

*Meeting Summary*

# Public Information Meeting #1

Prepared for  
**Illinois Department of Transportation**

July 2008

SECTION 1

## **Description of Public Meeting**

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## Public Information Meeting #1 Summary – November 2007

### Elgin O'Hare – West Bypass

The first public meeting for the Elgin O'Hare – West Bypass project was held on November 14, 2007. The meeting was an open-house format, preceded by a brief 10-minute PowerPoint presentation that provided a project summary. The meeting was held at the Oak Meadows Golf Course in Addison, Illinois from 4:00 p.m. to 7:00 p.m. A total of 394 people attended based on the meeting sign-in sheets. Personnel from the Illinois Department of Transportation (IDOT) and their consultants were present to answer questions and receive comments about the project. A court reporter was also present and available to record verbal comments for the project record. In addition to the summary presentation, attendees received a handout and comment form and also had an opportunity to study and discuss the project exhibits with project staff. These materials can be found in Section 3.

The purpose of the meeting was to provide an introduction and overview of the project and elicit information from the people who live and work in the area. Information regarding the study objectives, process and schedule was presented. Additionally, the public was invited to review aerial exhibits of the study area and to identify transportation issues, sensitive community features, and sensitive environmental features on the exhibits.

The meeting was publicized through advertisements in newspapers, on various municipality websites, and in a newsletter. Over 200 newsletters were mailed to individual public officials, organizations, and citizens. An additional 450 newsletters were sent to local communities and were made available to residents. An ad appeared in the Daily Herald on October 23 and again on November 6, 2007. There were also articles or calendar items in the following papers: Daily Herald, Chicago Tribune, Chicago Sun-Times, Journal-Topics, and The Business Ledger.

Several articles were written after the public meeting took place. Articles appeared in the following newspapers: Chicago Tribune, Bensenville Press, Pioneer Press, and Journal-Topics. Copies of those articles are included in Section 4 of this document.

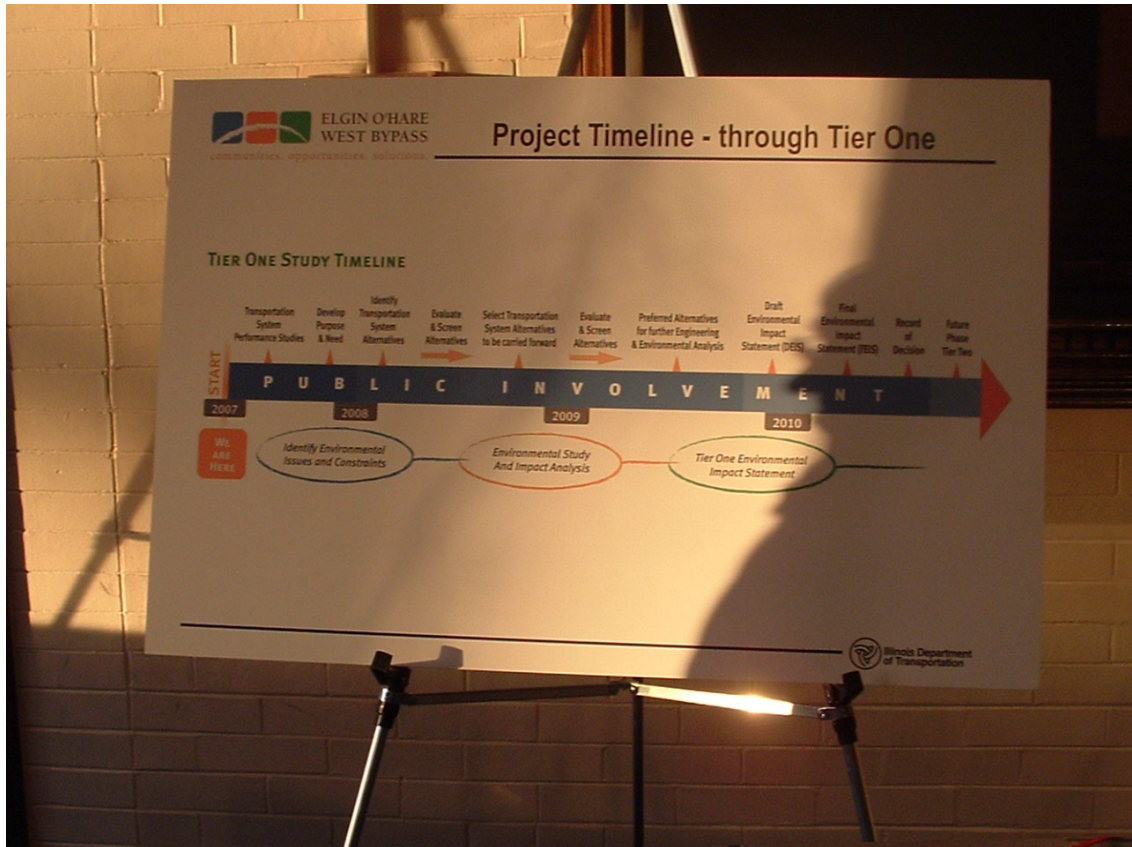
Comments were accepted through December 5, 2007. A total of 31 written comments were received, and those comments as well as the IDOT responses are included in Section 5B of this document. Several verbal comments were compiled by the court reporter (see Section 5A). Additionally, a summary of transportation issues, sensitive community features, and sensitive environmental features recorded on the aerial exhibits was prepared and is included in Section 5C. A summary of public comments received will be posted to the project website: [www.elginohare-westbypass.org](http://www.elginohare-westbypass.org).



