

Meeting Summary

Tier 1 Public Hearing Summary

Prepared for
Illinois Department of Transportation

October 2009



SECTION 1

Description of Public Meeting

Public Hearing Summary –October 8, 2009

Elgin O’Hare – West Bypass

The public hearing for the Elgin O’Hare – West Bypass project was held on October 8, 2009. The meeting was an open-house format, a project video that included an overview of the study as well as visualizations of the alternatives under consideration played continuously in a separate room. The meeting was held at the Belvedere Banquets in Elk Grove Village, Illinois from 4:00 p.m. to 8:00 p.m. Nearly 200 people attended the meeting based on the 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 copy of Newsletter #7 and a comment form. Attendees 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 update the status of the Elgin O’Hare – West Bypass Project, and to provide the public an opportunity to review and comment on the Draft Environmental Impact Statement.

A series of boards on easels were displayed along the outside of the room. These included background boards relating to study process, the two roadway alternatives under consideration (402 and 203), the two south connection options (Option A and D), transit features, bike/pedestrian features and project environmental and social impacts. In the center of the room, nine foot exhibits were displayed on banquet tables and focused more closely on the specific variations in the alternatives.

The meeting was publicized through advertisements in newspapers, on the website, and in a newsletter. Nearly 1000 newsletters were mailed to individual public officials, organizations, local community residents, and citizens. A half-page advertisement appeared in the Daily Herald on September 8 and September 12, 2009. A quarter-page ad appeared on October 5, 2009.

At (via comment box) and following the meeting, more than 50 written comments were received through the mail or via the project website. Five verbal comments were also compiled by the court reporter. The comments and IDOT responses to these comments are included in Section 5.

SECTION 2

Meeting Attendance



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Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
Bill Lyons	3311 Apple St #330	Chicago, IL 60618	Bill Lyons B.Lyons@222.com	<input checked="" type="checkbox"/>
Bruce Larson	810 Ashland St #150A	Chicago, IL 60618	B.Larson@222.com	<input checked="" type="checkbox"/>
TERRY N. THURBT	2240 SPENCERWOOD AVE	FRANKLIN PARK, IL 60018	MT549@sbcglobal.net	<input checked="" type="checkbox"/>
AUGGIE MANCILLA	480 PODLIN DR.	FRANKLIN PARK, IL 60018	PalletExpert@aol.com	<input checked="" type="checkbox"/>
TIM HORNAREK/EXPERT	819 HUMANS DR	Bensenville, IL 60018	TIM.HORNAREK@EXP.com	<input checked="" type="checkbox"/>
GREG JOSEPHES	317 Wood St	Burnside, IL 60018	Gregoryjfe@msn.com	<input checked="" type="checkbox"/>
Greg Sykora	114 DORSHIRE CT	Schaumburg, IL 60196	gregorysykora@gmail.com	<input checked="" type="checkbox"/>
Steve Johnson	1111 Franklin Ave	Franklin Park, IL 60018	steve@willwood.us.com	<input checked="" type="checkbox"/>
Mike Bell	2800 Bellvue Pring	Wheaton, IL 60187	W.Bell@IBAWA.com	<input checked="" type="checkbox"/>
MIKE NUMEROSKI	1681 Elmhurst Rd	Elk Grove Village, IL 60007		<input checked="" type="checkbox"/>
Clarice Telesca	253 So. Chas. Dr	Itasca, IL 60143		<input type="checkbox"/>
CHRISTINA LOCAL 558 SAM BARTOLONE	245 W. ROOSEVELT RD SWHE135	WEST CHICAGO, IL 60655	union.org sba@union.org	<input checked="" type="checkbox"/>
Carpoint #187 Dix Steiner	1960 Kachler Dr	Alsip, IL 60405		<input checked="" type="checkbox"/>
Arlington Metals	11355 Franklin Ave	Franklin Park, IL 60018		<input type="checkbox"/>
David Kneip	11311 Lincoln St	Elk Grove, IL 60007		<input checked="" type="checkbox"/>
Chris Lups	4800 S Morgan	Chicago, IL 60632		<input type="checkbox"/>
Chris Martin	11800 Franklin Ave	Franklin Park, IL 60018	cmartin@fastlane.com	<input type="checkbox"/>



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Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
SAM L SEMROW	1074 HOLLY CIRCLE	LAKE ZURICH 60047		<input type="checkbox"/>
LILIAS ZENKICH BOB DEUSBY USPS	850 ELMHURST RD 303 E GENEV ST	BEAVERVILLE IL		<input checked="" type="checkbox"/>
Brian Corvill	49550 W. Hickins	IL SEAN MT	brian.m.corvill@yds-bells.com	<input checked="" type="checkbox"/>
Stephen Burke	321 N. Oak	Chicago		<input type="checkbox"/>
Mike Hirtz	3705 TOMPKINS	SPRINGFIELD		<input type="checkbox"/>
Greg Jacobs	435 S GOV. LIN. RD	Franklin Mt		<input checked="" type="checkbox"/>
Tom FANTLER	810 ARLINGHTNS RD	ITASKA		<input type="checkbox"/>
Michael Plamen	435 S. Miner.	Beaureville		<input type="checkbox"/>
Ross Klicker	404-N, Wood Dale Rd	Wood Dale, IL 60191	TKlicker@northlake.com	<input type="checkbox"/>
JIM TROUTMAN	114 S. Clinton <small>#305 6th fl</small>	CHICAGO	Jim@ttroutman-davis.com	<input checked="" type="checkbox"/>
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DANE HANSEN ENT	700 LARSEN LN	BENSenville	DANE@LABENTRUCK.COM	<input checked="" type="checkbox"/>
BOB BELLS	1055 SUSAN CT	ELT GROVE		<input checked="" type="checkbox"/>



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Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
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Nicole Avanas	550 W. Irving Pk. Rd.	Hawes, IL 60143	nvanaga@ataca.com	<input type="checkbox"/>
Chaeles McCITHEAD	279 S. Addison ST.	Bensenville, IL 60106		<input type="checkbox"/>
Tony Baillay	7625 W100 P1	Bridgeland IL 60455	TonyBaillay@Yahoo.com	<input checked="" type="checkbox"/>
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NMS LLC	1057 Perimeter Drive	Schaumburg, IL 60193	cjsenzel@transitbus.com	<input type="checkbox"/>
ROBERT DEMONICKY	3633 ACONA LN	Franklin Park IL 60131	MFS3729@aol.com	<input checked="" type="checkbox"/>
GLORIA OCHOAICKY	117 W. BELMONT AVE	BENSenville, IL.	"	<input type="checkbox"/>
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Mark Walker	645 S. Butler P1	Arl Heights IL 60005	repmarkwalker@gnad.com	<input type="checkbox"/>
Ted Boosley	8755 W. Higgins, Ste 850	Chicago, IL 60631	trousley@kardium-brown.com	<input checked="" type="checkbox"/>
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Cement Masses local 803	240 W. ST. CHARLES RD	Village Park, IL	JROSSI@local803.com	<input checked="" type="checkbox"/>
John Ellis - local 803	10510 W. Zanker Rd	Chicago, IL 60646	john.ellis@cityofchicago.org	<input checked="" type="checkbox"/>
A1 Camera	6133 N. Elm Rd 1000	Rosemont IL 60018	a1camera@comcast.net	<input checked="" type="checkbox"/>



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Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
Paula Paterson	1246 Dover Lane	Elk Grove Vill.		<input type="checkbox"/>
John Rosario	230 E Grantley Ave	Elmhurst 60126		<input type="checkbox"/>
Larry Wilson	800 100 E Randolph	Chicago IL		<input type="checkbox"/>
Bruce Lee	812 Thurn Dr	Bensenville IL	Bruce.Lee@Expedition.com	<input checked="" type="checkbox"/>
Pat Davidson	300 Park Blvd Suite 205	Itasca, IL 60143	Patricia.Davidson@ccr-ia.com	<input checked="" type="checkbox"/>
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Ryan Kehoe			ryan.kehoegrubbs-ellis.com	<input checked="" type="checkbox"/>
Saikanth Ranguluri	8613 Waukegan Rd	Weston Grove IL		<input type="checkbox"/>
D Hanky	1816 Skyline Circle	Jacksonville FL		<input checked="" type="checkbox"/>
Marie Glynn	2824 N Kedzie	Chicago IL 60618	mane.glynn@chzn.com	<input type="checkbox"/>



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David White	450 E. Devon St	Itasca 60143	fdelay@SignatureBrands.com	<input type="checkbox"/>
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Julia Martinez	P.O. Box 50 West Chicago	West Chicago IL 60173	Salvatore@ameritech.com	<input checked="" type="checkbox"/>
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John Sutfredin	148 W. Devon Ave	Roselle IL 60172		<input checked="" type="checkbox"/>



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Frank Soto	824 Riverfront Ct	Bensenville	FrankSoto1@SBCglobal.net	<input type="checkbox"/>
Jim DeWitt	560 N. York	Bensenville	DEWITTMACHINE@COMCAST.NET	<input type="checkbox"/>
JAY KUMMER	901 WELINGTON	EGV, 60087		<input type="checkbox"/>
RICH JOHNSON	243 S CHURCH RD	BENSENVILLE	RJOHNSON243@YAHOO.COM	<input type="checkbox"/>
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L. Dodson Herz	1013 Green Valley Drive	Bensenville, IL 60106	lherz@usmste.com	<input checked="" type="checkbox"/>
A. Stale	449 W. Peace St.	Chicago, IL 60143		<input type="checkbox"/>
				<input type="checkbox"/>



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AL HURTRAYSON	1009 DUMMERS DR	BENSenville		<input type="checkbox"/>
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HENRY WESSELER	342 BRIAR LAKE	BENSenville		<input type="checkbox"/>
JOHN DENNA	500 N. YORK RD	BENSenville		<input type="checkbox"/>
ED DUBOIS	8185 ADDISON RD	BENSenville		<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>
				<input type="checkbox"/>



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WYANE KILMUS	camp. Wn. #558	Schenckby 60193		<input type="checkbox"/>
Tim Winter	Orange Crush LLC	Hillside, IL		<input type="checkbox"/>
GEORGE FLOLO	1061 EAST GREEN, BEN.	BENSAVILLE	GFfelo@Fidco.com	<input checked="" type="checkbox"/>
ARNE FLOLO	1001 E GREEN	BENSAVILLE	ARFlolo@Fidco.com	<input checked="" type="checkbox"/>
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Elaine Schuster	19W130 Thorndale	Itasca	Itascaelaine@90x.com	<input checked="" type="checkbox"/>
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JOSEPH PASTORNU	7432 W GRAND	ELM WOOD PARK FL	JPASTORNU@	<input checked="" type="checkbox"/>
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				<input type="checkbox"/>
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[Signature]	19 W 130th Ave	Stam	[Signature]	<input type="checkbox"/>
Nancy Young	450 E. Deoria St	Hasco, IL 60143	nyoung@civiltechinc.com	<input type="checkbox"/>
Joe Wokber	1214 S. 10th St.	St. Charles	JWokber@Yahoo.com	<input checked="" type="checkbox"/>
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Chester Luby	284 E. Jefferson	Bensenville		<input checked="" type="checkbox"/>
				<input type="checkbox"/>
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DANIELA STEWART	IDOT	Ill.	---	<input checked="" type="checkbox"/>
BOB ZIMMERER Village of Roselle	119 E. Mendenhall	Roselle, IL	zimmerer@roselle.il.us	<input type="checkbox"/>
TIM ATTON	31 S. Prospect St	Hinsdale	---	<input type="checkbox"/>
KEN YANG	630 N York Rd	Elmhurst, IL	---	<input checked="" type="checkbox"/>
MO JAVADI	532 NEWBERRY DR.	Chicago, IL 60661	mjavadi@blowmass.com	<input checked="" type="checkbox"/>
GREG MCGYK	600 W FULTON # 201	Franklin Park, IL	---	<input type="checkbox"/>
DON BRENT	11058 W. Addison	Bensenville	---	<input type="checkbox"/>
MATT SMITH	430 S CENTER	Schaumburg, IL 60193	---	<input type="checkbox"/>
TON MILLS	25 Wareham Ln	WHEELING	---	<input checked="" type="checkbox"/>
JAN MAIN	811 WILLOWBROOK	CHGO	CARPENTERS UN 580	<input checked="" type="checkbox"/>
MAY BERGUND	3545 W. PETERSON	BENSenville	GARDENING Sec Group MEJ	<input type="checkbox"/>
	24 S. ADDISON #801			<input type="checkbox"/>
				<input type="checkbox"/>

SECTION 3

Meeting Materials

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Screen

Next Steps

Court Reporter/Sp/ROW

York/Elmhurst and North Connection Station

North Bypass
(Alt 203, 404)

York Arterial
(Alt 402)

E-O Widening Station

Elgin O'Hare Widening
West of I-290 (All)

E-O Extension Station

Elgin O'Hare Extension

South Station

South Connection
(Alt 202, 203, 401, 402, 403)

South Connection
(Alt 202, 203, 401, 402, 403)

Library

Draft EIS for Review

Comment Table

Comment Table

YOU ARE HERE

Entrance

Exit

Registration

Registration

Note: Yellow boards are room diagrams

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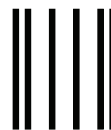
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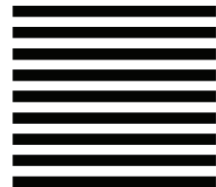
Alts/Impacts

Intro

Fold first



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



BUSINESS REPLY MAIL
1 OZ ONLY PERMIT NO 117 SCHAUMBURG IL

POSTAGE WILL BE PAID BY ADDRESSEE

ILLINOIS DEPARTMENT OF TRANSPORTATION
201 CENTER CT
SCHAUMBURG, IL 60196-9905



Fold last

Summary of Environmental Consequences of Build Alternatives

	Alternative 203		Alternative 402	
	Option A	Option D	Option A	Option D
Socioeconomics Impacts				
Residential Displacements	18	11	18	11
Business Displacements	57	34	53	30
Employees Displaced	892	1,203	729	1,040
Tax Revenue Loss	\$3.08M	\$4.45M	\$2.17M	\$3.54M
Natural Resources				
Wetlands (acre) ^a	38.9	39.1	36.3	36.5
Stream Crossings (total number)	22	22	20	20
Surface Waters (acre) ^a	18.2	18.1	15.2	15.1
Floodplain Encroachments (acre)	24.7	24.7	27.2	27.2
Threatened and Endangered Species	0	0	0	0
Noise				
Noise-Sensitive Residential Areas	48	46	44	42
Noise-Sensitive Non-residential Receptors	31	29	28	26
Potential Cultural and Section 4(f) Resource Impacts				
Historic Structures	0	0	0	0
Archaeological Sites	31	31	24	24
Potential Forest Preserve and Local Park 4(f) Impacts (acres)	6.8	5.9	4.0	3.1
Special Waste Sites				
Special Waste Sites ^b	232	242	227	237

^a Includes impacts to things such as stormwater facilities – ultimately these man-made facilities may be exempt from regulation.
^b Only 2 sites are high risk (same for each alternative), all others are characterized as low or medium risk

Travel Performance Benefits

The proposed build alternatives would provide travel improvements in and through the study area as compared to the No-Action Alternative. Specific benefits of the Build Alternatives include:

- Overall congestion would be reduced by approximately 10 percent.
- Congestion on secondary roads would be reduced by approximately 20 percent.
- Travel time for selected trips in the area would be reduced up to 40 percent.
- Travel times to interstate interchanges would improve by 20 to 25 percent.
- The number of transit trips in the study area would increase up to 37 percent.

Next Steps

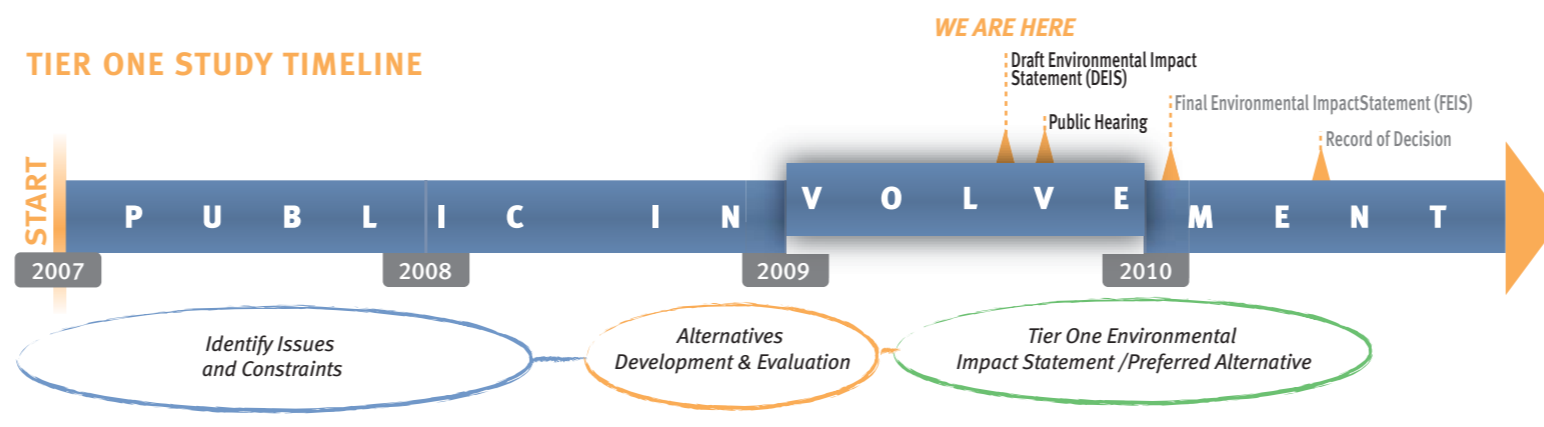
Following the October 8, 2009 Public Hearing, the focus of our efforts will be to identify the Preferred Alternative including a preferred South Connection, "A" or "D". The preferred alternative will be summarized in the Final Environmental Impact Statement in early 2010, after which a decision document called a Record of Decision will be issued.

Moving forward, we will continue early Tier Two activities. This includes continuing data collection activities started this summer, evaluating potential "advance projects", and identifying project(s) that should be advanced for

detailed Tier Two studies. Potential "advance projects" are smaller parts of the overall Preferred Build Alternative that could potentially be constructed with currently available federal earmark funds. Examples include: I-90 at Elmhurst Road full interchange; Touhy Avenue at the Union Pacific Railroad grade separation; Taft Road extension; Franklin/Green Street widening, advance right-of-way acquisition at I-294 to Franklin/Green Street; or the I-294 at IL 64 (North Avenue Interchange).

We appreciate your continued interest in the Elgin O'Hare - West Bypass project. We hope you stay involved in the project as we complete Tier One and identify the preferred alternative. You can always find current project information by visiting our website at www.elginohare-westbypass.org.

TIER ONE STUDY TIMELINE



GET INVOLVED! Check our website for project updates, sign-up for the mailing list, and to send comments to us.

Go to www.elginohare-westbypass.org or contact us at Illinois Department of Transportation Division of Highways-District One, 201 West Center Court Schaumburg, IL 60196. Telephone: Ron Krall at (847) 705-4103 Fax: (847) 705-4159

This newsletter is printed using soy based inks on recycled paper.

You're Invited to a Public Hearing!
 Thursday, October 8, 2009 — 4 to 8 p.m.
 BELVEDERE BANQUETS, 1170 W. DEVON AVE, ELK GROVE VILLAGE



ACCESS

NEWS FROM THE ELGIN O'HARE - WEST BYPASS PROJECT



Tier One Draft Environmental Impact Statement (EIS) available for comment

The Tier One Draft EIS will be available for public comment from September 11th to October 26th. You may view a copy of it by visiting your municipal building, village or city hall, local public library, or on the project website at www.elginohare-westbypass.org. If you would like to request a copy of the document on CD, please contact Ron Krall (847) 705-4103. The Draft EIS will also be available for review and comment at the Public Hearing in Elk Grove Village at Belvedere Banquets, 1170 W. Devon Ave. from 4 p.m. to 8 p.m. on Thursday, October 8, 2009.

IN THIS ISSUE

This publication provides a format to keep you informed about new project developments.

- Environmental/Social Benefits & Impacts....1
- Environmental Consequences.....2
- Alternatives Considered in Detail3
- Transit Improvements5
- Next Steps6

ENVIRONMENTAL/SOCIAL Benefits & Impacts

Build Alternatives 203 and 402, along with associated South Bypass Connection Option A or D, are expected to result in both beneficial and adverse effects on the surrounding socioeconomic and environmental resources. During the alternatives development process, effort was made to avoid high quality environmental and socioeconomic resources as much as possible. As such, the build alternatives have comparable impacts to public resources, natural resources, noise sensitive receptors, publicly-owned lands, cultural resources, and special waste sites. In particular, Alternative 203 has relatively higher business displacements and tax revenue impacts than Alternative 402. When comparing the two South Bypass connection options, Option A has higher residential and business displacements

than Option D, but results in the displacement of fewer employees and lower tax losses as the businesses tend to be small operations (see Table on Page 2)

Economic Benefits (roadway only):
ALTERNATIVE 203
 21,600 jobs created,
 \$5 billion added

ALTERNATIVE 402
 16,600 jobs created,
 \$4 billion added

The build alternatives are also expected to stimulate the local and regional economies. By investing in transportation improvements, jobs, income, profit and tax revenue would increase as well as provide stimulus far exceeding the original investment. Jobs would be created not only in the transportation construction industry, but also in service sectors supporting construction workers. Alternative 203, with larger construction costs, would result in more job creation both in the transportation and service industries and more value added to the regional economy.



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ALTERNATIVES CONSIDERED IN DETAIL

Three alternatives were considered in detail in the Draft EIS: Alternatives 203 and 402 (build alternatives), including the South Bypass Connection Options A and D; and the No-Action Alternative ("No Build"). The two finalist build alternatives were identified based on technical evaluation and extensive stakeholder input.

BUILD ALTERNATIVES 203 AND 402

Two multi-modal build alternatives, Alternatives 203 and 402, were developed and considered in detail. The alternatives consist of roadway improvements, a complementary set of improvements to transit and bicycle/pedestrian systems, and other improvements aimed at improving all modes of travel in the study area. Roadway improvements for Alternatives 203 and 402 are similar to one another, except for their configuration north of Thorndale Avenue, for the I-90 connection.

Estimated planning-level costs for roadway improvements included in the build alternatives range from approximately \$2.8 billion for Alternative 402 to \$3.6 billion for Alternative 203 (in 2009 dollars).



ALTERNATIVE 203 Roadway Improvements

Elgin O'Hare Expressway Section — Alternative 203 consists of upgrading (adding lanes or capacity) and extending the Elgin O'Hare Expressway between IL 19/Gary Avenue to the O'Hare West Bypass.

