving on the north side, widening York on the east side, putting in left and right turn only lanes in all directions.

Alternative 202 looks good. It utilizes the existing exchange at Elmhurst Road and I90. It is direct and less confusing than the others. My only concerns are with the southern connection as stated above. I could not find PLans A to G on the website to look at them more carefully.

Add me to the Project Mailing List: Add