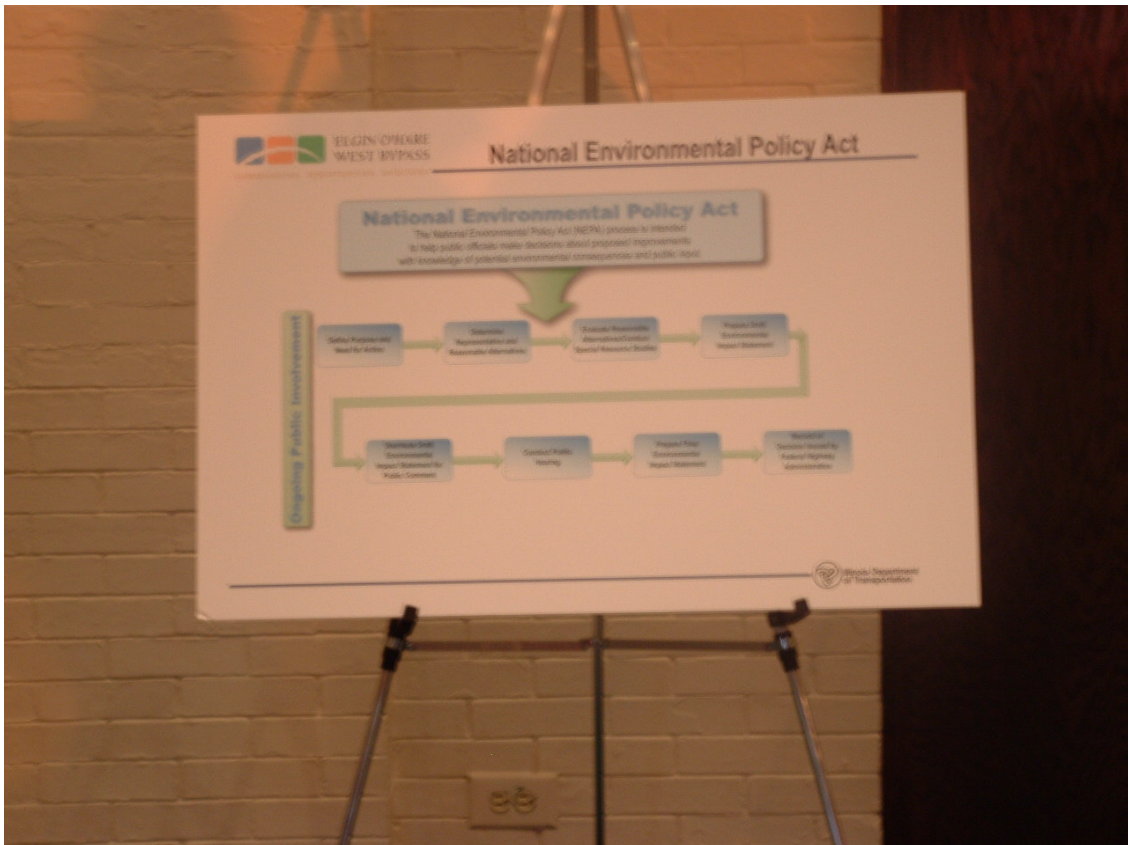