The existing Elgin O'Hare Expressway would be widened between IL 19/Gary Avenue and its' current terminus near Meacham Road. From this point to the east, a new expressway would be constructed along existing Thorndale Avenue, connecting with the proposed O'Hare West Bypass. Five existing interchanges along the Elgin O'Hare expressway would be improved (IL 19, Springinguth Road, Wright Boulevard, Roselle Road, Meacham Road), and six new interchanges would be constructed along the new expressway section (Rohling Road, I-290, Park Boulevard, Arlington Heights Road/Prospect Avenue, Wood Dale Road, and IL 83). Roadway improvements along the Elgin O'Hare Expressway were developed to accommodate potential new dedicated transit service and bicycle/pedestrian trails.

Supporting crossroad improvements are also planned to provide efficient traffic flow along existing roadways. In some cases, the crossroad improvements would extend several hundred feet north and south of the planned interchanges. In other situations, more extensive capacity improvements are needed for adjacent roadways.

O'Hare West Bypass Section — Alternative 203 includes a new freeway extending from I-90 near the Des Plaines Oasis, south along the western edge of O'Hare Airport to the Bensenville Railroad Yard. The freeway would then tunnel under and extend east along the south edge of the Yard before turning south to a connection with I-294. Frontage roads would be constructed along portions of the West Bypass to accommodate local traffic circulation. Eight new interchanges would also be provided at I-90, IL 72, Devon/Pratt, the

Elgin O'Hare Expressway, the proposed O'Hare West Terminal, IL 19, and Franklin/Green Street and I-294. Also, existing partial interchanges at I-90 and Elmhurst Road and at I-294 and IL 64 would be improved to accommodate additional travel movements. Roadway improvements along the north leg of the West Bypass were developed to accommodate potential new dedicated transit service.

There are two corridor options for connecting to I-294 that would begin south of IL 19.

South Bypass Connection Option A — The freeway generally would proceed south along the west edge of County Line Road connecting with I-294 near Grand Avenue.

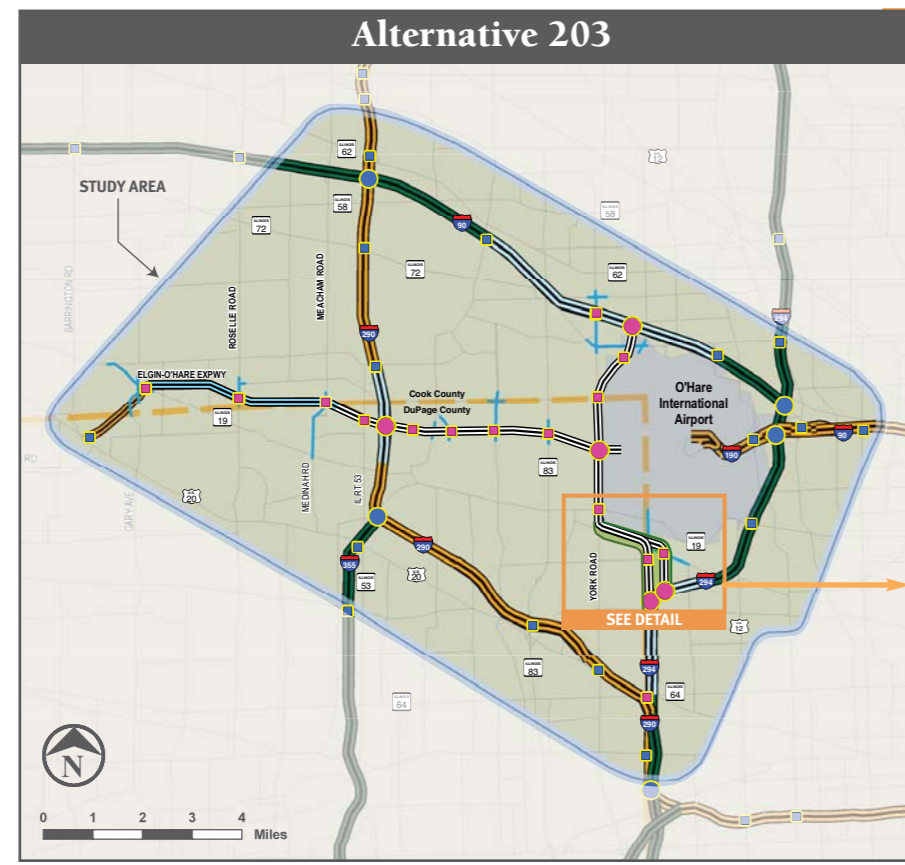
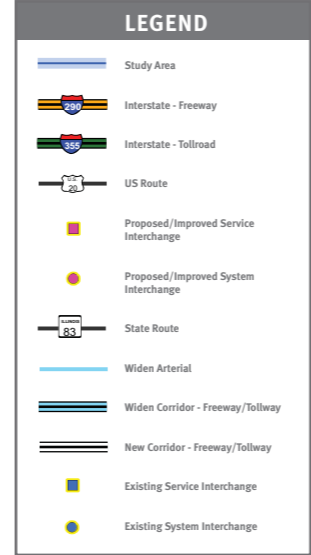
South Bypass Connection Option D — The freeway generally would extend southeast along the south edge of the marshalling yard, then cross the Union Pacific Railroad (UPRR) and proceed south, paralleling the east side of the UPRR, connecting with I-294 near Grand Avenue.

Another improvement feature near the West Bypass corridor that is common to either option is a new bridge that reconnects Taft Road across the Bensenville Railroad Marshalling Yards, linking Franklin Avenue and IL 19. A full-access system interchange would be provided at I-294.

Various supporting improvements to existing roadways are also planned near the West Bypass to provide improved traffic flow.

ALTERNATIVE 402 Roadway Improvements

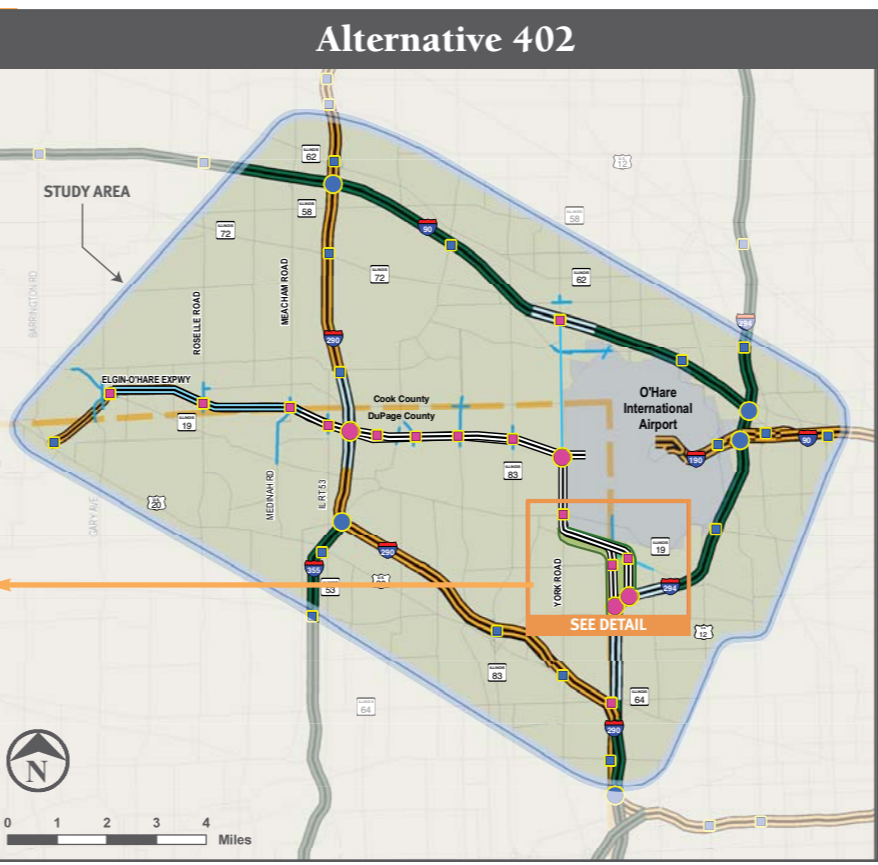
Alternative 402 is virtually identical to Alternative 203, with two exceptions. First, Alternative 402 eliminates the north leg of the West Bypass freeway and includes a widening Elmhurst Road between the proposed Elgin O'Hare Expressway and I-90. Second, Alternative 402 would not accommodate new dedicated high-type transit service between I-90 and the O'Hare West Terminal, as provided with Alternative 203.



THERE ARE TWO CORRIDOR OPTIONS FOR CONNECTING TO I-294 THAT WOULD BEGIN SOUTH OF IL 19.

South Connection Detail OPTION A
The freeway generally would proceed south along the west edge of County Line Road connecting with I-294 near Grand Avenue.

South Connection Detail OPTION D
The freeway generally would extend southeast along the south edge of the marshalling yard, then cross the Union Pacific Railroad (UPRR) and proceed south, paralleling the east side of the UPRR, connecting with I-294 near Grand Avenue.



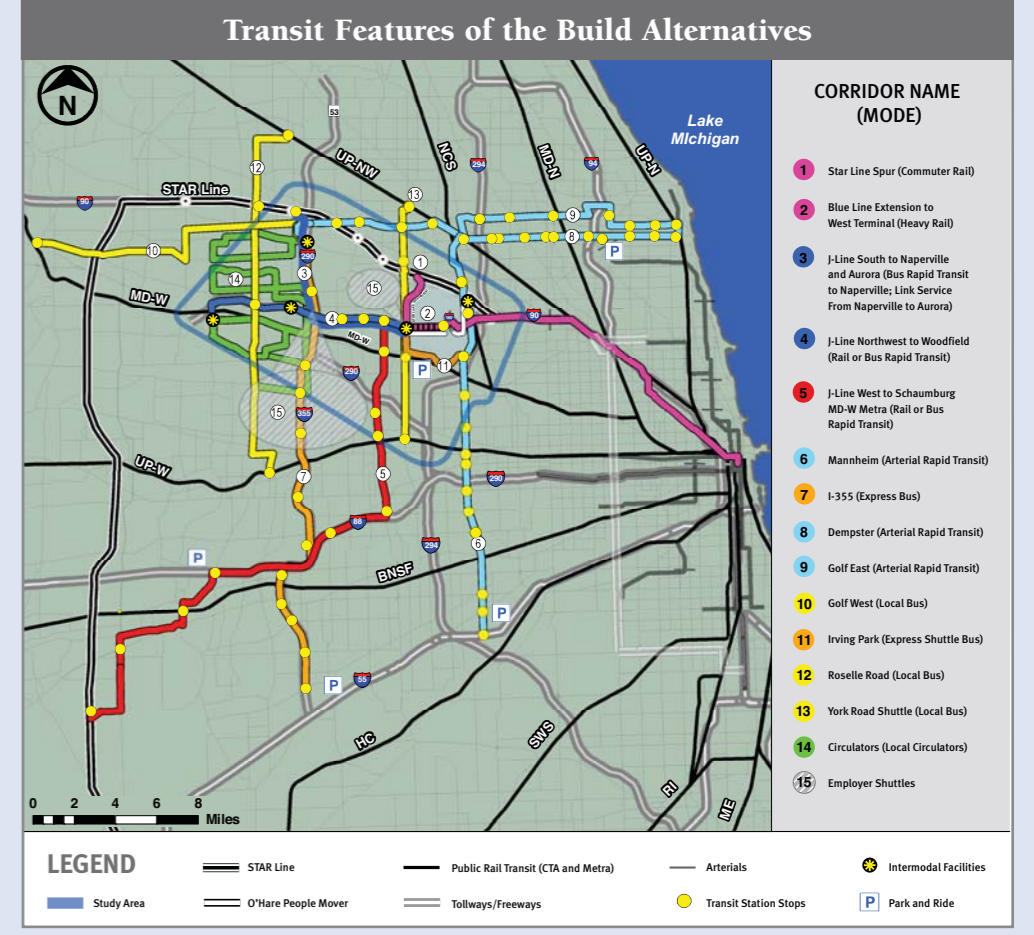
Transit Improvements

The proposed set of transit improvements includes 15 transit corridors and strategies, each with a specific proposed transit service (light rail, heavy or commuter rail, bus rapid transit, arterial rapid transit, express bus, local bus, or local circulator) and operational criteria.

Other proposed transit improvements include upgrades to existing transportation centers and new transportation centers, which will provide connections and transfer points between transit lines as well as connections to other modes; and new or upgraded park and ride facilities.

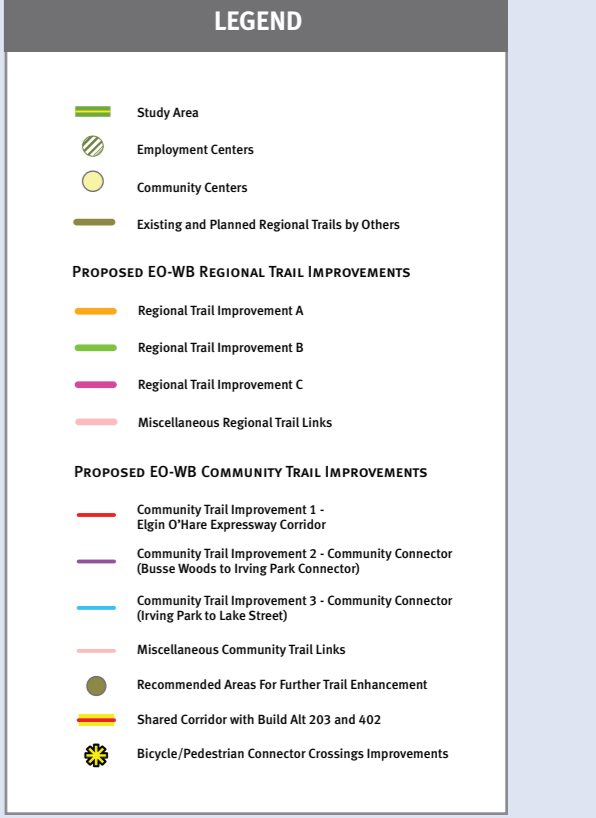
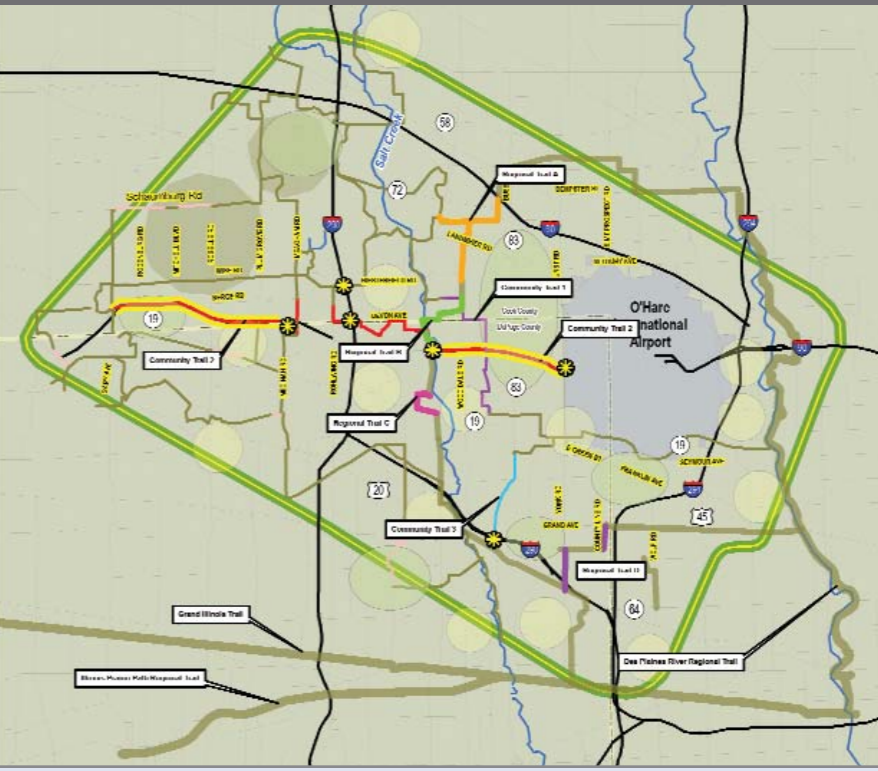
Other Improvements

Various other transportation improvement strategies have been identified and will be considered in detail in Tier 2. These include both Transportation Demand Strategies (e.g. rideshare opportunities, teleworking, vanpool programs) and Transportation System Management strategies (modernization of traffic signal control systems, incident detection and response, etc.)



A network of Bicycle and Pedestrian facilities have been developed and would be common to the build alternatives. This includes new bicycle and pedestrian trails that would provide better connections to transit stations, transportation centers, park and ride facilities, community activity centers, regional trail systems, and employment areas. Many of these would also propose to complete connections or loops.

Bicycle/Pedestrian Improvements



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Welcome to the Elgin O'Hare - West Bypass Public Hearing



Registration



Elgin O'Hare - West Bypass

Project Visualization

Showing every 15 minutes

4:00

5:00

6:00

7:00

4:15

5:15

6:15

7:15

4:30

5:30

6:30

7:30

4:45

5:45

6:45

7:45



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Illinois Department
of Transportation

Screen

Next Steps

Court Reporter/Sp/ROW

York/Elmhurst and North Connection Station

North Bypass (Alt 203, 404)

York Arterial (Alt 402)

E-O Widening Station

Elgin O'Hare Widening West of I-290 (All)

E-O Extension Station

Elgin O'Hare Extension

South Station

South Connection (Alt 202, 203, 401, 402, 403)

South Connection (Alt 202, 203, 401, 402, 403)

Library

Draft EIS for Review

Comment Table

Comment Table

YOU ARE HERE

Entrance

Exit

Registration

Registration

Note: Yellow boards are room diagrams

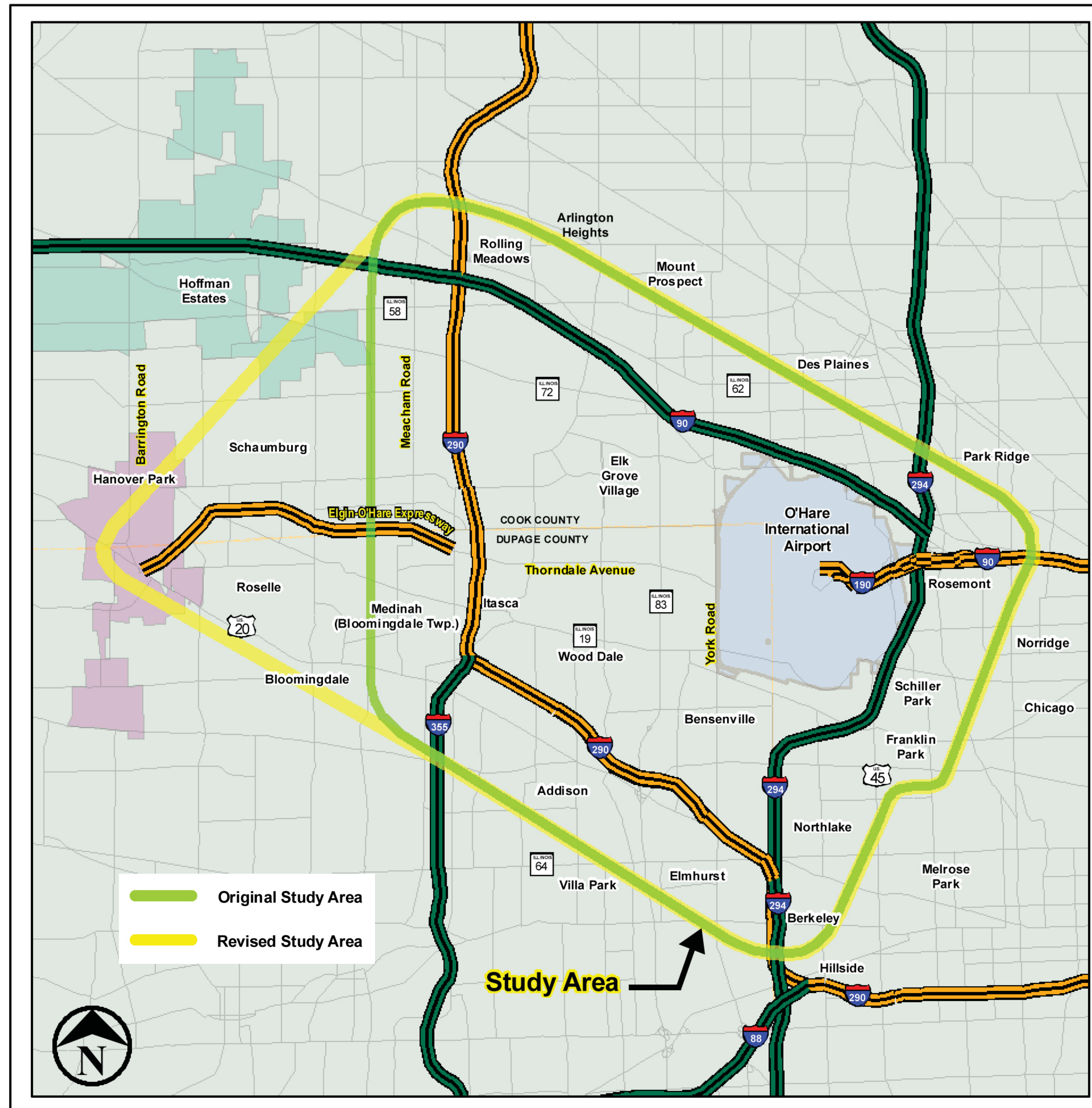
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Alts/Impacts

Intro



Study Area Map



- Finalist roadway alternatives result in some trip redistribution
- Traffic modeling showed that existing Elgin-O'Hare Expressway influences traffic to Gary Avenue
- Study area boundary extended due to travel changes

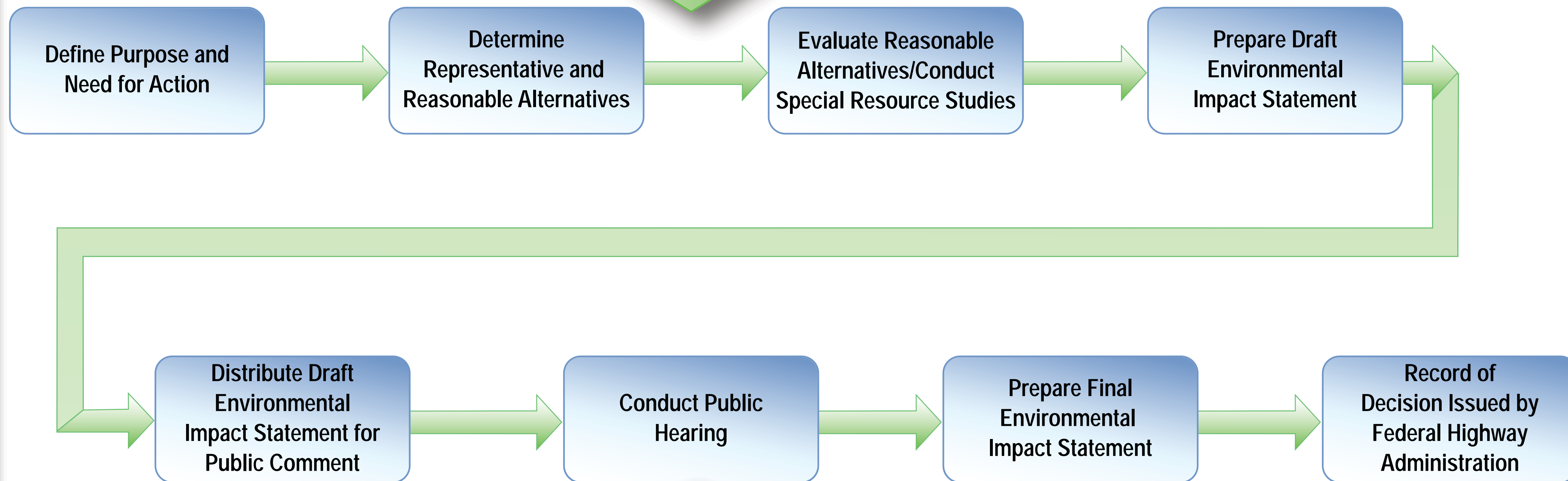


Tier One Environmental Impact Statement

National Environmental Policy Act

The National Environmental Policy Act (NEPA) process is intended to help public officials make decisions about proposed improvements with knowledge of potential environmental consequences and public input.