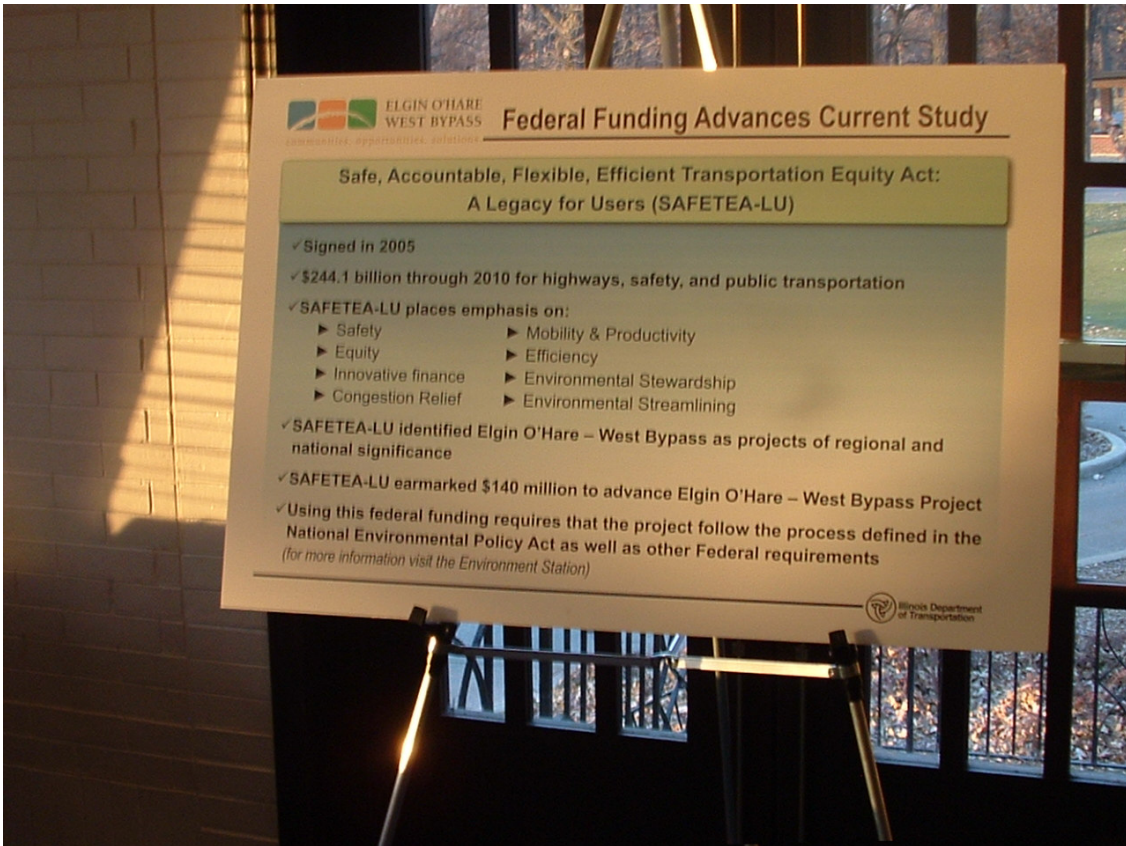












**Display Ads**

Daily Herald, October 23, 2007

Daily Herald, November 6, 2007



# More opting for double mastectomies

Associated Press

WASHINGTON — More women who have cancer in only one breast are getting both breasts removed, says research that found the trend more than doubled in just six years.

It's still a rare option: Most breast cancer in this country is treated by lumpectomy, removing just the tumor while saving the breast.

But the new study suggests 4.5 percent of breast cancer surgery in 2003 involved women getting cancerous and healthy breasts simultaneously removed, a 150 percent increase from 1998 — with no sign that the trend was slowing.

Young women are most likely to choose the aggressive operation, researchers report Monday in the *Journal of Clinical Oncology*.

The concern is whether they're choosing in the heat of the moment — breast cancer surgery often is within two weeks of diagnosis — or with good understanding of its pros and cons.

"Are these realistic decisions or not?" said Dr. Todd Tuttle, cancer surgery chief at the University of Minnesota, who

# Weight gain linked to breast cancer

Reuters

Women who put on a lot of weight at any stage of adulthood increase their risk of breast cancer, likely because the hormone estrogen accumulates in the acquired fat and promotes tumors, researchers said Monday.

Women who became overweight or obese had 1.4 times the risk of breast cancer compared to women whose weight remained stable or declined, their study found.

"The present findings indicate that the relations of adult weight gain to breast cancer is evident throughout the entire adulthood life span rather than being limited to a specific time in life," Jiyoung Ahn of the U.S. National

Cancer Institute wrote in the Archives of Internal Medicine.

"These findings may reinforce public health recommendations for the maintenance of a healthy weight throughout adulthood as a means of breast cancer prevention," Ahn wrote.

The nearly 100,000 women in the study reported their weights at age 18, 35, 50 and now. Of them, 2,111 developed breast cancer.

On average, women in the study gained more than 34 pounds during their adult lives, roughly evenly divided in the ages between 18 and 35, 35 and 50, and 50 and their current age, while 8 percent maintained their weight.

led the study after more women sought the option in his own hospital.

"I'm afraid that women believe having their opposite breast removed is somehow going to improve their breast cancer survival. In fact, it probably will not affect their

survival," he said.

The initial tumor already may have sent out seeds of spread to key organs, Tuttle explained.

But removing the remaining healthy breast does greatly lower, although not eliminate, chances of a new cancer

developing on the opposite side. Don't underestimate the peace of mind that brings, said Trisha Stotler Meyer of Vienna, Va., who had her breasts removed three weeks ago.

"Doctors are not up at night crying" in fear of their next mammogram, said Meyer, 37, who went back for a double mastectomy after her initial cancer surgery. "I don't want to have to deal with the stress."

Meyer is far from alone. In a single day last week, Dr. Shawna Willey of Georgetown University's Lombardi Cancer Center had two patients seek the operation.

One needed her entire cancerous breast removed, and immediately asked to have the healthy one removed, too. Another woman had recently undergone a lumpectomy and was sick from chemotherapy — and returned to ask that both breasts be fully removed.

"Her perception is, 'If I have my breasts taken off, I never have to do this again,'" said Willey, who asked the woman to see a counselor and finish chemo before deciding.

# Eating cereal helps the heart

Reuters

Eating whole grain cereals has already shown promise for lowering blood pressure and warding off heart attacks, but it may also significantly reduce the risk of heart failure, U.S. researchers said Monday.

They found that men who ate a bowl a day of whole grain cereal had a 28 percent lower risk of developing heart failure over a 20-year study.

"Eating half a cup to a cup of whole grain breakfast cereal may help lower your blood pressure. It may help lower your risk of diabetes and heart disease," said Dr. Luc Djousse of Brigham and Women's Hospital and Harvard Medical School in Boston.

"This study adds another piece to the puzzle. It may also lower your risk of heart failure," Djousse, whose study appears in the Archives of Internal Medicine, said in a telephone interview.