Ongoing Public Involvement

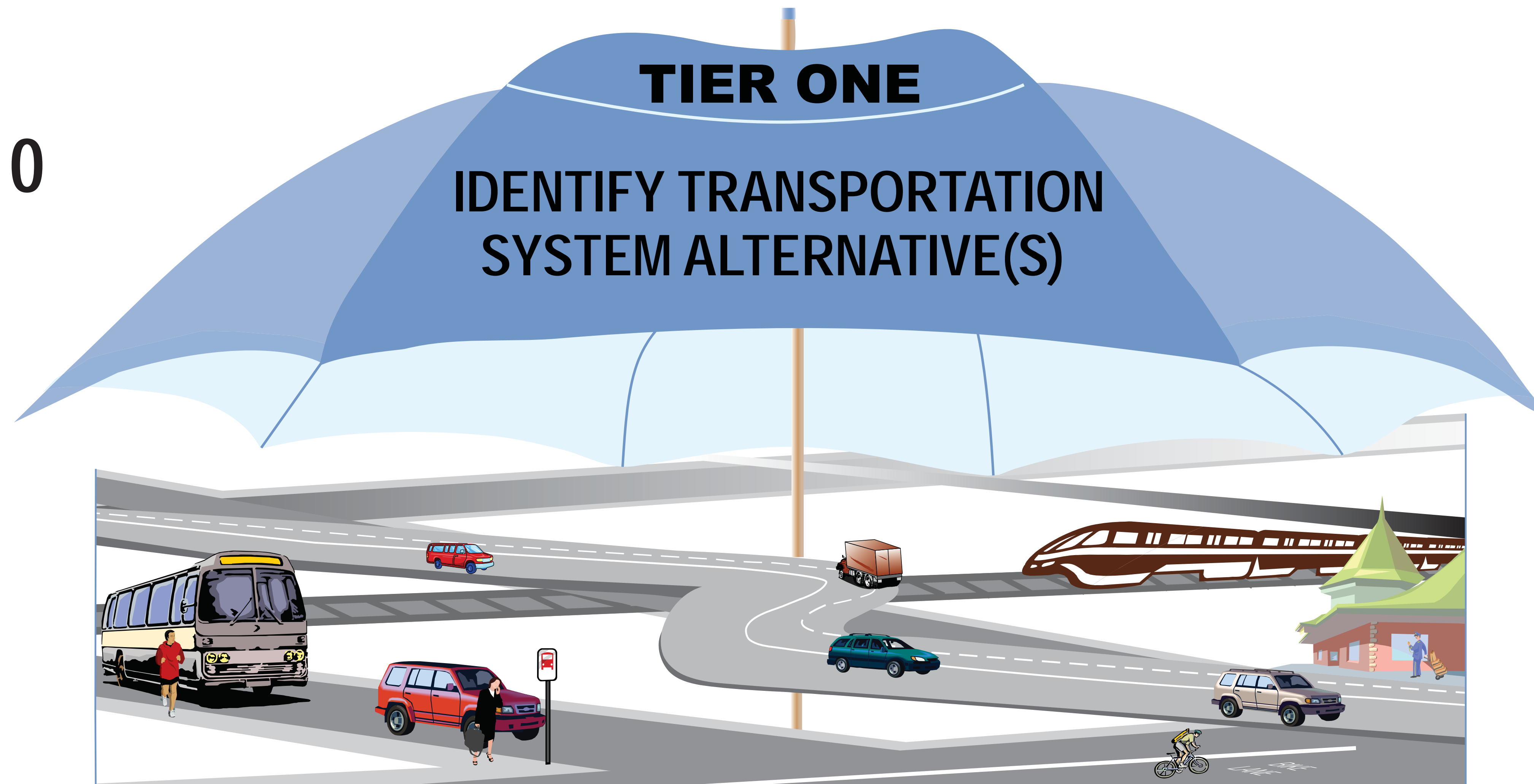


We
Are
Here



The Planning Process – Two Parts

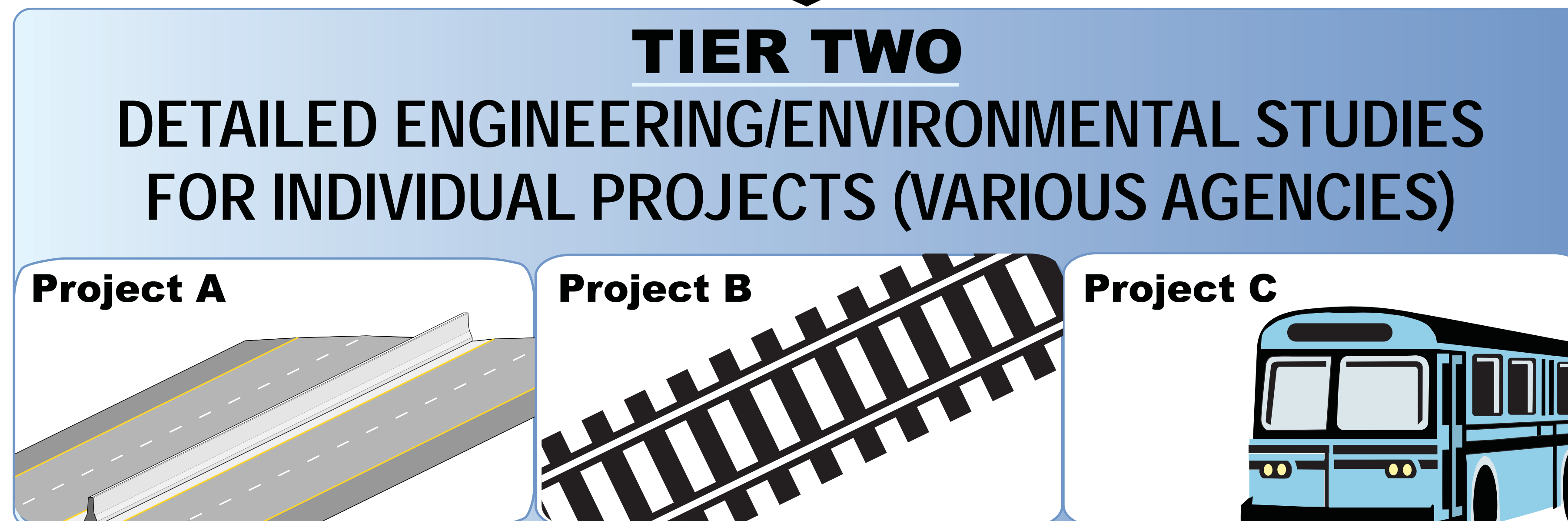
2007 - 2010



Tier One Outcomes

- Preferred System Concept Plan- All Modes
 - Alternatives Evaluation
 - Environmental Impact Statement (EIS)
- Financing Strategies
- Priorities for Implementation
- Basis for Hardship/Protective ROW Acquisition
- Advance Projects - \$140m Earmark

2010 - 2013



Tier Two Outcomes

- Detailed Phase I Planning - Priority Projects
 - Design Report, EIS or EA
 - Stakeholder Involvement
- Detailed Financial Plan
- Project Management Plan
- Basis for Contract Plan Preparation and Full ROW Acquisition

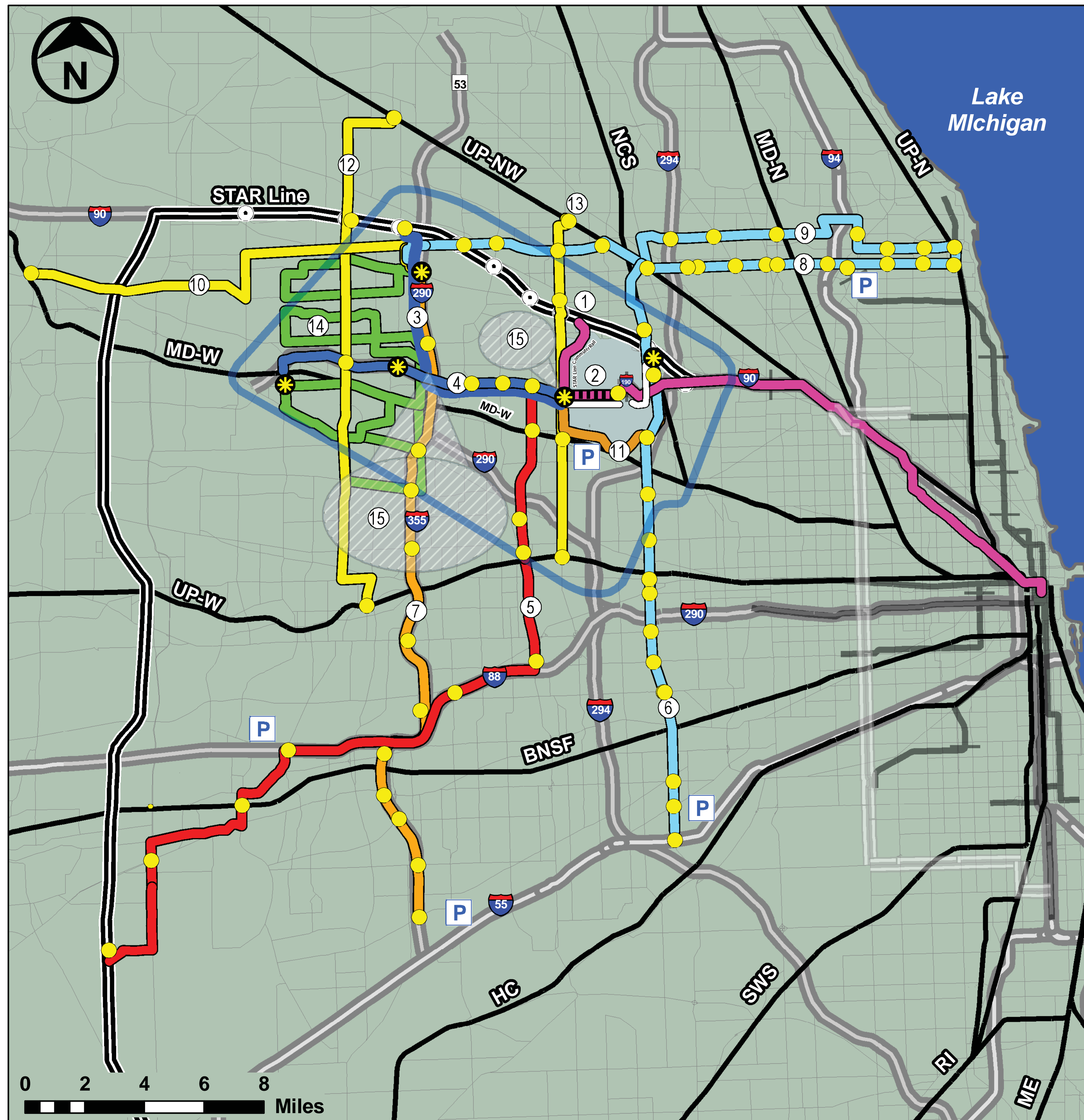


Elgin O'Hare - West Bypass Purpose and Need

Project Need	Technical Analysis Findings	Related Stakeholder Problem Statement
<p>Improve local and regional travel</p>	<p>Roughly 86 percent of the area's interstates and major arterials are congested, growing to 91 percent by 2030.</p> <p>Congestion on major roads affect secondary roads: 81 percent of minor/collector roads congested by 2030, and travel delay increasing up to 46 percent.</p>	<p>Congestion on major routes.</p> <p>Reduced truck/freight mobility.</p>
<p>Improve travel efficiency</p>	<p>40 percent of the study area has longest travel times to interstates.</p> <p>Lack of service interchanges along existing interstates results in poor access and inadequate connections with major regional corridors.</p> <p>System interchanges operate inefficiently because of traffic volumes exceeding capacity, lack of movement, inefficient loop style ramps, and short weaving sections.</p> <p>Freight rail traffic impedes the movement of vehicle traffic in the study area with 120 at-grade crossings, and 15 on major routes.</p>	<p>Poor access and connectivity in the study area.</p> <p>Travel delays caused by at-grade railroad crossings.</p> <p>Travel management strategies are minimally applied in the study area.</p>
<p>Improve O'Hare West access</p>	<p>Proposed O'Hare West Terminal reliant on high-capacity transportation connections from the west (i.e., roadway, rail transit, bus, shuttle) to serve an estimated year 2030 average daily traffic of 29,000.</p> <p>West terminal entrance would have the longest travel times in the study area to interstate connections.</p> <p>Western access would be required to serve the terminal need while maintaining local route continuity and supporting local community economic goals.</p>	<p>Lack of access to O'Hare Airport.</p>
<p>Improve modal opportunities and connections</p>	<p>Roughly 4 percent of the all trips in the study area are made by transit, increasing to 5 percent by 2030.</p> <p>Ridership is affected by gaps in service, inability to adequately serve the reverse commute or suburb-to-suburb commutes, lack of system capacity, inadequate bus/shuttle connections to rail transit and to employment centers, constrained parking capacity at rail stations, and inadequate pathways for pedestrians and bicyclists to transit.</p>	<p>Public transportation is not a realistic choice: enhanced service options and improved infrastructure are required.</p> <p>Fragmented pedestrian and bicycle system impairs access to transit stations and major activity centers.</p>



Transit Features of the Build Alternative



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

Legend			
	Study Area		Tollways/Freeways
	STAR Line		Arterials
	O'Hare People Mover		Transit Station Stops
	Public Rail Transit (CTA and Metra)		Intermodal Facilities
			Park and Ride

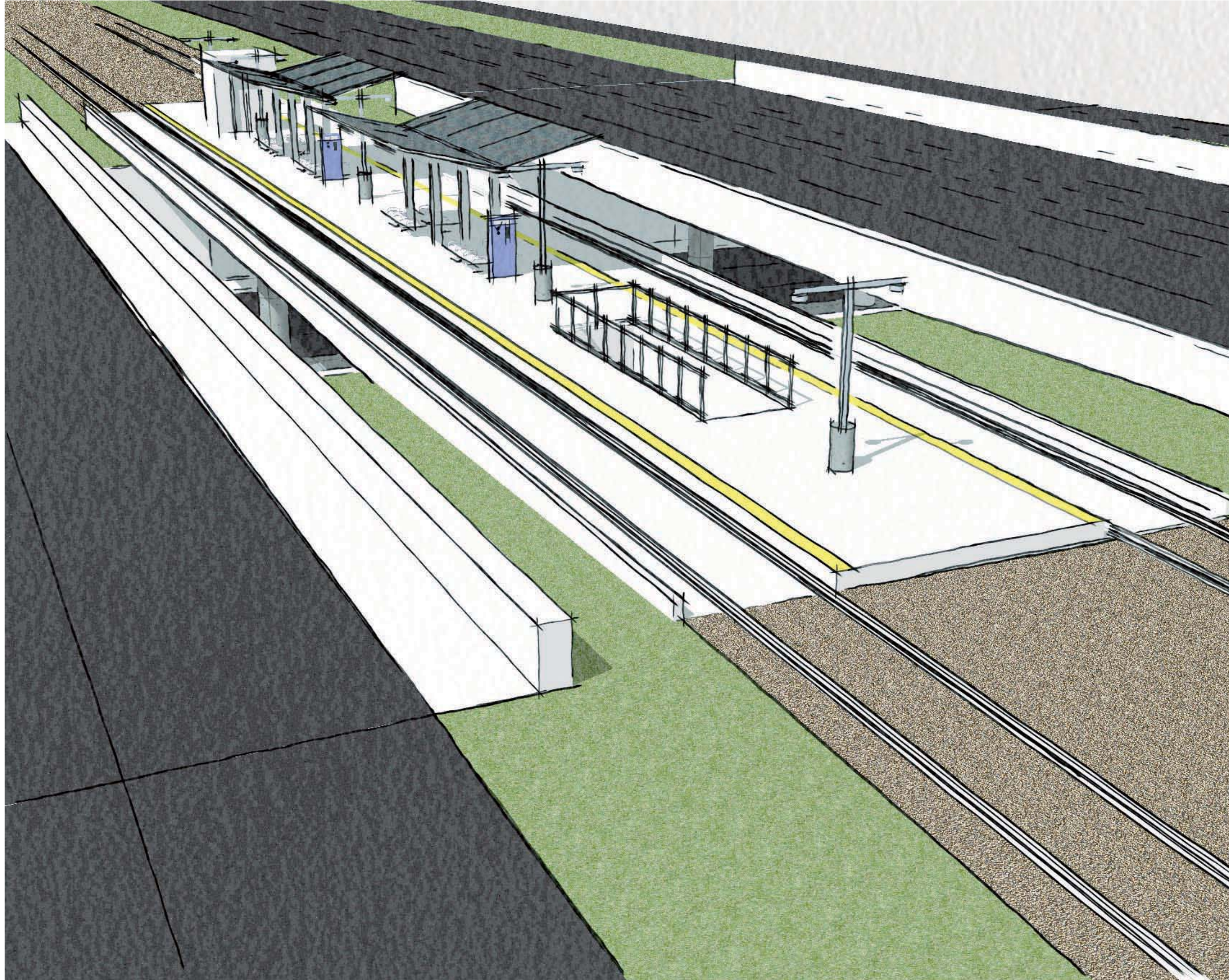


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Transit Illustrations

Example of High Capacity Transit Station along Corridor



Examples of Bike/Pedestrian Accommodations



BIKE AND PEDESTRIAN APPROACH TO STATION AREA

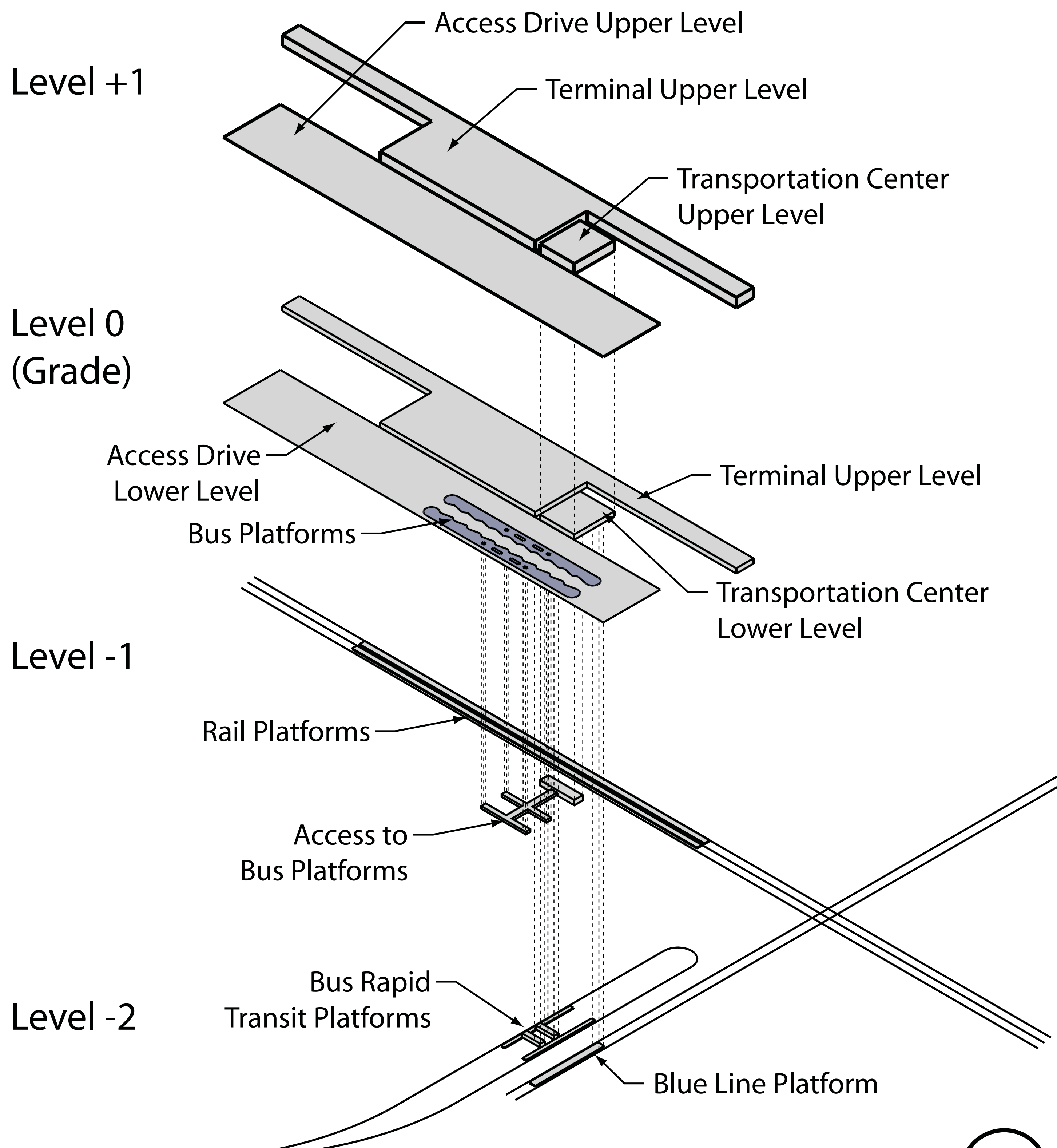


PEDESTRIAN PATH THROUGH PARKING AREA



BIKE PARKING AREA

Schematic of O'Hare West Terminal Transportation Center



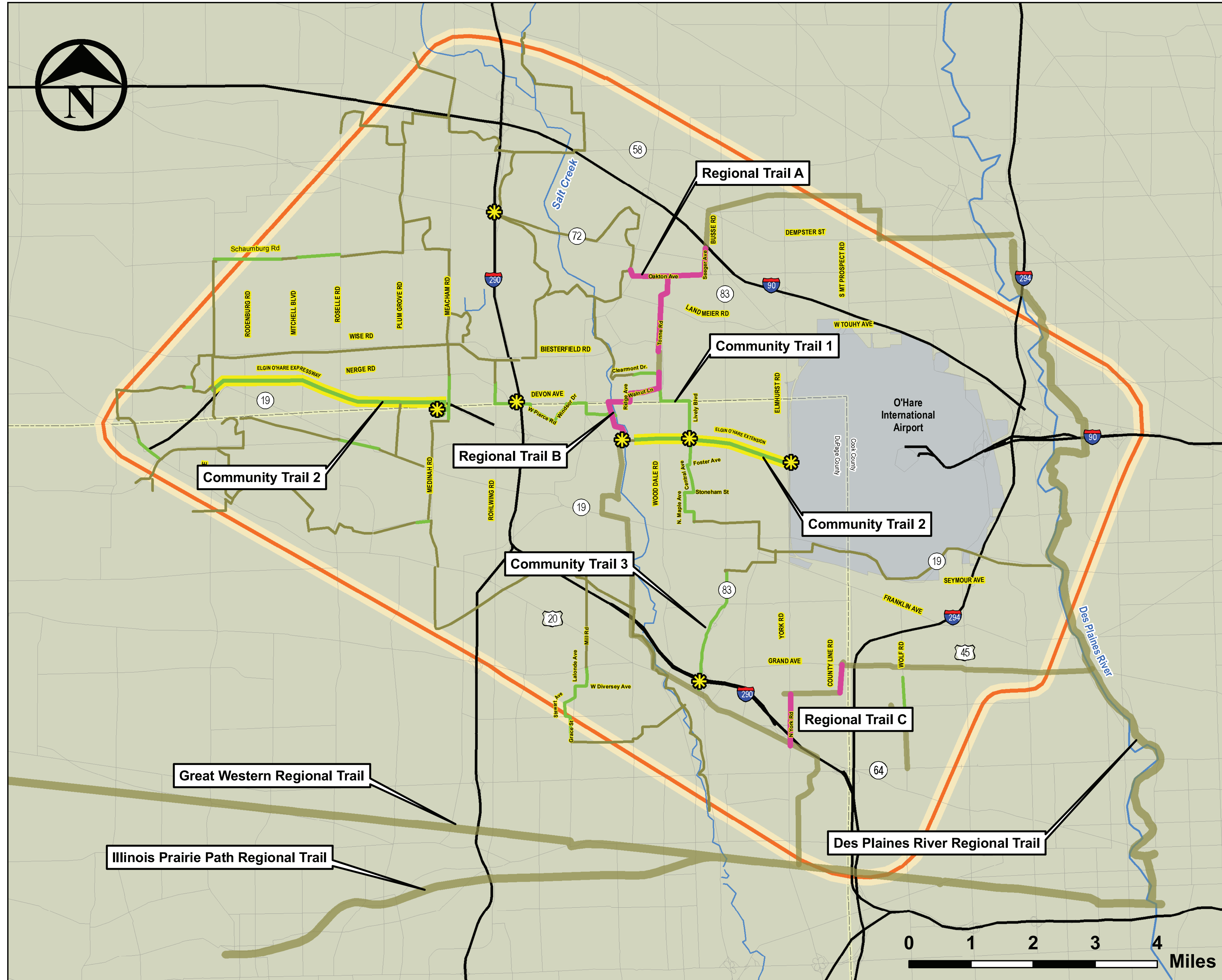
Illinois Department
of Transportation



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Bike/Pedestrian Features of the Build Alternatives