About 5 million people in the United States have heart failure, and about 550,000 new cases of the chronic heart condition are diagnosed each year, according to the U.S. Centers for Disease Control and Prevention. Each year 287,000 people die with heart failure, the CDC says.

Djousse and colleagues studied the breakfast habits of more than 21,000 male doctors with an average age of 53.7 years for nearly 20 years.

Men in the study tracked their cold cereal intake with questionnaires, and the researchers also tracked new cases of heart failure on an annual basis. Cereals with at least 25 percent whole grain or bran by weight were classified as whole grain.

Over the course of the study, 1,018 of the men had heart failure. Most new cases were in the men who ate no whole grain cereals.

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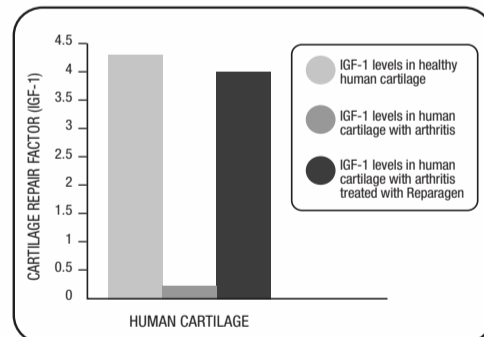
One of the leading causes of joint pain is the loss of our joint health gene, cartilage repair factor (IGF-1). This gene is what tells our joints to repair themselves. Studies show that as we age this gene deactivates, shutting down our bodies' natural ability to repair joints, cartilage and other tissue. The absence of this regulator results in pain and inflammation, and hinders the healing necessary to maintain comfortable mobility.

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This is exciting news for anyone suffering from bone and joint pain due to arthritis, athletic injuries, or other damage done to their joints and bones over the years.



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## Illinois Department of Transportation

The Illinois Department of Transportation has initiated the Elgin O'Hare-West Bypass study in DuPage and Cook counties. The study will include consideration of the potential extension of the Elgin O'Hare Expressway east of IL 53/I-290 and a potential new western bypass of O'Hare Airport, along with consideration of a full range of potential transportation system alternatives.

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For more information, please visit our web site at [www.elginohare-westbypass.org](http://www.elginohare-westbypass.org).

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November 14, 2007  
4:00 – 7:00 p.m.  
Oak Meadows Golf Course  
900 Wood Dale Rd.  
Addison, Illinois



ELGIN O'HARE WEST BYPASS

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# Local Focus

**Today's quote**  
Progress is difficult, but progress has been made."

Roger Thornton, superintendent of District 211, on contract talks with the teachers union

**beep Blog-cerpt**  
**The Clutch**

Lance Armstrong may or may not have cheated winning the Tour de France. I don't know, and I don't care. Because biking doesn't appeal to me. It's a grueling sport. And I respect it, but racing of any kind just doesn't float my boat. But I couldn't have been the only one who threw up a little in his mouth when I read that he was seen making out with Ashley Olsen, one half of the Tanner baby combo from "Full House."



Read more blogs by Shok at [beepcentral.com](http://beepcentral.com).

**dh Most-read stories**  
**As of 4 p.m. Monday**

- Changing face of a neighborhood
- Hoosiers don't plan to phone it in
- Plenty of reasons for Bulls' slow start
- Bulls' start reflects past, not future
- Super pay for superintendents

Check out [dailyherald.com](http://dailyherald.com) for today's top stories.



This is an artist's rendering of new Harley-Davidson dealership approved Monday night in Palatine.

## Harley showroom is a go in Palatine

BY SARA FAIWELL  
[sfaiwell@dailyherald.com](mailto:sfaiwell@dailyherald.com)

A brand-new Harley-Davidson dealership and showroom is coming to Palatine.

Village councilmen unanimously granted final approval for the motorcycle dealership at 2001-2015 Rand Road. It will be a two-story, 55,000-square-foot building that will relocate from its current location just northwest on Rand Road.

"This is a very exciting opportunity for us," said Vil-

lage Manager Reid Ottesen. "They've been looking to expand and we've been able to find them a new location."

The plan calls for a free-standing restaurant at the City Limits Harley-Davidson store. There will also be a new, electronic sign in front of the 6.6-acre property.

Although some residents behind the new dealership expressed concern about noise and other issues, Ottesen said since Rand Road is a commercial corridor, businesses will always have traffic

going in and out.

The owner, Ozzie Giglio, also runs a store in Villa Park. Ottesen said village officials there hold the highest regards for the Harley owners when it comes to doing business.

According to Giglio, the current dealership has been there since 1984 and has outgrown the facility.

This is one of several projects under way on Rand Road in the village. Earlier this year, plans were announced for a massive Toyota dealership on the northeast corner of Rand

and Hicks roads. The dealership will relocate from Buffalo Grove and double in size. It's expected to bring in more than \$1 million in additional sales tax revenue.

A relocation and expansion of Tore & Luke's restaurant is also in the future, village officials say.

Since this area is in a tax increment finance district, the village provided \$2.5 million in assistance for the land the new Harley dealership is on. The target date for the new dealership is Dec. 31, 2009.

## Auto mall approved

BY SHEILA AHERN  
[sahern@dailyherald.com](mailto:sahern@dailyherald.com)

Despite a minor quip about a traffic light, Bob Rohrman's 50-acre auto mall sailed through the Arlington Heights village board approval process on Monday with a unanimous vote.

The auto mall is expected to employ more than 500 people and have 3,256 parking spaces at the northeast corner of Dundee and Wilke roads.

It's projected to sell more than 900 cars a month.

"This is one of the most significant projects this board has ever approved," Trustee Tom Stengren said before his vote.

As part of his \$100 million project, Rohrman wants to keep the traffic light located about a half block north of Dundee Road on Wilke Road, even though Arlington Heights planners said it's probably no longer needed.

If Rohrman wants to keep the light, his company should pay for its maintenance and energy costs, according to a village planning report. However, after a brief discussion, trustees voted to allow Rohrman to keep the light.

"It's the least we can do for what they're bringing us," Trustee Bert Rosenberg said.



Once all the dealerships are in place, Arlington Heights is looking at getting an additional \$3 million a year in sales tax revenue.

The Bob Rohrman Auto Group plans to move the following dealerships to the mall: Arlington Lexus, 1285 E. Dundee Road in Palatine; Arlington Dodge in Palatine, 1400 E. Dundee Road in Palatine; and Arlington Chrysler Jeep, 925 W. Dundee Road in Buffalo Grove. Plans also include a future dealership.

A new building for Arlington Nissan was approved in 2006, is currently under construction and will open within the next few months. The Nissan dealership moved from 915 W. Dundee Road in Buffalo Grove. All of the dealerships should be relocated within two years.

## Village tackles budget, fee increases for next year

BY KAT ZEMAN  
[kzeman@dailyherald.com](mailto:kzeman@dailyherald.com)

Roselle village officials began discussions Monday on the budget for the next fiscal year.

The village board will con-

sider increasing the sewer rate by 37 cents per 1,000 gallons. That could mean rates would climb to \$4.17 per 1,000 gallons for DuPage residents and \$2.02 for Cook residents.

Other proposed budget highlights include increasing

ambulance fees for both residents and nonresidents. The proposal is to increase the basic ambulance service fee to \$700 and advanced life support fee to \$800.

Now, they range from \$275 for basic services for residents

to \$575 for advanced life support services for no-residents.

"This is money we have been missing out on," Fire Chief Bob Gallas told the village board.

"A lot of other area departments charge more."

## Buffalo Grove weighs giving hotel a break

BY NADIA MALIK  
[nmalik@dailyherald.com](mailto:nmalik@dailyherald.com)

The village of Buffalo Grove will hold a special meeting next week to vote on giving incentives to a hotel project.