Legend

- Study Area
- Existing and Planned Regional Trails by Others
- Interstate - Tollway/Freeway
- Arterial

Proposed EO-WB Bicycle/Pedestrian Trail Improvements

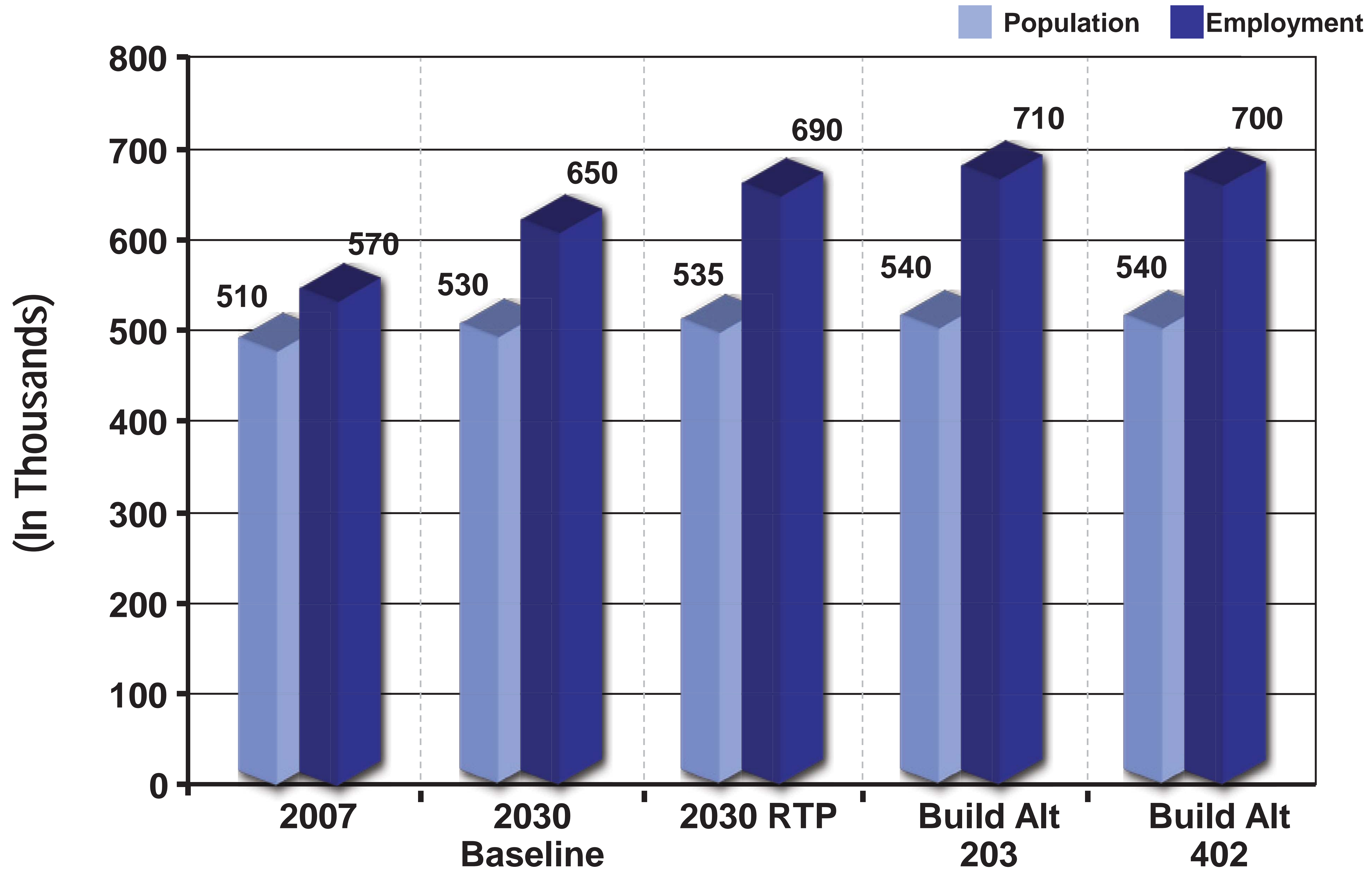
- Regional Trail Improvements
- Community Trail Improvements
- Shared Corridor with Build Alt 203 and 402
- Bicycle/Pedestrian Connector Crossings Improvements



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2007, 2030 Baseline, 2030 Regional Transportation Plan and Build Alternative Forecasts

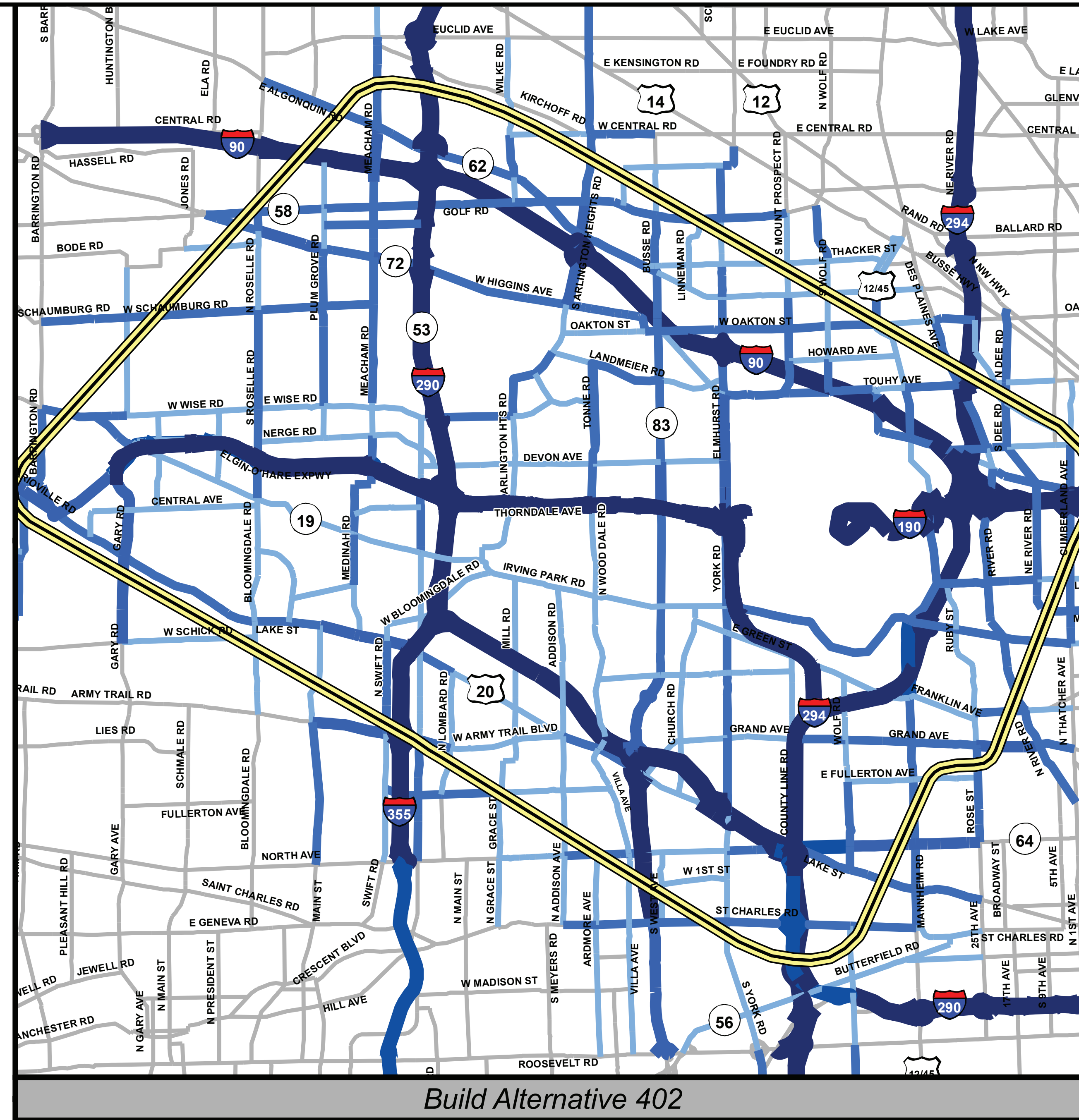
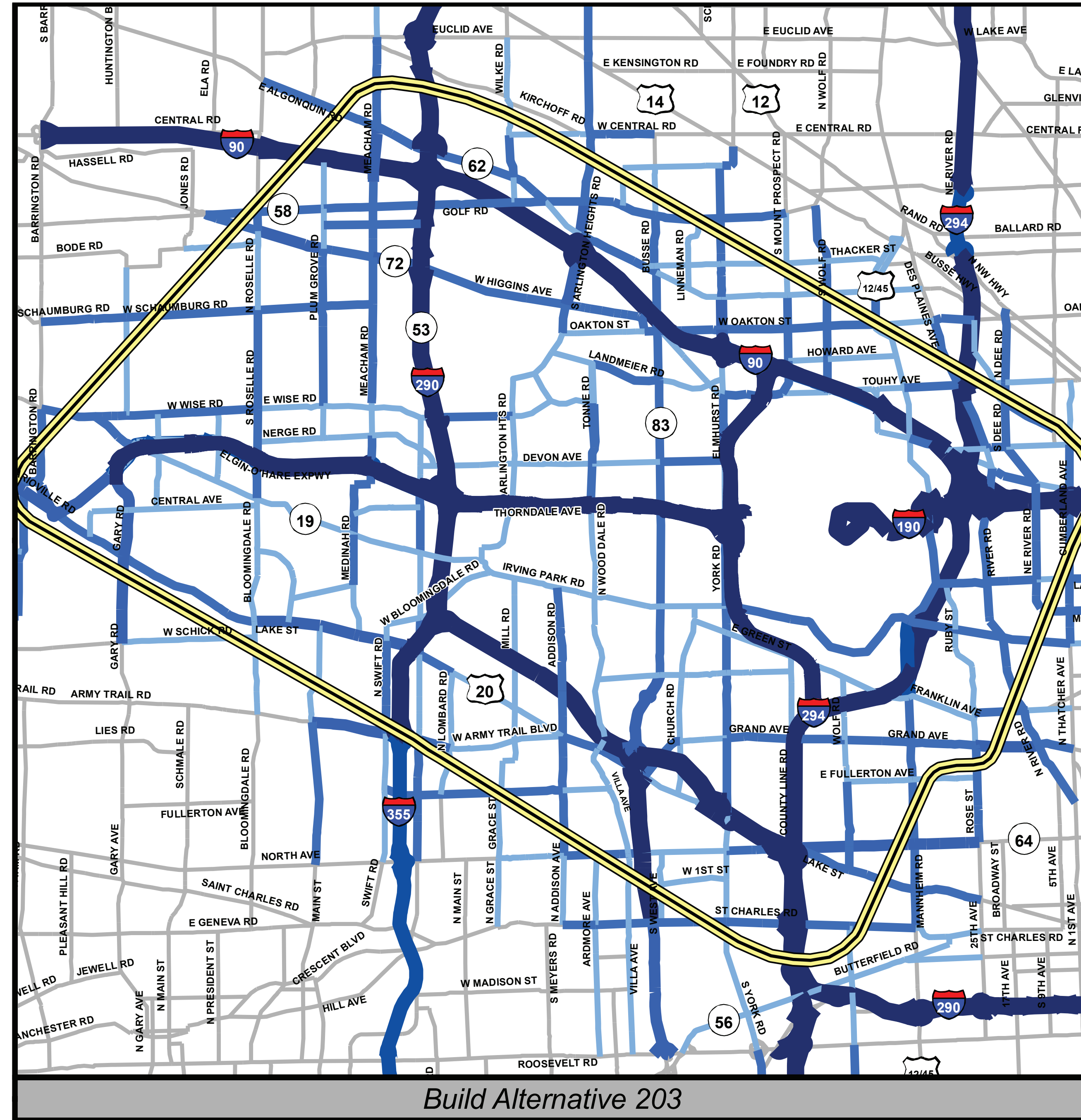




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2030 Average Daily Traffic



Legend

 Study Area Boundary

Build Alternatives Average Daily Traffic Forecast (2030)

-  <20,000
-  20,000 - 40,000
-  40,000 - 60,000
-  60,000 - 80,000
-  >80,000



0 2 4 Miles

Effects of the Build Alternatives

	Alternative 203		Alternative 402	
	Option A	Option D	Option A	Option D
Costs				
Total Roadway Cost	\$3.62B	\$3.63B	\$2.79B	\$2.80B
Transit Cost along the Elgin-O'Hare Extension and North Leg of West Bypass**	\$430M	\$430M	\$250M	\$250M
Socioeconomic Impacts				
Residential Displacements	18	11	18	11
Business Structure Displacements	42	39	38	35
Total Structures Displaced	60	50	56	46
Businesses Displaced	57	34	53	30
Employees Displaced	892	1,203	729	1,040
Tax Revenue Loss	\$3.08M	\$4.45M	\$2.17M	\$3.54M
Natural Resources				
Wetlands (acre) ^a	38.9	39.1	36.3	36.5
Surface Waters (acre) ^a	18.2	18.1	15.2	15.1
Floodplain Encroachments (acre)	24.7	24.7	27.2	27.2
Noise				
Noise-Sensitive Residential Areas	48	46	44	42
Noise-Sensitive Nonresidential Receptors	31	29	28	26
Potential Cultural and Section 4(f) Resource Impacts				
Archaeological Sites	31	31	24	24
Potential Forest Preserve & Local Park 4(f) Impacts (acres)	6.8	5.9	4.0	3.1
Special Waste Sites^b				
Special Waste Sites (High/Medium/Low Risk)	232	242	227	237
	Alternative 203		Alternative 402	
Economic Benefits				
Jobs Created (During 3 Year Construction Period)	21,600		16,600	
Jobs Created 2030 (More than No-Build)	62,500		48,500	
Value of Jobs Created	\$5B		\$4B	
Improved Travel Performance (PM Peak Period)				
Decrease in Congested Vehicle Miles of Travel on Secondary Roadways	15.3%		12.3%	
Increase in Network Speeds on Principal Arterials	8.0%		7.0%	
Selected Trip Pair Travel Time Savings Northwest to O'Hare West	39%		32%	
Increase in Transit Trips	37%		34%	
Increase in Trips within 5 Minutes of Interstate	23%		20%	
Portion of Study Area with Travel Time Savings of > 5%	54 SQ MI		52 SQ MI	

^a Impacts to potentially jurisdictional areas, such as stormwater facilities, are included in the totals. Subject to regulatory review, several of the man-made stormwater facilities may be exempt from regulation.

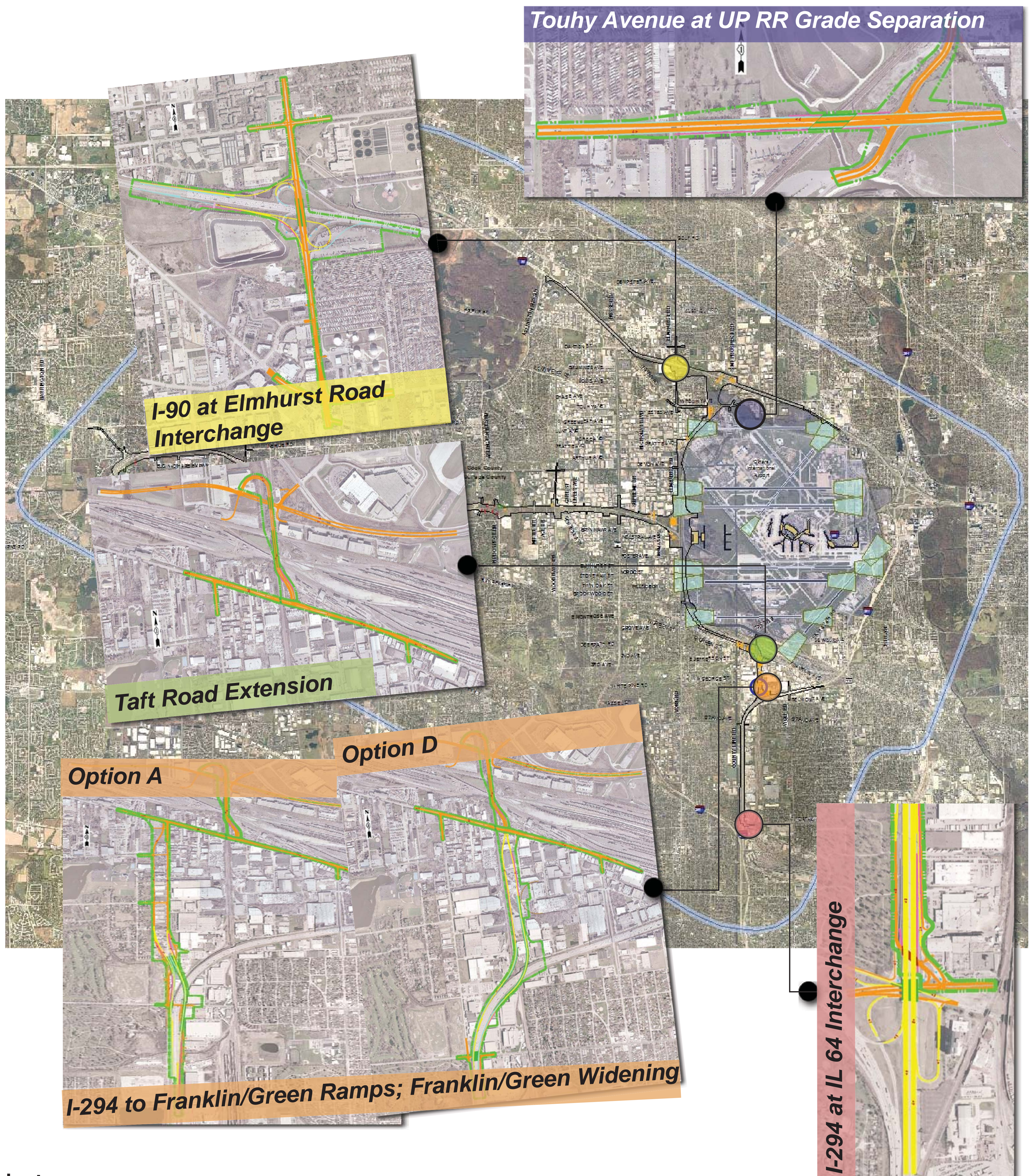
^b Only 2 properties (same for all alternatives/options) are characterized as high risk.

** Note: Transit cost estimates reflect only initial construction cost of new dedicated transit facility along Elgin-O'Hare extension (Schaumburg to West Terminal) and along north leg of West Bypass (I-90 to West Terminal)

Advance Projects Under Consideration

What are "Advance Projects?"