White Lodging Services was seeking those economic rebates at the board's regular meeting Monday for a Hyatt Place Suites hotel to be located in the Berenesa Plaza development at Deerfield Parkway and Milwaukee Avenue. That large development also would include restaurant and retail components.

The tax rebate is based on the village's 3 percent hotel/motel tax. The village agreed to increase the tax to 6 percent on Jan. 1, but the agreement would hinge on only half of that money.

If approved, the hotel would receive a rebate for

that 3 percent tax for three years. The rebate would be decreased to half that amount for the next 12 years.

Trustee Steve Trilling said his main concern was that if the hotel is sold before 15 years, he'd like to see the agreement end.

Trustee Jeff Berman also said he was wary of giving out incentives for the limited-services hotel.

"It's hard for me to justify applying to public funds," he said, adding that it should also be up to the owner of the property to give out those kind of incentives.

However, Trustee Jeff Braiman said the market creates a need for tax incentives.

"I just don't think we're in the position right now in turning people away," Braiman said.

Scott Travis, vice president of development for White

Lodging, said the owners of the hotel are getting concessions from the land owners, but they need some time to establish a customer base.

"A hotel does not open the doors and fill up," Travis said.

Village President Elliott Hartstein said the deal gives the hotel 50 percent of the hotel/motel tax and still gives the village the other half of the money while bringing a strong development into town.

"It's the type of hotel I would be proud to have in our community," Hartstein said.

Since Trustees Bruce Kahn and De Ann Glover were not present Monday, the board agreed to hold a special meeting next Monday to consider the tax incentives.

Travis said he would also bring back answers to some trustee questions at that time.

## Northwest suburbs in 60 seconds

### Police warn of predator:

Mount Prospect police Monday cautioned residents to be alert after an incident about 9 a.m. A man driving a green four-door sedan spoke to a 26-year-old mother standing at a school bus stop with her son on the 1400 block of Brownstone Court, police said. The man drove on but then stopped the car again, got out, walked up behind the woman and pulled down her pants. He ran back to his car and drove south on Brownstone Court and onto Algonquin Road. The man was described as 30 years old, 6 feet 2 inches tall, 160 to 170 pounds, with short curly black hair. The first three characters on his license plate were X53, police said. If you feel as if you are being followed, go to an area of activity and call 911.

### Guilty plea in stabbing case:

An 18-year-old Franklin Park man pleaded guilty Monday to aggravated battery stemming from a July 1 stabbing at an Arlington Heights condo complex. Authorities say Michal Blonski admitted to stabbing 19-year-old Artur

Kulik of Wood Dale four times in the torso with a 4-inch pocket knife after the two argued on the 1200 block of South New Wilke Road. Kulik underwent surgery for a punctured lung, cracked rib and lacerated liver. Blonski, who remains free on \$50,000 bond, could face between five and 10 years in prison. His sentencing will be Dec. 12.

### Teens plead not guilty:

A pair of Rolling Meadows teenagers pleaded not guilty Monday to charges of mob action and aggravated battery stemming from a Sept. 2 attack at Busse Woods Forest Preserve. Authorities say admitted gang members Marco Silva, 18, and Alejandro Rosario, 19, used a knife and baseball bat to attack two men who were part of a post-baptism party. A Cook County judge revoked Silva's bond after prosecutors disclosed two additional arrests in Rolling Meadows. Silva was charged with possession of a controlled substance following a Sept. 18 gang fight near the Police Neighborhood Resource Center on Algon-

quin Parkway. Silva was arrested again Sept. 22 on a charge criminal trespass at the Southland Shopping Center at Algonquin and Wilke roads. Silva and Rosario, now both in custody, will appear in court Nov. 20.

### Police collecting toys:

The Mundelein police station will be a drop-off point for the U.S. Marine Corps' Toys for Tots program this holiday season. Anyone can deposit an unwrapped, new toy in the lobby of the station, 221 N. Lake St. Toys will be accepted Nov. 12 through Dec. 21.