- Smaller stand-alone parts of the overall Build Alternative
- Meets funding eligibility requirements of federal earmark



Note:

Funding can also be used for early hardship/protective right-of-way acquisition



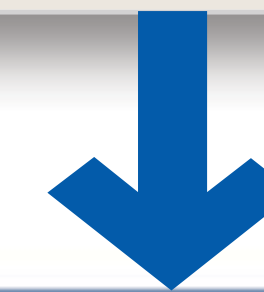
Project Timeline

TIER ONE EIS TIMELINE

Next Steps:

- Identification of Preferred Alternative
- Development of Final EIS/Record of Decision
- Early Tier Two Activities (data collection, surveys)
- Evaluation of Potential "Advance Projects"

We Are Here



START

P U B L I C I N V O L V E M E N T

2007

2008

2009

2010

Identify Issues and Constraints

Environmental Study and Impact Analysis

Tier One Environmental Impact Statement

Right-of-Way



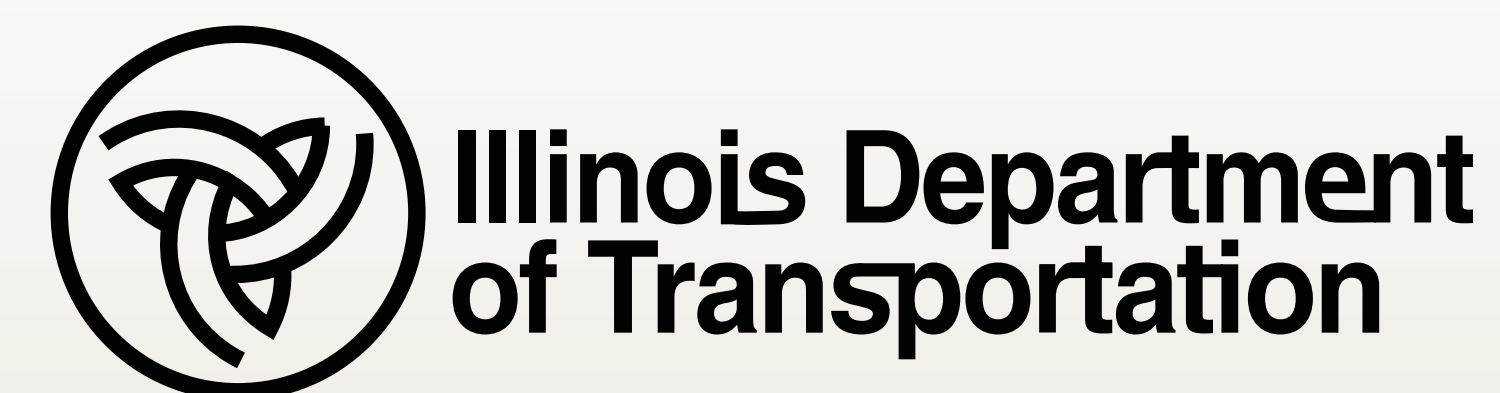
Court Reporter and Spanish Translation



Project Library



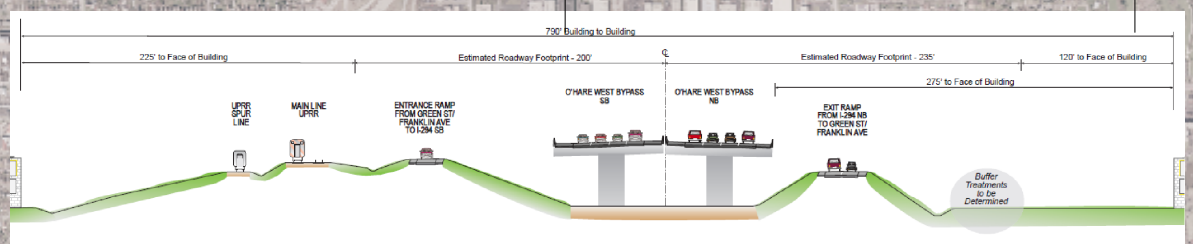
Tier One Draft Environmental Impact Statement for Review



Comments

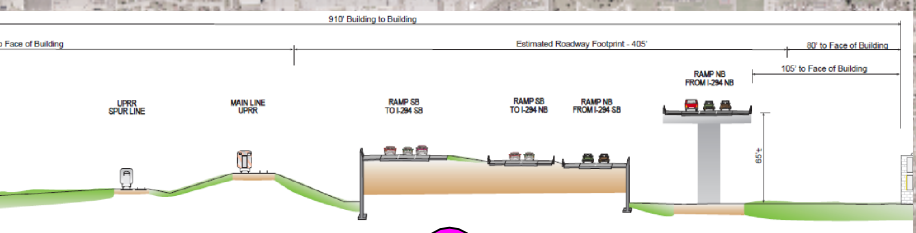


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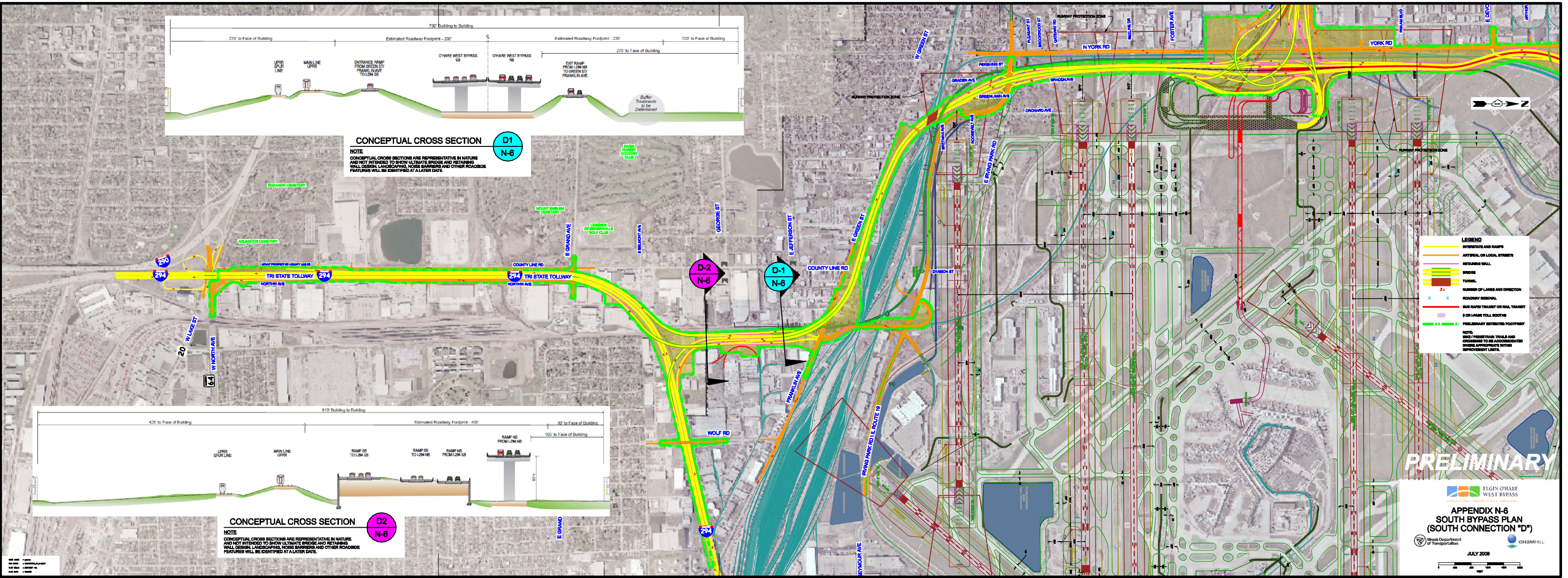
CONCEPTUAL CROSS SECTION D1
N-6

NOTE
 CONCEPTUAL CROSS SECTIONS ARE REPRESENTATIVE IN NATURE AND NOT INTENDED TO SHOW ULTIMATE BRIDGE AND RETAINING WALL DESIGN, LANDSCAPING, NOISE BARRIERS AND OTHER ROADSIDE FEATURES WILL BE IDENTIFIED AT A LATER DATE.



CONCEPTUAL CROSS SECTION D2
N-6

NOTE
 CONCEPTUAL CROSS SECTIONS ARE REPRESENTATIVE IN NATURE AND NOT INTENDED TO SHOW ULTIMATE BRIDGE AND RETAINING WALL DESIGN, LANDSCAPING, NOISE BARRIERS AND OTHER ROADSIDE FEATURES WILL BE IDENTIFIED AT A LATER DATE.



LEGEND

- ARTERIAL AND RAMPS
- ARTERIAL OR LOCAL STREET
- RETAINING WALL
- BRIDGE
- TUNNEL
- NUMBER OF LANES AND DIRECTION
- ROADWAY MEDIAN
- RAIL RAMP TRANSIT OR RAIL TRANSIT
- CH-PASS TOLL BOOTH
- PRELIMINARY RETAINED FOOTPRINT

NOTE:
 BRIDGE, PEDESTRIAN TRAILS AND CROSSINGS TO BE ACCOMMODATED WHERE APPROPRIATE WITHIN IMPROVEMENT LIMITS.

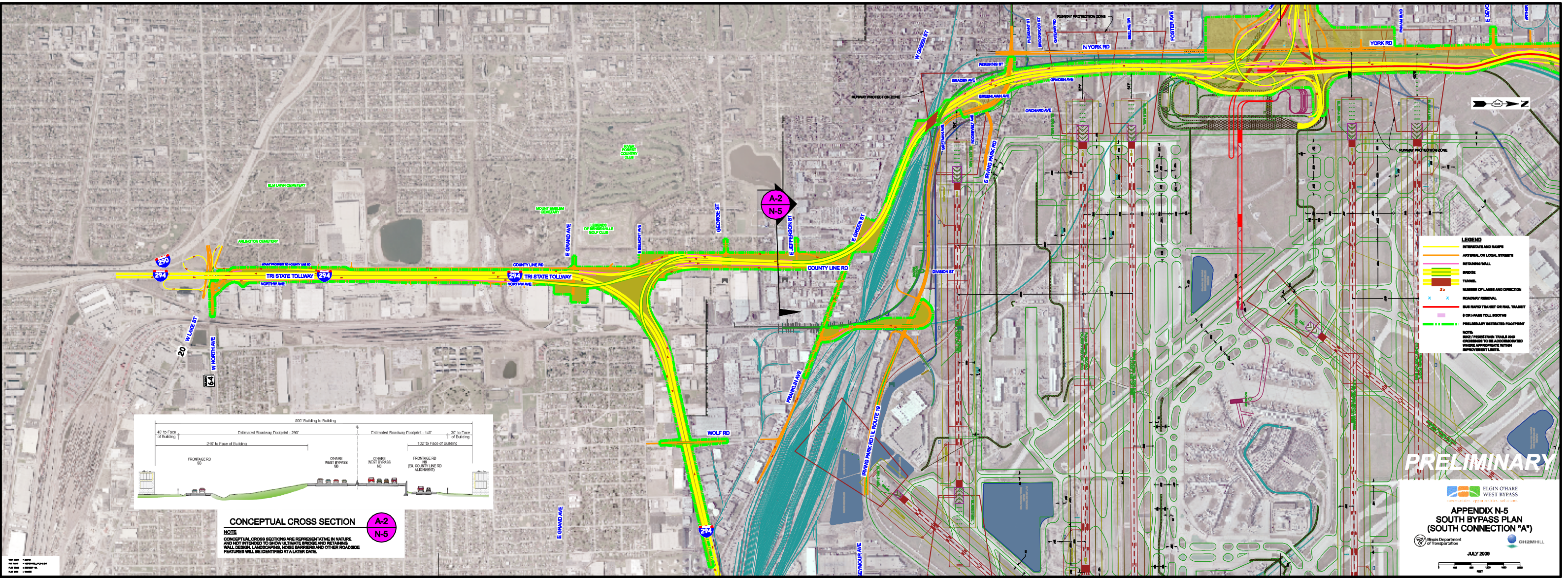
PRELIMINARY

ELGIN O'HARE WEST BYPASS
CONSTRUCTION APPROXIMATE SCHEDULE

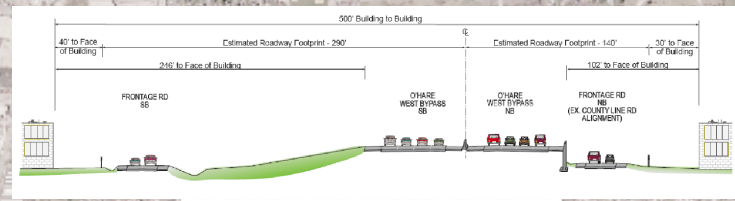
**APPENDIX N-6
 SOUTH BYPASS PLAN
 (SOUTH CONNECTION "D")**

Illinois Department of Transportation | CH2M HILL

JULY 2009



- LEGEND**
- ARTERIAL OR LOCAL STREET
 - RETAINING WALL
 - BRIDGE
 - TUNNEL
 - NUMBER OF LANES AND DIRECTION
 - ROADWAY MEDIAN
 - RAIL RAMP TRANSIT OR RAIL TRANSIT
 - CH-PASS TOLL BOOTH
 - PRELIMINARY RETAINED FOOTPRINT
- NOTE:**
 BRIDGE, PEDESTRIAN TRAILS AND
 CHANGES TO BE ACCOMMODATED
 WHERE APPROPRIATE WITHIN
 IMPROVEMENT LIMITS.



CONCEPTUAL CROSS SECTION

NOTE:
 CONCEPTUAL CROSS SECTIONS ARE REPRESENTATIVE IN NATURE
 AND NOT INTENDED TO SHOW ULTIMATE BRIDGE AND RETAINING
 WALL DESIGN, LANDSCAPING, NOISE BARRIERS AND OTHER ROADSIDE
 FEATURES WILL BE IDENTIFIED AT A LATER DATE.

PRELIMINARY

ELGIN O'HARE
 WEST BYPASS
CONCEPTUAL APPROXIMATE ALIGNMENT

**APPENDIX N-5
 SOUTH BYPASS PLAN
 (SOUTH CONNECTION "A")**

Illinois Department
 of Transportation

CH2M HILL

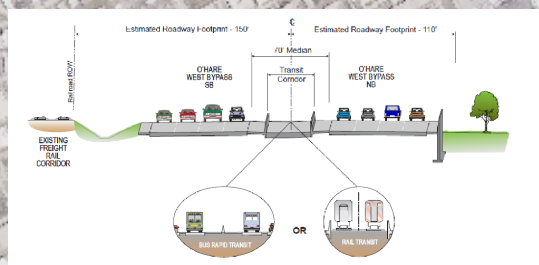
JULY 2009



LEGEND

- INTERSTATE AND RAMP
- ARTERIAL OR LOCAL STREET
- RETAINING WALL
- BRIDGE
- TRINCH
- NUMBER OF LANES AND DIRECTION
- x ROADWAY SIGNAL
- BUS RAPID TRANSIT OR RAIL TRANSIT
- 6 OR 14-FOOT TOLL BOOTH
- PRELIMINARY ESTIMATED FOOTPRINT

NOTE:
 SIGN / PERMITTING TRAILS AND CONDITIONS TO BE ACCORDING TO INDUSTRY APPROVED WITHIN IMPROVEMENT LIMITS.



CONCEPTUAL CROSS SECTION

NOTES

- CONCEPTUAL CROSS SECTIONS ARE REPRESENTATIVE IN NATURE AND NOT INTENDED TO SHOW ULTIMATE BRIDGE AND RETAINING WALL DESIGN, LANDSCAPING, NOISE BARRIERS AND OTHER ROADSIDE FEATURES WILL BE IDENTIFIED AT A LATER DATE.
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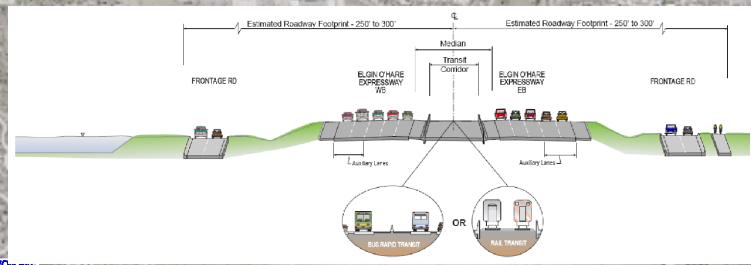
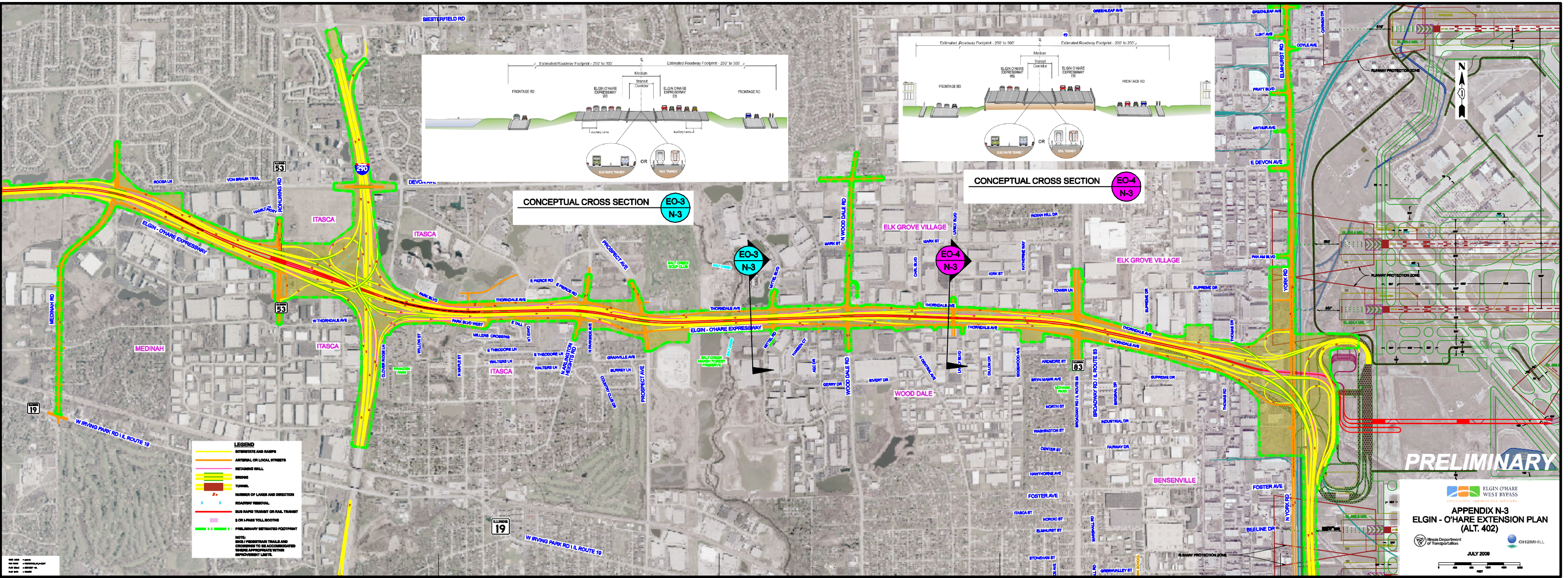
PRELIMINARY

ELGIN O'HARE WEST BYPASS
 CONSULTANTS: CYPHERPOINT, ADVANCE

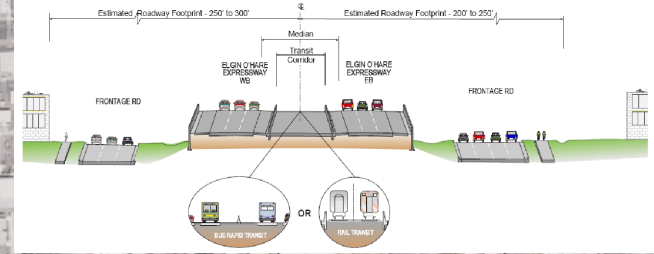
**APPENDIX N-4
 NORTH BYPASS PLAN
 (ALT. 203)**

Illinois Department of Transportation CH2MHILL

JULY 2009



CONCEPTUAL CROSS SECTION EO-3
N-3



CONCEPTUAL CROSS SECTION EO-4
N-3

- LEGEND**
- BROWSE AND RAMPS
 - ARTERIAL OR LOCAL STREETS
 - RETAINING WALL
 - BRIDGE
 - TUNNEL
 - NUMBER OF LANES AND DIRECTION
 - x ROADWAY REVISION
 - x BUS RAMP TRANSIT OR RAIL TRANSIT
 - x B OR LANE TOLL BOOTH
 - x PRELIMINARY ESTIMATED FOOTPRINT
- NOTE:**
BUSH / PROTECTIVE TRAILS AND CHANNELS TO BE ACCOMMODATED WHERE APPROPRIATE WITHIN IMPROVEMENT LIMITS.

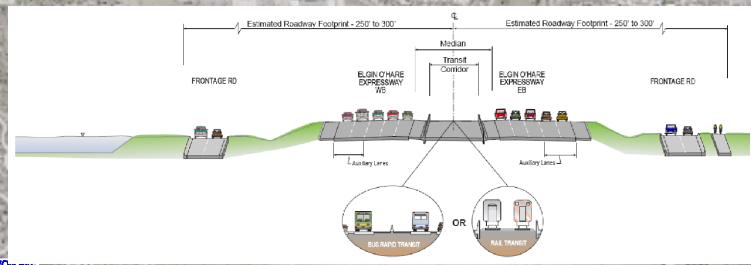
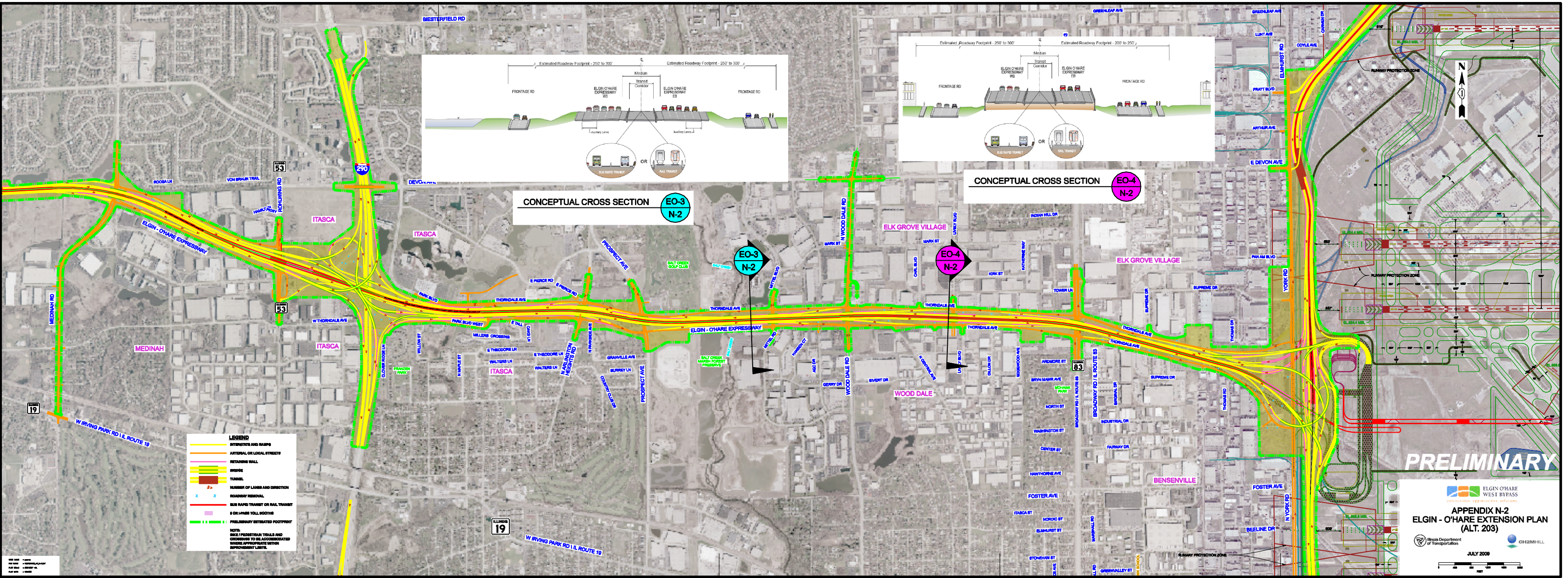
PRELIMINARY

ELGIN O'HARE WEST BYPASS
CONSULTANTS: cprp/arcadis, arcaterra

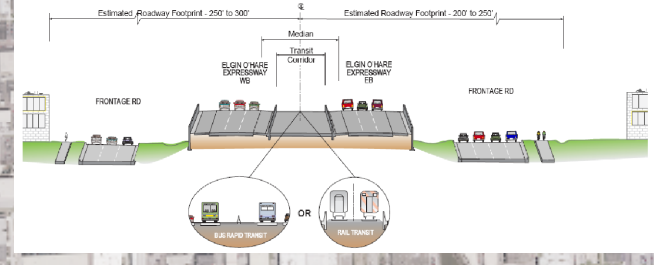
**APPENDIX N-3
ELGIN - O'HARE EXTENSION PLAN
(ALT. 402)**

Illinois Department of Transportation CH2MHILL

JULY 2009



CONCEPTUAL CROSS SECTION EO-3 N-2



CONCEPTUAL CROSS SECTION EO-4 N-2

- LEGEND**
- INTERCHANGES AND RAMP
 - ARTERIAL OR LOCAL STREET
 - RETAINING WALL
 - BRIDGE
 - TUNNEL
 - NUMBER OF LANES AND DIRECTION
 - ROADWAY SIGNAL
 - BUS RAPID TRANSIT OR RAIL TRANSIT
 - OR-PASS TOLL BOOTH
 - PRELIMINARY ESTIMATED FOOTPRINT
- NOTE: ALL PEDESTRIAN TRAILS AND CROSSINGS TO BE ACCOMMODATED WHERE APPROPRIATE WITHIN IMPROVEMENT LIMITS.

PRELIMINARY

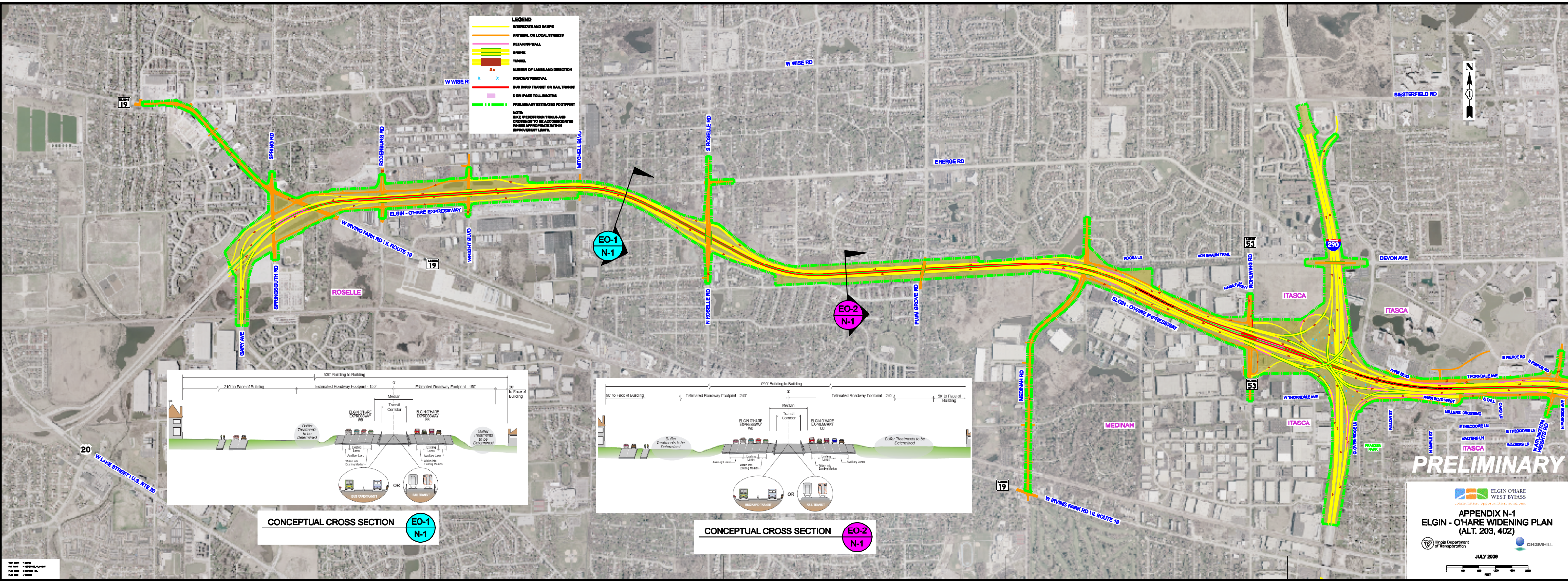
ELGIN O'HARE WEST BYPASS
 CONSULTING ENGINEERS, ARCHITECTS

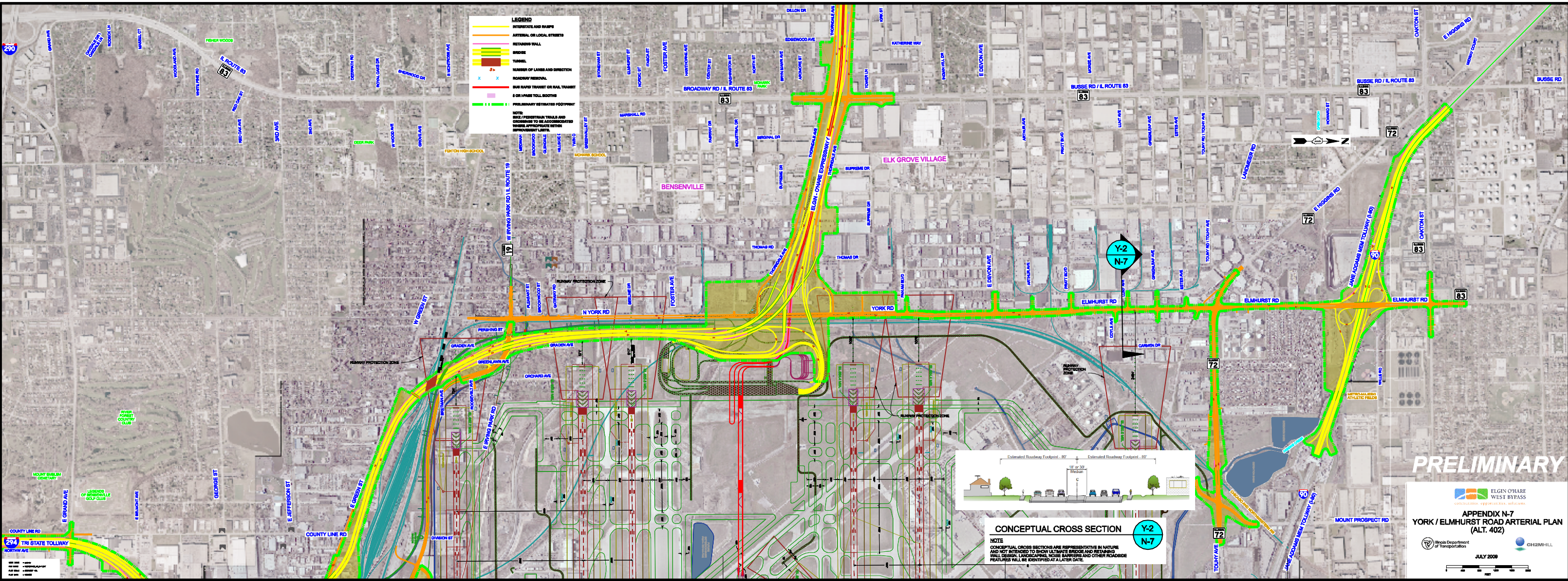
APPENDIX N-2
 ELGIN - O'HARE EXTENSION PLAN
 (ALT. 203)

Illinois Department of Transportation

CH2M HILL

JULY 2009

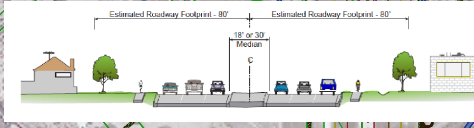




LEGEND

- INTERCHANGE RAMP
- ARTERIAL OR LOCAL STREET
- RETAINING WALL
- BRIDGE
- TUNNEL
- NUMBER OF LANES AND DIRECTION
- ROADWAY RESURF
- BUS RAMP TRANSIT OR RAIL TRANSIT
- 5 OR 1-PASS TOLL BOOTHS
- PRELIMINARY ESTIMATED FOOTPRINT

NOTE:
 PRELIMINARY TOLLAGE AND CHARGES TO BE ACCREDITED THROUGH APPROPRIATE BUDGET IMPROVEMENT LIMITS.



CONCEPTUAL CROSS SECTION

NOTE:
 CONCEPTUAL CROSS SECTIONS ARE REPRESENTATIVE IN NATURE AND NOT INTENDED TO SHOW ULTIMATE BRIDGE AND RETAINING WALL DESIGN, LANDSCAPING, NOISE BARRIERS AND OTHER ROADSIDE FEATURES WILL BE IDENTIFIED AT A LATER DATE.

PRELIMINARY

ELGIN O'HARE WEST BYPASS
 CONSULTING ENGINEERS, ARCHITECTS

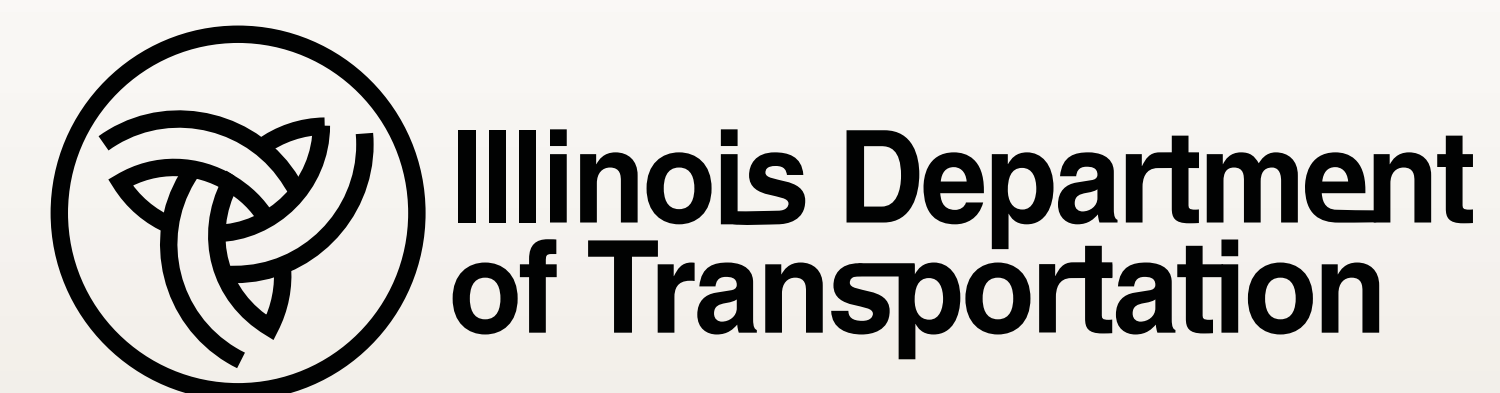
**APPENDIX N-7
 YORK / ELMHURST ROAD ARTERIAL PLAN
 (ALT. 402)**

Illinois Department of Transportation

CH2M HILL

JULY 2009

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



I. Intro

Since beginning the Elgin O'Hare West Bypass study in the fall of 2007, IDOT has been working with stakeholders to define the transportation issues, and potential transportation solutions for a 125 square mile area, generally bordered by Interstate-90 on the north, the terminus of the Elgin O'Hare Expressway on the west, Interstate 290 on the south, and Interstate 294 on the east. The study area includes portions of Cook and DuPage Counties, and 27 communities. It is a densely developed mix of residential, commercial, and industrial land uses. The area is also a major transportation hub, housing O'Hare International Airport, major rail facilities, multiple interstate highways, and numerous transit facilities.

The study, known as the "Elgin O'Hare – West Bypass Project" is being advanced in two parts (or tiers) with the following objectives:

- Tier One- identify the preferred multi-modal transportation concept for the study area
- Tier Two – develop detailed engineering and environmental studies for individual elements of the preferred concept plan

The purpose of this hearing is to seek comment on Draft Environmental Impact Statement findings and the finalist alternatives. Stakeholder input is a central part of the study process, which is being advanced in compliance with IDOT's **Context Sensitive Solutions (or CSS) policy, which encourages frequent and meaningful opportunities for input.**

Project stakeholders have played a key role in the project since the outset. Their input helped us identify problems in the study area, which along with technical analyses served as the foundation for our project Purpose and Need. Major transportation needs in the study area are:

- Improve local and regional travel
- Improve travel efficiency
- Improve west access to O'Hare
- Improve modal opportunities and connections

With the needs identified, the team began to develop multi-modal transportation solutions to address the problems. From an initial set of 15 roadway alternatives, IDOT – with input from the stakeholders – narrowed the range to ten then seven then two roadway alternatives.

The two roadway alternatives that remain under consideration include Alternative 203 and Alternative 402. Alternative 203 features and improved Elgin-O'Hare Expressway between Gary Avenue and I-290, an extension of the Elgin O'Hare expressway east to the proposed West Terminal at O'Hare, and a West Bypass connecting I-90 and I-294 west of O'Hare. Alternative 402 is identical to 203 with the exception of the north leg of the West Bypass, where it instead features an improved York Road. For both alternatives, two options remain under consideration in the south section: Option A located in Bensenville and Option D located in Franklin Park.

At the same time, companion transit improvements, spanning 20 corridors, as well as various bike and pedestrian improvements were considered and identified. **All alternatives are conceptual and subject to additional study and design in Tier 2.**

II. Build Alternatives Features

Both roadway alternatives feature additional lanes along the existing Elgin O'Hare expressway, between Gary Avenue and Meacham Road with improvements to five existing interchanges: Springinsguth Road, Illinois 19, Wright Boulevard, Roselle Road and Meacham Road. **The Build alternatives both include extending the Elgin-O'Hare as an access-controlled facility (which means access to the road via interchanges only) eastward to York Road. The Elgin O'Hare extension would include new interchange at Rohlwing Road and an expanded full access interchange with I-290.**

New interchanges would be provided along the Elgin O'Hare extension at Park Boulevard and Arlington Heights Road in Itasca. At the border of Itasca and Wood Dale an interchange would be provided at Prospect Avenue. Proceeding east, an interchange would be constructed at Wood Dale Road, and another at Illinois 83. Finally, a new interchange would connect the Elgin O'Hare extension to the proposed west bypass, and would also provide access to the proposed West Terminal at O'Hare.

The south leg of the O'Hare West Bypass would also be a new access-controlled roadway that would be adjacent to the west side of O'Hare. Along the south leg interchanges would be provided at Illinois 19, and at Franklin Avenue (also called Green Street). Two options remain under consideration for the south leg of the bypass to connect to I-294. Option A follows the west side of County Line Road in Bensenville, while option D follows the east side of the Union Pacific Railroad tracks in Franklin Park.

On the north leg of the O'Hare West Bypass, alternative 203 includes an access-controlled roadway continuing along the west side of O'Hare and the Union Pacific-Canadian Pacific railroad tracks to I-90. **Along the bypass, interchange access is proposed at Devon Avenue and at Higgins Road. At the north end of the bypass, a full interchange is proposed at I-90 and the existing partial interchange at Elmhurst Road and I-90 would be converted to a full interchange.**

Alternative 402 does not include the north leg of the bypass and instead features widening York Road (also called Elmhurst Road) to complete the northern connection with a full interchange at I-90 with movements in all directions.

Both roadway alternatives also feature supporting capacity improvements to various existing roadways. The detailed engineering aspects of the preferred alternative will be fully developed and refined in Tier Two.

A companion set of transit improvements have been incorporated into the Build Alternatives. The improvements include a combination of new dedicated service such as commuter rail or bus rapid transit lines, upgrades of bus service to high level express routes, and local circulators and shuttles. The plan consists of 12 *new* transit corridors totaling 226 miles, 4 *upgraded existing* transit corridors totaling 71 miles, 4 intermodal transfer facilities, and 14 parking facilities. Some of the key features include:

- extensive local circulator bus routes in the west portion of the study area
- J-line rail or Bus Rapid Transit (BRT) service along Illinois 83 continuing along I-88
- York Road shuttle service
- and arterial rapid transit service along Mannheim and Golf Road.

One of the most substantial elements of the transit plan is fixed route transit service (rail or BRT) along the Elgin O'Hare corridor. The service would be provided along the Elgin O'Hare median. There would be proposed stations at:

- Gary Avenue
- Roselle Road,
- Near Rohlwing Road
- Arlington Heights Road,
- Near Lively Boulevard
- and at the west side of O'Hare International Airport

A new intermodal facility is proposed at the O'Hare West Terminal and would accommodate a variety of modes including **bus, trains and automobile access that** would connect to the New West Terminal and other transit modes through an extension of the O'Hare People Mover service.

A common set of improvements to regional and local trail systems has been developed, with the objective of filling gaps and providing linkages to community activity centers. The proposed plan includes 8 new miles of regional trails, 15 miles of new community trails, and 8 new bicycle and pedestrian crossings. **Major features of the plan include north-south improvements in the Salt Creek area, and an east-west route along the Elgin-O'Hare corridor.**

As presented in the Draft Environmental Impact Statement (or EIS), which describes both the impacts and benefits of the alternatives, both Build Alternatives will provide measurable improvements to travel in and through the study area in terms of improving regional travel, reducing congestion on secondary roads, improving access to freeway connections, and improving multi-modal travel options.

Some of the key areas of improvement include local travel where there is a 15% decrease in congested miles of travel on secondary roadways during the evening rush hour with Alternative 203, as compared to a 12% improvement with Alternative 402. Also, 50% more trips will be within five minutes of an interstate with Alternative 203, and 41% with Alternative 203. Transit ridership also increases dramatically under either alternative: **With Alternative 203 there is a 37% increase in transit trips as compared to 34% with Alternative 402.**

The build alternatives have impacts associated with them as well. In terms of the natural environment, there are impacts to wetlands: approximately 39 acres for Alternative 203 and approximately 36 acres for Alternative 402, as well as impacts to parklands: up to 7 acres for Alternative 203, and up to 4 acres for Alternative 402. In addition, homes and businesses would be displaced, as many as 60 structures with Alternative 203, or up to 56 structures for Alternative 402. Finally there are construction, land acquisition, and engineering costs for each Alternative. Alternative 203 roadway improvements are estimated to cost \$3.6 billion, while Alternative 402 would cost \$2.8 billion.

The build alternatives are also expected to improve the local and regional economies. During construction of the project, short term jobs would be created not only in the transportation construction industry, but also in service sectors supporting construction workers.

The construction of Alternative 203 creates 21,600 additional jobs and \$5 billion added to the economy, while Alternative 402 results in 16,600 additional jobs created and \$4 billion added to the economy. **After construction, the alternatives are also expected to create**

long term jobs due to the improved access to the area. By the year 2030, alternative 203 would create about 60,000 jobs, and alternative 402 would create about 50,000 jobs.

With the Elgin O'Hare West Bypass project now defining a comprehensive multi-modal transportation system improvement plan for the area, the stage is now set for communities to move forward with planning efforts to enhance existing land uses or create new uses through redevelopment

III. Closing

a. Next Steps

The comment period for the Tier One Draft EIS and Public Hearing will end on October 26, 2009. As we work toward completing Tier 1 of our study, our primary goal will be to carefully consider the input we receive, along with the results of our technical analysis, to identify the Preferred Alternative. The preferred alternative will be summarized in the Final Environmental Impact Statement, and a decision document called a Record of Decision will be issued in 2010.

We appreciate your **attendance at the Public Hearing and** continued interest in the Elgin O'Hare- West Bypass project. We hope you stay involved in the project as we complete Tier 1 and identify the preferred alternative. You can always find current project information by visiting our website at www.elginohare-westbypass.org.

SECTION 4

Di V]WB chWg

Records: Quinn rarely uses state cell phone

Associated Press

Illinois Gov. Pat Quinn has defended sometimes using his private BlackBerry for state business by saying he also carries a government cell phone. Records, however, show that phone mostly gathers dust.

The state cell phone logged three minutes of use in May, zero minutes in April and 29 minutes in February, Quinn's first month as governor after lawmakers ousted Gov. Rod Blagojevich from office, according to state phone bills.

"I use both, you know, I

mean people call me, different people call me, different things," Quinn said in response to questions by The Associated Press after a recent event.

When the Democratic governor uses his private phone for official calls, he doesn't have to disclose his activities under the Freedom of Information Act like he does with a state phone.

Bills for the government cell phone, which is assigned to Quinn's old lieutenant governor's office, list the phone numbers of incoming and outgoing calls. Quinn has refused

to release phone records for his private BlackBerry.

Quinn has made government transparency a mantle of his administration, recently signing legislation to strengthen the state's public records laws in the wake of Blagojevich's December arrest on federal corruption charges. Blagojevich has pleaded not guilty to charges that he tried to sell or trade President Barack Obama's former U.S. Senate seat.

Watchdog groups say it's worrisome for Quinn to do any state business on a private

phone.

The governor insists his private phone is for private phone calls, but he acknowledged through spokesman Bob Reed that he "occasionally" uses it for state business.

Typically, that's when someone in state government calls him on his private phone and he takes the call, Reed explained in an e-mail after talking to Quinn.

"Some people may call me ... but when you receive a call you don't always know who's on the other end of the phone," Quinn said recently.

Quinn has said he doesn't use his private BlackBerry to send e-mail to state employees.

Some government watchdogs say Quinn should use a state phone for official calls and could call people back on his government cell phone when they call his private BlackBerry to talk about state business.

"If the governor is doing state business then the people ought to be able to see that and if he's doing it in a way that people can't see then he's ought to do it in the way that's

transparent," said David Morrison, deputy director of the Illinois Campaign for Political Reform.

Quinn considers his state phone a "backup" for emergencies so he can be easily reached by public safety agencies and others in government who might need him, Reed said.

That phone got the most use in March, when it logged 60 minutes of airtime, according to state records.

Records were available only through the June phone bill.

Oprah's free party is today

A stretch of Chicago's Magnificent Mile is closed as talk show host Oprah Winfrey prepares for a free public party to kick off the 24th season of her show.

Chicago officials closed three blocks of Michigan Avenue starting at 12:01 a.m. yesterday through 5 a.m. Wednesday. Sidewalks will be open.

General admission to the taping begins at 12 p.m. today on a first-come, first-serve basis and will close when the event reaches capacity.

Officials are expecting thousands of people to attend.

A stage will be erected at the base of the Michigan Avenue bridge over the Chicago River and extend north with two blocks of audience members.

The Black Eyed Peas and Jennifer Hudson are among the artists scheduled to perform.

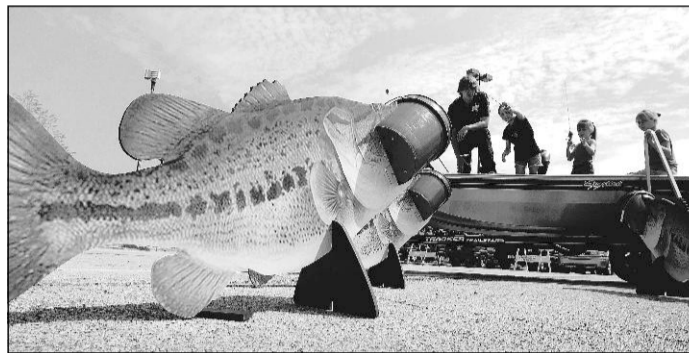
Six counties in 60 seconds

Marchers demand rights:

Marchers frustrated by the lack of national immigration reform legislation took to the streets of Chicago and surrounding communities. Organizers say about 4,000 demonstrators marched in downtown Chicago Monday morning. They left from Union Park on the city's West Side and ended in Federal Plaza for a rally. Marchers say they feel betrayed by President Barack Obama, who they say promised immigration reform would come within the first 100 days of his administration. In suburban Glen Ellyn, members of Immigrant Solidarity DuPage also held a rally. Chicago traditionally had the highest attendance for immigrants rights marches around the country, generally held on May 1. In 2006, more than 400,000 marchers participated in Chicago.

Brown-bags back:

Open question and answer sessions with Elgin Area School District U-46 Superintendent Jose Torres will start



PAUL VALADE/pvalade@dailyherald.com
Parking lot bucket fishing for prizes was one of events at Bass Pro Shops' "Last Great Cookout of the Season" on Monday in Gurnee. The event at Gurnee Mills included fishing, games, archery and crafts for kids.

up soon. The first will be at 6 p.m. Sept. 10 at the Elgin High School Library, 1200 Maroon Drive, Elgin. In addition to nighttime meetings, once-a-month noon "brown bag lunches" are open to community members. For the full schedule, check out the district's Web site, www.u-46.org.

Golf for Special Olympics:

More than 250 golfers will hit the links at the 18th annual Larry Roesch/NEDSRA Golf Classic at 9 a.m. Friday at

Bensenville Park District's White Pines Golf Club. The golfers will be joined on the course by the Northeast DuPage Special Recreation Association's Special Olympics and Adaptive Golf Team. All of NEDSRA's sports teams and programs benefit from the proceeds generated by this event. Last year, golfers raised \$80,000 for NEDSRA programs for children and adults with special needs. For details, contact (630) 620-4500 or nedsra.org.

Cinderella needs clothes:

Cinderella's Closet, an event sponsored each year by the Junior League of Kane and DuPage counties to provide financially challenged young women with prom outfits, is holding a Dress and Accessory Drive. Prom dresses, jewelry, evening wraps, purses, hair accessories and formal shoes may be dropped off between Monday and Oct. 9 at the following locations: First Centennial Mortgage, 2471 W. Sullivan Road, Aurora; Elburn Town and Country Public Library, 320 E. North St., Elburn; Indian Boundary YMCA, 711 59th St., Downers Grove; DWS, 321 James St., Geneva; and three Naperville locations — Northern Trust, 401 S. Main St., Fry YMCA, 2120 W. 95th St. and St. Elizabeth Seton Catholic Church, 2220 Lisson Road. Cinderella's Closet is held in April, when the young women are given an opportunity to shop for a prom dress and accessories free of charge. For details, see jlkd.org or e-mail CinderellasCloset@jlkd.org.

Two dead after Palatine accident

BY JUSTIN KMITCH

jkmitch@dailyherald.com

A husband and wife from Schaumburg have died as a result of an accident Monday in Palatine.

Cook County Sheriff spokeswoman Lisa Gordon said the unnamed couple was traveling south on North Quentin Road near West Dundee Road just before noon when their motorcycle was struck by a car pulling out of a gas station.

The driver of the car and the driver and passenger on the motorcycle were all taken to Advocate Lutheran General Hospital in Park Ridge. The driver of the car was treated and released.

The 65-year-old man driving the motorcycle was pronounced dead at 2:26 p.m. at Advocate Lutheran General Hospital and the woman, 54, was pronounced dead at the same hospital at 3:46 p.m.

The victims' identities are being withheld until their family is notified. The driver of the car is not being identified and has not been charged.



Illinois Department of Transportation

PUBLIC HEARING

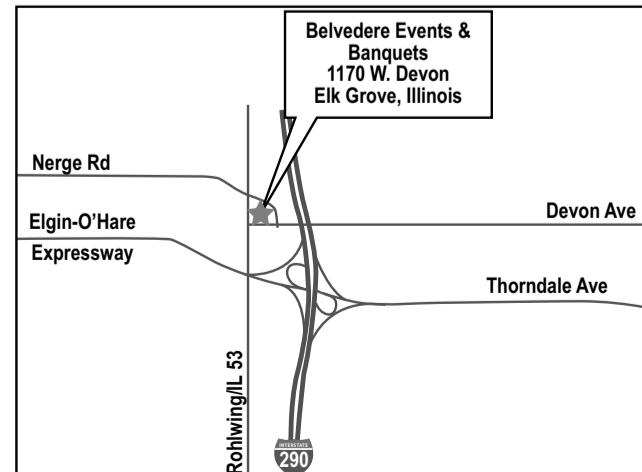
The Illinois Departments of Transportation, in cooperation with other agencies, elected officials, and stakeholders have examined improvement options for an area bounded roughly by I-290 on the south, I-90 and the north, I-294 on the east, and the existing Elgin O'Hare Expressway to the west. The Public Hearing is scheduled to: explain the major findings of the study, introduce the two finalist build alternatives, present the Tier One Draft Environmental Impact Statement (DEIS), and encourage public comment. The hearing will include:

- A summary of the transportation needs;
- A summary of the alternatives that were considered;
- Roadway and transit alternatives still under consideration;
- Potential impacts, benefits and costs of the alternatives;
- Opportunities for public comment.

The meeting will be an open-house format that you can attend at any time between 4 p.m. and 8 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 Telebraille dial (877)526-6670 at least 5 days prior to the meeting.

October 8, 2009
4:00 – 8:00 p.m.
Belvedere Banquets
1170 W. Devon Avenue
Elk Grove Village, Illinois



ELGIN O'HARE WEST BYPASS

communities. opportunities. solutions.

Khamenei warns of another crackdown

TEHRAN, Iran — Iran's Supreme Leader Ayatollah Ali Khamenei warned the country's reformist opposition on Friday it would face a "harsh response" for confronting the Islamic establishment.

Khamenei's tough warning, in a nationally televised Friday prayer sermon, comes as security forces have hiked up pressure on the opposition's leaders, launching a series of raids that detained several of their top aides. In separate sermons, several hard-line clerics Friday repeated calls for the top opposition chiefs themselves to be arrested.

It was the second time that Khamenei has delivered Tehran's main sermon — a powerful political platform — since the disputed June 12 presidential election that sparked Iran's worst political turmoil in decades. The opposition claims President Mahmoud Ahmadinejad won the election by fraud and that the true winner was pro-reform candidate Mir Hossein Mousavi.

In his sermon Friday, Khamenei said peaceful differences and criticism of officials would be tolerated. But, he said, "confronting the system and drawing a sword against the system will bring a harsh response."

He also directly warned against protests on "Quds Day" — an annual event on Sept. 18, when the government organizes rallies in support of the Palestinians and against Israel. Some opposition activists have called for new anti-government protests on Quds Day — referring to the Arabic word for Jerusalem.

An apology, 55 years late

WWII hero was persecuted for having gay affair

LONDON — British Prime Minister Gordon Brown offered a posthumous apology Friday for the "inhumane" treatment of Alan Turing, the World War II codebreaker who committed suicide in 1954 after being persecuted for homosexuality and forcibly treated with female hormones.

The mathematician helped crack Nazi Germany's Enigma encryption machine — a turning point in the war — and is considered a father of modern computing.

In 1952, however, Turing was convicted of gross



This is the four-rotor Enigma machine, once used by the German U-boat crews, that Alan Turing cracked.

indecenty for having sex with a man and offered a choice between prison and "chemical castration" — the injection of female hormones to suppress his libido. His security clearance was revoked and he was no longer allowed to work for the government.

Two years later, he killed himself at age 41 by eating an apple laced with cyanide.

As Britain marks the 70th

anniversary of the September 1939 start of the war — remembered as its "finest hour" — Brown said Turing "deserved so much better" than the treatment he received from postwar society.

"It is no exaggeration to say that without his outstanding contribution, the history of World War II could well have been very different," Brown said. "He truly was one of those individuals we can point to whose unique contribution helped to turn the tide of war."

Brown said Turing was "in effect, tried for being gay." Homosexuality was illegal in Britain until 1967.

"The debt of gratitude he is owed makes it all the more horrifying, therefore, that he was treated so inhumanely," Brown said. "We're sorry, you deserved so much better."

Extinct eagle may have eaten humans

Ken Ashwell of the University of New South Wales in Australia and Paul Scofield of the Canterbury Museum in New Zealand wrote their conclusions in the peer-reviewed Journal of Vertebrate Paleontology.

Using computed axial tomography, or CAT, the researchers scanned several skulls, a pelvis and a beak in an effort to reconstruct the size of the bird's brain, eyes, ears and spinal cord.

They compared their data on the Haast's eagle to characteristics of modern predator birds and scavenger birds to determine that the bird was a fearsome predator that ate the flightless moa birds and even humans.

BANGKOK — Sophisticated computer scans of fossils have helped solve a mystery over the nature of a giant, ancient raptor known as the Haast's eagle which became extinct about 500 years ago, researchers said Friday.

The researchers say they have determined that the eagle — which lived in the mountains of New Zealand and weighed about 40 pounds — was a predator and not a mere scavenger as many thought.

Much larger than modern eagles, Haast's eagle would have swooped to prey on flightless birds — and possibly even the rare unlucky human.

Police examine missing Yale student's computer

NEW HAVEN, Conn. — Investigators searching for a Yale University graduate student who disappeared days before her wedding were reviewing security-camera footage, checking building blueprints and examining her computer, a Yale spokesman said Friday.

More than 100 local, state and federal law enforcement personnel were involved in the investigation into Tuesday's disappearance of Annie Le, said Yale spokesman Tom Conroy.

Investigators were reviewing footage from some 75 cameras on and around the building where Le was last spotted, Conroy said. So far, they have not seen footage of her leaving the building, he said.



"They are going frame by frame, looking at every image," Conroy said.

They examined blueprints of the building to make sure no places were missed in their search, Conroy said. Investigators also were conducting interviews and examining Le's e-mails and her computer, Conroy said.

There continues to be no evidence of foul play, Conroy said.

Le, a 24-year-old doctoral student in pharmacology originally from Placerville, Calif., was last seen Tuesday at her laboratory in the Yale Medical School complex.

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PUBLIC HEARING

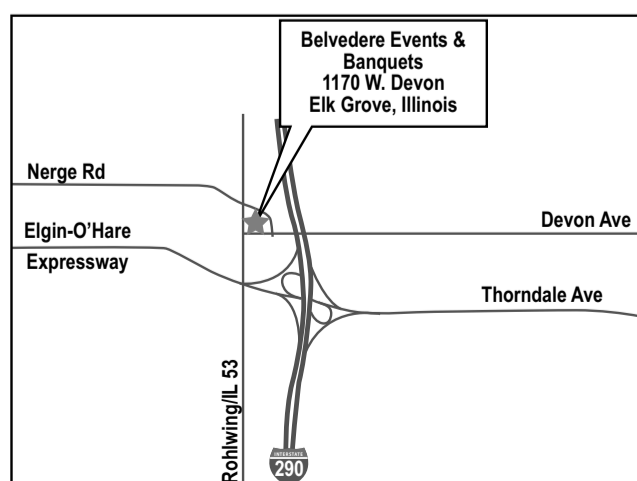
The Illinois Departments of Transportation, in cooperation with other agencies, elected officials, and stakeholders have examined improvement options for an area bounded roughly by I-290 on the south, I-90 and the north, I-294 on the east, and the existing Elgin O'Hare Expressway to the west. The Public Hearing is scheduled to: explain the major findings of the study, introduce the two finalist build alternatives, present the Tier One Draft Environmental Impact Statement (DEIS), and encourage public comment. The hearing will include:

- A summary of the transportation needs;
- A summary of the alternatives that were considered;
- Roadway and transit alternatives still under consideration;
- Potential impacts, benefits and costs of the alternatives;
- Opportunities for public comment.

The meeting will be an open-house format that you can attend at any time between 4 p.m. and 8 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 Telebraille dial (877)526-6670 at least 5 days prior to the meeting.

October 8, 2009
4:00 – 8:00 p.m.
Belvedere Banquets
1170 W. Devon Avenue
Elk Grove Village, Illinois



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Afghan: Losses heighten debate in Washington

Continued from Page 1

and airstrikes Saturday to repel the attackers, inflicting "heavy enemy casualties," according to a NATO statement. Fighting persisted in the area Sunday, U.S. and Afghan officials said.

The Taliban claimed responsibility for the attack. NATO spokesman Brig. Gen. Eric Tremblay said the assailants included a mix of "tribal militias," Taliban and fighters loyal to Sirajudin Haqqani, an al-Qaida-linked militant based in sanctuaries in the areas of Pakistan near the Afghan border.

Afghan authorities said the hostile force included fighters who had been driven out of the Swat Valley of neighboring Pakistan after a Pakistani military offensive there last spring.

"This was a complex attack in a difficult area," U.S. Col. Randy George, the area commander, said in a statement. "Both the U.S. and Afghan soldiers fought bravely together." Meanwhile, a top U.S.

commander's public plea for more troops in Afghanistan prompted a mild rebuke Sunday from the White House national security adviser, as the administration heads into a second week of intensive negotiations over its evolving Afghan strategy.

Retired Gen. James Jones said that decisions on how best to stabilize Afghanistan and beat back the insurgency must extend beyond troop levels to development and governance. And the request by McChrystal for up to 40,000 more troops is just one of three key elements advisers must consider as they meet this week to plot the way

ahead. He added that it is "better for military advice to come up through the chain of command," rather than off a public stage, referring to McChrystal's speech in London last week making a case for more troops. But Jones also beat back suggestions the open campaign could jeopardize the general's job.

McChrystal "is in it for the long haul," Jones said. "I don't think this is an issue."

Jones comments came amid growing government fissures over whether to send thousands of additional forces to the fight,

Obama's senior advisers are set to meet twice this week to debate the Afghan strategy, juggling political pressure from the left to scale back combat troops with arguments from military leaders, including Adm. Mike Mullen, chairman of the Joint Chiefs of Staff, that additional forces are needed to secure the country and enable

government and economic development advancements.

Jones said Afghanistan is not in imminent danger of falling to the Taliban, and he downplayed fears that the insurgency could set up a renewed sanctuary for al-Qaida. McChrystal has said that insurgents are gaining ground and the U.S. is in danger of failing unless more

forces are sent to the fight.

"I don't foresee the return of the Taliban. Afghanistan is not in imminent danger of falling," Jones said. "The al-Qaida presence is very diminished. The maximum estimate is less than 100 operating in the country, no bases, no ability to launch attacks on either us or our allies."

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Illinois Department of Transportation

PUBLIC HEARING

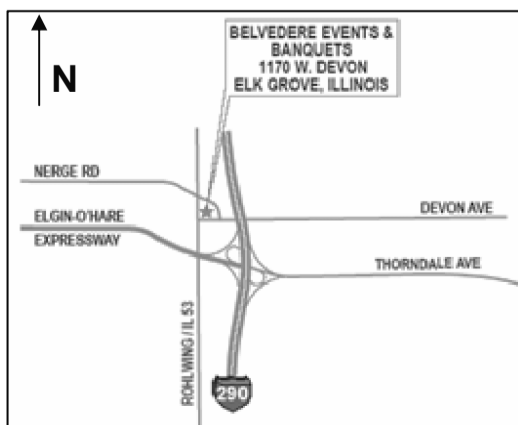
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This meeting will be accessible to handicapped individuals. Anyone needing special assistance should contact Ron Krall at (847)705-4103. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify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

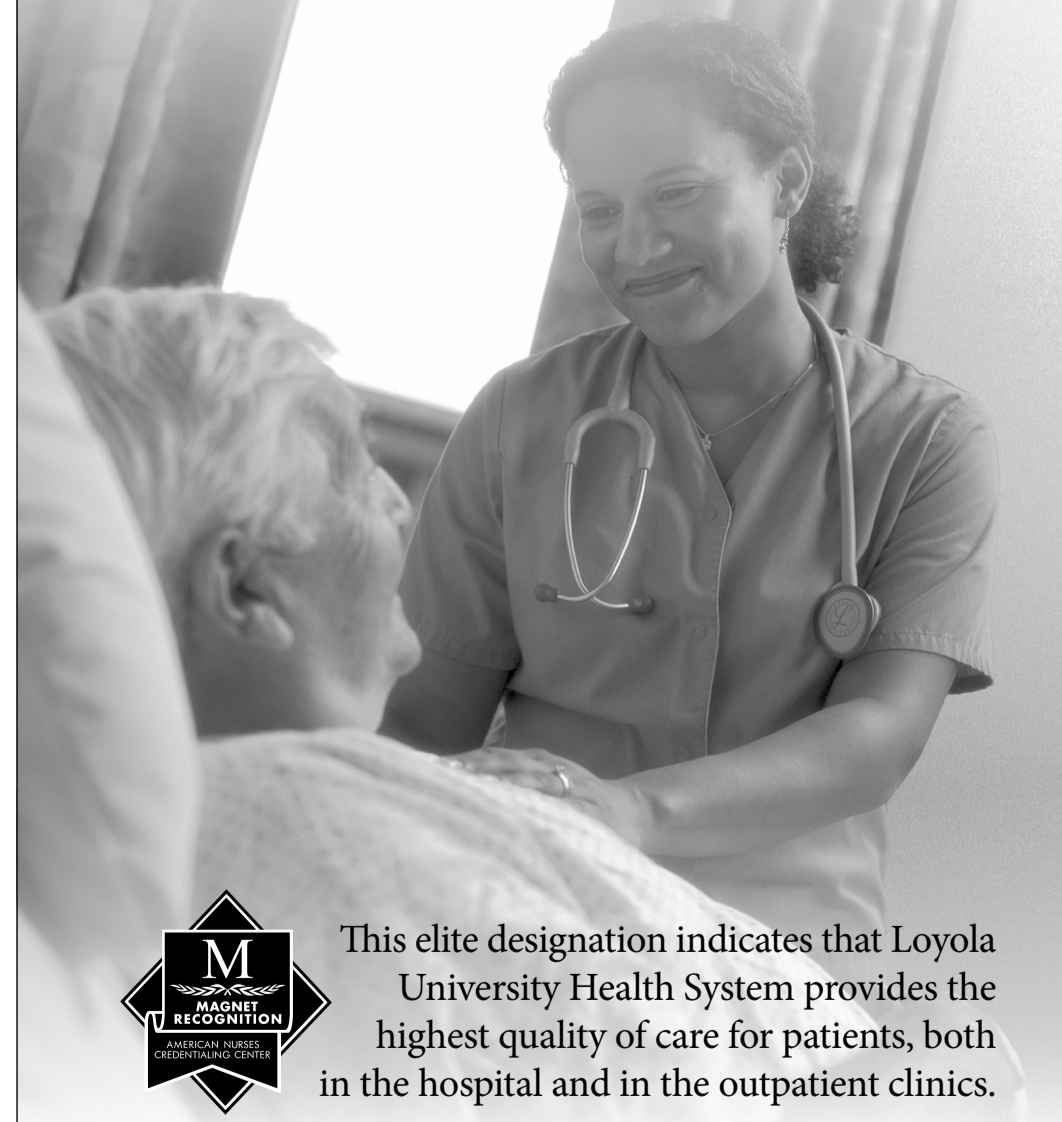
October 8, 2009
4:00 – 8:00 p.m.
Belvedere Banquets
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SECTION 5A

Public Meeting Transcript

PUBLIC COMMENTS
ELGIN O'HARE WEST BYPASS

ORIGINAL

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

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Whenever you need it. Whatever it takes.

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

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

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

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

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

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

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

22

23

24

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

3

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

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

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

15

Carrie L. Brown
CARRIE L. BROWN, CSR, RPR

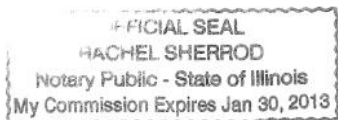
17

18 CSR No. 084-004516

19

20 SUBSCRIBED AND SWORN TO
before me this 13 day of
Oct, A.D., 2009.

21



22

Rachel Sherrod

23

NOTARY PUBLIC

24

SECTION 5B

Public Comments Received/Responses

COMMENT FORM



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



Eliminate the ring road completely.

Save the ~~the~~ money.

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

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

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

I (do do not) desire a response.

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

Name: Brian Arquette

Address: 1916 S. Mason
Bensenville IL 60106

Phone: _____



Illinois Department of Transportation

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

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

December 22, 2009

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

Dear Mr. Arquette:

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

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

Very truly yours,

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

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

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

Email: hfreitag@royaldie.com

Name: Henrik Freitag

Subject: Bensenville / Franklin Park Bypass

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

Anyway the Roadway have to be elevated.

Add me to the Project Mailing List: Add

Street Address: 949 E. Green Street.

Bensenville IL 60106



Illinois Department of Transportation

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

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

December 22, 2009

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

Dear Mr. Freitag:

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

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

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

Very truly yours,

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

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

Subject: FW: Elgin O'Hare Comments

From: support@elginohare-westbypass.org [mailto:support@elginohare-westbypass.org]
Sent: Tuesday, September 08, 2009 7:55 PM
To: Braband, Libby/CHI
Subject: Elgin O'Hare Comments

Comments

Email: grandvlgrl@sbcglobal.net
Name: Brian Hatfield
Subject: Elgin O'Hare lane expansion
Message: What is the total number off lanes to be added to the East bound side of the Elgin-O'Hare expressway, between Gary ave and Rohwing road ?

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

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



Illinois Department of Transportation

Division of Highways/Region One / District One
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Project and Environmental Studies
Elgin O'Hare – West Bypass
Cook and DuPage Counties

December 22, 2009

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

Dear Mr. Hatfield:

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

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

www.elginohare-westbypass.org

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

Very truly yours,

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

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

COMMENT FORM



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

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

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

I (do do not) desire a response.

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

Name: Jim Hornacek

Address: 849 Thomas Drive
Bensenville IL 60106

Phone: 630-595-3770



Illinois Department of Transportation

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

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

December 22, 2009

Mr. Jim Hornacek
849 Thomas Drive
Bensenville, IL 60106

Dear Mr. Hornacek:

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

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

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

Very truly yours,

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

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

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

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

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

Comments

Email: terry_laplante@sbcglobal.net
Name: Terry LaPlante

Subject: Sound abatement fences along Elgin O'Hare Expressway

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

Add me to the Project Mailing List: Add

Street Address: 1715 Logan St
Roselle, IL 60172



Illinois Department of Transportation

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

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

December 22, 2009

Mr. Terry LaPlante
1715 Logan Street
Roselle, IL 60172

Dear Mr. LaPlante:

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


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

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

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

Very truly yours,

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

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

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

Email: janispasq@yahoo.com

Name: JanisPasquale

Subject: Elgin Ohare

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

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

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

Add me to the Project Mailing List: Add

Street Address: 196 South Mason

Bnesenville

Illinois 60106



Illinois Department of Transportation

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

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

December 22, 2009

Ms. Janis Pasquale
196 South Mason
Bensenville, IL 60106

Dear Ms. Pasquale:

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

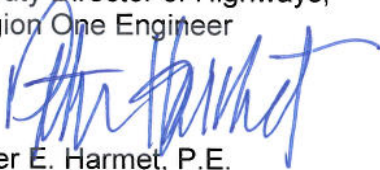
On the basis of the technical analysis and stakeholder input, Alternative 203, South Connection D, was selected as the preferred plan. Next year, the planning process will move into Tier Two, which involves detailed engineering and environmental studies, as well as continued stakeholder involvement.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

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

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

Very truly yours,

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

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

COMMENT FORM



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



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

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

I (do do not) desire a response.

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

Yes No

Name: Julie Serauko

Address: 1230 Waller Place

Downers Grove IL 60516

Phone: 630-595-2536



Illinois Department of Transportation

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

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

December 22, 2009

Ms. Julie Seranko
701 Thorndale Avenue
Bensenville, IL 60106

Dear Ms. Seranko:

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

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

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

Ms. Julie Seranko
December 22, 2009
Page Two

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

Very truly yours,

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

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

Enclosure

COMMENT FORM



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



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

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

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

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

I (do do not) desire a response.

Name:

Jeffrey Snyder

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

Yes No

Address:

872 Cass Lane

Elk Grove Village, IL 60007

Phone:

847-891-3248



Illinois Department of Transportation

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

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

December 22, 2009

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

Dear Mr. Snyder:

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

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

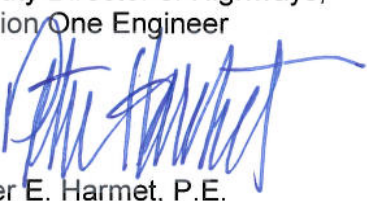
As we move into our Tier Two studies, we will consider your comments on Bike Trail connections and will further evaluate the need to improve nearby interchanges and roadways if they are affected by traffic as result of the project. We are reserving right-of-way for a transit-way along the existing Elgin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

Mr. Jeffrey Snyder
December 22, 2009
Page Two

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

Very truly yours,

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

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

COMMENT FORM



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

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

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

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

THANKS -

I (do do not) desire a response.

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

Yes No

Name: TONY SPENCER
Address: 545 E. RED OAK
BENSENVILLE, IL 60106
Phone: 630 860-9455



Illinois Department of Transportation

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

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

December 22, 2009

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

Dear Mr. Spencer:

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

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

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

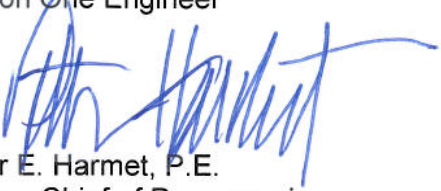
Over the past two years, our studies have been conducted at a conceptual level of detail. Therefore, the layout of the proposed roadway was also conceptual. As the planning process moves forward into Tier Two (detailed engineering and environmental studies) in 2010, one of the first tasks will be to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

Mr. Tony Spencer
Page Two
December 22, 2009

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

Very truly yours,

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

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

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

12-10-2009

Dear Mr. Harmet,

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

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

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

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

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

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

Your response will be greatly appreciated.

P.S. A brief overview of my background

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

RECEIVED
DISTRICT #7

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



Illinois Department of Transportation

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

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

December 22, 2009

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

Dear Mr. Wyczesyany:

Thank you for your letter of December 10, 2009.

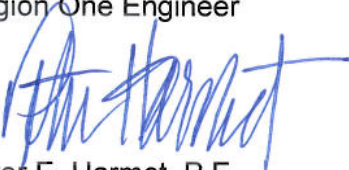
As mentioned in numerous conversations, meetings, and correspondence, the proposals you had submitted were not feasible. Also, as mentioned in our last correspondence, the Phase I planning process has been completed, and as such, we will not be considering any further design alternatives.

Again, thank you for your interest in highway matters.

Very truly yours,

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

By:


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

COMMENT FORM



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



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

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

I (do do not) desire a response.

Name: _____

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

Yes No

Address: _____

Phone: _____

COMMENT FORM



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



PLEASE GO WITH

A/T # 402

THANK

I (do do not) desire a response.

Name: _____

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

Address: _____

Yes No

Phone: _____

COMMENT FORM



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



I Recommend Alternative 203.

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

ALLAN ANDERSON
1076 Cernan Ct
Elk Grove Village, IL 60007

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

I (do do not) desire a response.

Name: _____

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

Yes No

Address: _____

Phone: _____

COMMENT FORM



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



203D is the lesser of all evils.

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

I (do do not) desire a response.

Name: Richard Arquette

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

Address: 196 S. Mason

Yes No

wife is on list

Bensenville IL 60106

Phone: _____

COMMENT FORM



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



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

203 PROVIDES SUPERIOR TRAFFIC FLOW

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

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

I (do do not) desire a response.

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

Yes No

ALREADY ON LIST!

Name: GARY D. BENBUNG

Address: 24 S. ADDISON #809

BENSenville IL 60106

Phone: 630 350 2983

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

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

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

Comments

Email: ken.brandt@yahoo.com

Name: Ken Brandt

Subject: Please do this

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

Add me to the Project Mailing List: Add

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

COMMENT FORM



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



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

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

I (do do not) desire a response.

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

Yes No

Name:

Grey Cerven

Address:

140 W. Devon Ave

Roseville IL.

Phone:

(773) 592-9747

COMMENT FORM



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



PRE FER 203D

I (do do not) desire a response.

Name: JIM DENNA

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

Address: 560 N. YORK

Yes No

BENSENVILLE IL 60106

Phone: 630-697-9106

COMMENT FORM



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



Prefer 203 D

I (do do not) desire a response.

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

Name: JOHN DENNA

Address: 560 N. YORK RD
BENSENVILLE IL

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

COMMENT FORM



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



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

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

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

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

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

Thank you for hearing my comments.

I (do do not) desire a response.

Name: MATTHEW DUHAN

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

Address: 148 S CENTER ST

Yes No

BENSENVILLE, IL 60106

Phone: 312-218-3607

COMMENT FORM



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



APPENDIX N-4
NORTH BYPASS PLAN
ALT 203

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

Earth INC
810 N Arlington HTS RD
ITASCA IL
60143

I (do do not) desire a response.

Name: _____

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

Yes No

Address: _____

Phone: _____

COMMENT FORM



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



AFTER Reading all the plans presented,

I think that Alternative 203 OPTION "D" is the Best Fit For the AREA.

I (do do not) desire a response.

Name: PETER Gallagher

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

Address: P.O. Box 46
Bensenville IL 60106

Yes No

Phone: 630-595-5351

VANGUARD60106@AOL.com

COMMENT FORM



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



I LIKE THE 203 ALTERNATIVE FOR THE BEST RESULT. WE NEED TO DEVELOPE AS MUCH AS WE CAN

I (do do not) desire a response.

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

Name: THOMAS GRANATH
Address: 7011 ASTOR AV AP+3D
HANOVER PARK IL 60133
Phone: 630-213-8028

COMMENT FORM



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



I am in favor of Alternative 203, as long as the Tushy Ave @ UP-RR Grade Separation (UP-RR) Project is done.

If funding does not allow for the UP-RR project than Alternative 402 should be the option. The savings should be spent on UP-RR

The Elgin-O'hare Expwy should be finished and go all the way to Elgin. Fund should be considered for this project. The Expwy is the Not Elgin-O'hare

I (do do not) desire a response.

Name: SCOTT Horejs

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

Address: 209 E. Murray Dr

Yes No

Wood Dale, IL 60191

Phone: 847-294-7149 (work)

COMMENT FORM



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



after reviewing the displays and talking to the reps I would definitely be in favor of using the D proposal. It would preserve Bensenville and Franklin Park has agreed to let the roadway go through their land. (I wonder what that deal was?)

So yes I want D

I (do do not) desire a response.

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

Yes No

already on it

Name: Cathy Howard

Address: 325 George St
Bensenville IL 60106

Phone: _____

COMMENT FORM



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



PLEASE FOLLOW OPTION 'D'
AS SUPPORTED BY BOTH
BENSENVILLE & FRANKLIN PARK

THANK YOU

I (do do not) desire a response.

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

Yes No

Name:

JILL HUNT

Address:

342 BRIAR LANE

BENSENVILLE, IL 60106

Phone:

630-766-3116

COMMENT FORM



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



MY NAME IS AL HUTCHISON 1009 DOLORES DR
BENSEN VILLE IL 60106

10-8-09

AND I VISITED BELVEDER BANQUETS TO SEE YOUR
PRESENTATION ON THE ELGIN O'HARE WESTERN BY-PASS

I WISH TO REGISTER MY VOTE FOR ALTERNATIVE 203 OPTION **D**

I (do do not) desire a response.

Name: _____

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

Address: _____

Yes No

I AM ALREADY ON YOUR MAILING LIST

Phone: 603 766-2586

COMMENT FORM



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



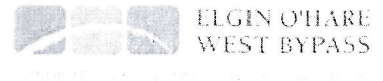
*I'd like 203-D Southern Alternative
It's the best alternative.*

I (do do not) desire a response.

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

Name: ANDREA KOSHARBA
Address: 1124 LANCASTER AVE
ECK GROVE VLG IL 60007
Phone: 847-952-1510

COMMENT FORM



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



Please send copy of (full-size plot)

Appendix N-4 Alt 203 North Bypass plan
" N-7 Alt 402 York/Einhurst widening
to below addresses:

TOM KANZLER

810 N ARLINGTON HTS RD

ITASCA, IL

60143

BROER LARSON

2364 Cove Drive

HANOVER PARK ILL 60133

I (do do not) desire a response.

Name: _____

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

Yes No

Address: _____

Phone: _____

COMMENT FORM



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



My suggestion is to use
alternative 203-D

Helen Leski

D

I (do do not) desire a response.

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

Yes No

Name: Helen Leski

Address: 1490 Hodgson Ln
Elk Grove Village, IL 60007

Phone: 847/524-4978

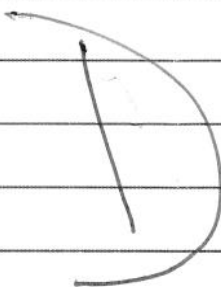
COMMENT FORM



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



My suggestion is to use Alternative
203-D



I (do do not) desire a response.

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

Yes No

Name: Robert

Address: 1490 Hadlman Lane

Elk Grove Village Ill 60007

Phone: 847-524 4970

COMMENT FORM



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



Great presentation!!! Plans!

Hurry up - Go with

Q03 - Will make

a tremendous difference

to all surrounding

suburbs!!! Rest Entrance
Needed.

Can't wait to see

it starting!!! Thanks!

I (do do not) desire a response.

Name: The Lindstrom's

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

Address: Elk Grove, IL

Phone: _____

COMMENT FORM



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



Please mail me the detailed
copies of appendix N5
+ N6

Can we get an electronic (email) copy?

Mike Mabert
Plant Manager
Nestle Foods

3401 Mt Prospect Rd
Franklin Park IL 60131

I (do do not) desire a response.

Name: _____

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

Yes No

Address: _____

Phone: _____

COMMENT FORM



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



I Think Plan D makes more sense

I (do do not) desire a response.

Name: Auggie MANCILLA

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

Address: 480 PodLIN DR -

Yes No

FRANKLIN PARK ILL, 60131

Phone: 630-238-3066

COMMENT FORM



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



My husband and I live west of County Line Rd on George St. just a few houses west of John St. Our home is a new house and we like our neighborhood in Bensenville. We are very Disturbed about the Planes that are being considered East of us. Please Do Not build the Elgin O'hare West by Pass on County Line Road. We Do Not want 203A or 402A.

The Best Plan for us would be 402D
 Please Keep out of Bensenville
 We Have had enough !!!!!!

I (do do not) desire a response.

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

Name: To Ann Newman
 Address: 756 George St.
Bensenville IL 60106
 Phone: 630-595-9777

COMMENT FORM



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



My wife and I built our home only a few short years ago. Our home is a custom built house on George St just a few houses west of John St. I am very upset about the New Project which is being considered at County Line Road. Please DO NOT Use County Line Road As the New Elgin O'Hare West by Pass. If you must build this Road Please Keep OUT of Bensenville. Our Town has been disstrayed enough!! I prefer plan 402-D If you must build.

I (do do not) desire a response.

Name: Ken Newman

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

Yes No

Address: 756 George St.
Bensenville IL 60106

Phone: _____

COMMENT FORM



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



Re: South Connector Bypass A or D

If either the South Bypass "A or D" is selected, you need to re-classify both Franklin Ave and County Line Roads to 80,000 capacity roads. As business owners in the Franklin Park area on Franklin Avenue, it is vital to be able to access the ring road with 80,000 gross weight.

Currently, those roads are restricted to the old weight law of 73,280#. Police will ticket truckers when in fact the road is more than capable of 80,000# gross weight. The county of Cook & DuPage must be on board w/ re-classing those roads to make the access both practical and logical.

Thank-you.

I (do do not) desire a response.

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

Yes No

Name: Tim Orlovski

Address: 11355 Franklin Ave
Franklin Park, IL 60067

Phone: 847-737-2130

Arlington Metals Corporation

COMMENT FORM



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



I SUPPORT ALTERNATIVE 203 OPTION D
 THIS OPTION TAKES THE LEAST OF THE BUSINESSES
 IN THE AREA, SINCE BENSENVILLE HAS BEEN
 HIT HARD BY THE O'HARE EXPANSION THIS
 SHOULD BE GIVEN HIGHER ATTENTION, I HOPE
 IDOT CONSIDER OPTION D TO BENEFIT THE
 COMMUNITY

I (do do not) desire a response.

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

Yes No

Name: ORONZO PECONIO

Address: 1001 GLENDALE

BENSENVILLE IL 60106

Phone: 630-595-4200

O.PECONIO@COMCAST.NET

COMMENT FORM



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



Develop 203
Option D!!!!

I (do do not) desire a response.

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

Yes No

Name:

Kathie Purie

Address:

1000 W. Area St.
Bensenville, IL 60106

Phone:

630-766-2500

COMMENT FORM



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



BUILD 203 WITH OPTION A.

AS RESIDENTS OF NORTHERN ILLINOIS, WE HAVE A GOLDEN OPPORTUNITY TO DO THIS RIGHT. WE HAVE A PRESIDENT IN THE WHITEHOUSE FROM ILLINOIS. I HAVE SEEN WHAT A PRESENT FROM YOUR HOME STATE CAN DO, AS EVIDENCED IN THE DALLAS/FORT WORTH AREA OF TEXAS. AS FOR THE NEW CONNECTIONS OVER THE BENSENVILLE RAIL YARD, (THAT CONNECTS TAFT & FRANKLIN AVE) I'M CONCERNED ABOUT THE VOLUME OF TRAFFIC THAT WILL WANT TO USE THIS CONNECTION AS A SHORTCUT FROM IRVING PARK RD, IL RTE 19 SOUTH TO FRANKLIN, WEST TO COUNTYLINE RD, SOUTH TO JEFFERSON 3RD AVE, WEST TO RTE 83. I REALLY THINK IDOT IS UNDERESTIMATING THE NUMBER OF VEHICLES THAT WILL WANT TO USE 3RD AVE AS A SHORT-CUT. REMEMBER, 3RD AVE/JEFFERSON IN BENSENVILLE IS A RESIDENTIAL STREET NOT A STATE HIGHWAY. THERE IS ALREADY TOO MUCH TRAFFIC TRAVELING THIS ROUTE, EAST & WEST BOUND BETWEEN COUNTYLINE RD & RTE 83. IF YOU REALLY WANT THE NEW TAFT BRIDGE ^{OVER} THE BENSENVILLE RAIL YARD, THEN I WILL HAVE TO INSIST ON THE REMOVAL OF ACCESS TO RTE 83 VIA 3RD AVE. COMMUTERS SHOULD USE YORK RD TO GRAND AVE FOR RTE 83 ACCESS. ONCE AGAIN, THIS WILL ELIMINATE THE SERIOUS ACCIDENTS THAT OCCUR AT THE 3RD AVE & RTE 83 INTERSECTION

I (do do not) desire a response.

Name: MICHAEL PLUMERI

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

Yes No

Address: 435 S. MINER ST.

BENSENVILLE, IL 60106

Phone: 630-202-3765

COMMENT FORM



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



Recommend: South Connection Option D
Plan 203

I (do do not) desire a response.

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

Name: Paul L Quinn

Address: 717 E. Jefferson
Bensewille, IL 60106

Phone: 630-350-3435

From: Braband, Libby/CHI
Sent: Friday, October 09, 2009 3:41 PM
To: Krall, Ronald D
Cc: Buckhout, Sarah/CHI
Subject: FW: Elgin O'Hare Comments

Follow Up Flag: Follow up
Flag Status: Red

From: support@elginohare-westbypass.org [mailto:support@elginohare-westbypass.org]
Sent: Friday, October 09, 2009 12:51 PM
To: Braband, Libby/CHI
Subject: Elgin O'Hare Comments

Comments

Email: dojora@att.net
Name: DOREEN RAFACZ
Subject: ELGIN-OHARE BYPASS...
Message: ON THE I-294 "ATTACHMENT" GRAND AVE TO YORK RD, BENSENVILLE ILLINOIS
SINCE COOK CO. WANTS THIS EXPANSION..THE PLAN D, OFFERS COOK CO. THE CHANCE TO BE A PART OF MAYOR DALEYS PROJECT.
THANK YOU

Add me to the Project Mailing List: Add
Street Address: 439 S. JUDSON ST
BENSENVILLE, IL 60106

COMMENT FORM



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



*I favor #203D to limit the destruction of
Benseville*

I (do do not) desire a response.

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

Yes No

Name: *Laine Perlow*

Address: *253 So. Church Rd*

Benseville, IL

Phone: _____

COMMENT FORM



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



I'd like to register a strong preference for alternative 203. It provides ~~the~~ the best choices for EB O'Hare Elgin traffic to continue EB, as well as choices for East Airport vehicles to access the (future) West ~~Terminals~~ O'Hare terminals.

I also prefer Option A because it displaces fewer large employers and has good access to community centers like the Bensenville Ice arena.

I (do do not) desire a response.

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

Yes No

Name: John Rosario

Address: 230 E Grandley Ave

Elmhurst, IL 60126

Phone: 630-833-6891

COMMENT FORM



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



Prefer Alternative 203 & Avoid Option D
to happen vs Option A

Option D destroys ~~many~~ businesses & homes.
Bensenville has lost so much already.
Franklin Park has approved Option A.
Neither South options are good for the
SE side of Bensenville. The highway
would be too close either way. But
@ least option D doesn't destroy as
much of Bensenville.

Option A is close to Redmond Park which
has become a safe wetland for many
birds.

I (do do not) desire a response.

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

Name:

Kim Schoppe

Address:

314 E Jefferson
Bensenville IL 60106

Phone:

COMMENT FORM



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



~~Elg~~

APPENDIX N-4

NORTH BYPASS PLAN

ACT 203

Big Map

Rhonda Schubert

330 CARDINAL DRIVE

Bloomington IL

60108

630 819-1000

I (do do not) desire a response.

Name:

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

Yes No

Address:

Phone:

COMMENT FORM



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



I have lived in Bensenville since 1939-

I would inserted on the plan D.

there is enough impact on Bensenville

already. ~~Plan D~~ please leave something

for Bensenville. John Giels has already

done enough damage to our town.

my father started Sully Sr. worked at Douglas

air craft during World War II. I think my

family has done enough for the area

I (do do not) desire a response.

Name: Chester A Sully Jr

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

Address: 284 E. Jefferson
Bensenville, IL 60106

Yes No

Phone: 630-766-4901

COMMENT FORM



ELGIN O'HARE
WEST BYPASS

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



- > NICE PROGRESS ON THE DETAIL OF THE DRAWINGS - MORE TO DETAIL ENGINEERING
- > PREFER 203 SOUTH D OPTION
- > LIKE THE TRANSIT CORRIDOR FOR THE NORTH LEG FROM OHARE TO I 90 SPAN LINE AND WEST FROM OHARE TO SPRINGMOUNT
- > LIKE COMPREHENSIVE TRANSFORMATION SOLUTION - MULTI MODE!
- > THE # OF LINES SHOWN SEEMS ADEQUATE DO NOT GO WITH FOUR LINES
- > LETS GET IT DONE ASAP - BUILD IT AS A TOOLWAY
- > BUILD SB AND WORKING RICHMOND MKT PLEASE
- > BURY ALL ABOVEGROUND UTILITY LINES IN COVERAGE
- > THESE PROJECTS ARE NECESSARY FOR OUR FUTURE AS A TRANSFORMED CENTER
- > HEAVY, HEAVY LANDSCAPING PLEASE

I (do do not) desire a response.

Name: SAM L SEMROW

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

Yes No

Address: 1074 HOLLY CIRCLE

LAKE ZURICH IL

Phone: 608-47

COMMENT FORM



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



~~Please send a copy of both Option A and Option D.
Since the 20~~

Since the updated drawings of option A and D (that were on display at the Oct. 8th public hearing) will not be available online, can someone please send me a copy? These two drawings are different than the previous ones on the project's website. Thank you!

I (do do not) desire a response.

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

Name: David Siverling

Address: 3401 Mount Prospect Rd.
Franklin Park, IL 60131

Phone: (847) 957-5824

COMMENT FORM



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

I AM IN FAVOR OF THE ELGIN O'HARE 206 D
 WORK I AM ALSO IN THE CARPENTER'S (LOCAL 181)
 UNION AND HOPE THE ABOVE MENTIONED
 JOB WILL GIVE OUR LOCAL MEMBERS WORK.
 WE NEED TO HAVE OUR MEMBERS EMPLOYED
 TO BE HELPING THE ECONOMY GET BACK ON TRACK.
 WHATEVER WORK IS DONE, SOME UNION
 MEMBERS WILL BE LUCKY ENOUGH TO BE WORKING.
 OUR ECONOMY NEEDS JUMP-STARTING + THESE
 PROJECTS HELP.

BUREAU OF PROGRAMMING
RECEIVED

OCT 23 2009

DISTRICT #1

I (do do not) desire a response.

Name: JOHN WAJDA

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

Address: 10309 OAK RIDGE RD

Yes No

MARENGO IL 60152

Phone: _____

COMMENT FORM



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



I'm in full support of Alternative 203 along with option D. thus with both they will create the most needed work for the area.

With Alternative 203 and Option offer least displacement of homes and businesses and the least negative impact on the tax base of the area.

I (do do not) desire a response.

Name: Joseph Weber

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

Address: 1214 S. 10th St

Yes No

St Charles, IL 60174

Phone: (630) 334-0577