### Tollway work:

One southbound lane between routes 22 and 60 and one southbound lane between Bradley Road and Route 176 will close at 8 p.m. today, with a second lane closing at 11 p.m. for barrier wall installation. All lanes will reopen at 5 a.m. Wednesday. Also, one northbound lane at Route 120 will close from 7 a.m. to 3 p.m. and one southbound lane will close from 7 a.m. to 5 p.m. today for bridge work.



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**Addison, Illinois**



**ELGIN O'HARE WEST BYPASS**

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SECTION 2

## **Meeting Attendance**

---

**ELGIN O'HARE  
WEST BYPASS**



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**Public Meeting #1  
November 14, 2007**

Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
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Grace Luthy, ch.	979 S. York Rd.	B/V IL		<input checked="" type="checkbox"/>
Steve Khong RNOWICK City of WOODDALE	424 Diana Ct	Bensenville	SKMkhong@MSN.COM	<input checked="" type="checkbox"/>
ANTON DARVEN	404 N. WOODDALE Rd	WOODDALE, IL	RNOWICK@WOODDALE.COM	<input checked="" type="checkbox"/>
hee A. Skipkys	4 W FORESTVIEW	BENSENVILLE		<input checked="" type="checkbox"/>
TAM KUTZMARK	280 S. Addison St.	BENSENVILLE		<input checked="" type="checkbox"/>
CHARLET PRIGES	1220 Oak Brook Rd. <del>W222B</del>	OAK BROOK 60523	TKUTZMARK@dmccor.org	<input checked="" type="checkbox"/>
Ross Hitchcock	202 N Wood	Bensenville IL	CEO 1121 BIRCHWOOD 1157	<input checked="" type="checkbox"/>
PRISCILLA ROSNER	411 N. Prospect Ave	Itasca		<input type="checkbox"/>
LOIS N. WEDER	234 GEORGE ST	BENS.		<input type="checkbox"/>
RICH JOHNSON	119 E MEMORIAL	BENS		<input checked="" type="checkbox"/>
AL STEAM	243 S LAUREN ROAD	BENSENVILLE	RICH@RAYSONPRINTING.COM	<input checked="" type="checkbox"/>
RON LUNT	<del>7925</del> 8078 RIDGEFIELD	LAYSME LAKE IL	ASTEERING@AQUA.COM	<input checked="" type="checkbox"/>
MARK HAMILTON	300 PARK BLVD	ITASCA IL		<input checked="" type="checkbox"/>
ROBERT STRANDT	300 ANNIE BLVD	ITASCA IL		<input checked="" type="checkbox"/>
RON KOELESCH	220 Blackhawk Trail	Bensenville	STRANDT@ATT.NET	<input checked="" type="checkbox"/>
	351 S. JUDSON	'		<input checked="" type="checkbox"/>

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Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
SAM PALERMO	101 W. BELMONT HWY	BENS. 60106		<input type="checkbox"/>
JOHN METZ	245 JACQUELYN PR	Bens 60106		<input checked="" type="checkbox"/>
TIM DOWNEY	437 MAY ST	BENS 60106		<input type="checkbox"/>
Ann Kasars / Wood Dale	286 FOREST VIEW	Wood Dale 60194		<input type="checkbox"/>
Munira Bulic / Wood Dale	257 E Windsor	Wood Dale 60191		<input checked="" type="checkbox"/>
RUTH GOODE	2123 S. Arl. Hts Rd	Ar. Hts 60005		<input checked="" type="checkbox"/>
JAN CROWE	111 GAYSON CT.	BEUSEVILLE 60106		<input checked="" type="checkbox"/>
Nancy Keller	1217 J. tasca St	Benseville 60106		<input checked="" type="checkbox"/>
Mardy Brilly	4 N 618 Ridge wood	BENSENVILLE 60106		<input type="checkbox"/>
Frances Seibel	937 Bunter Crt	Bensenville, IL		<input type="checkbox"/>
Dee Longfellow	11 W. Green St. #701	Bensenville	Guestflabishing@aol.com	<input checked="" type="checkbox"/>
JOHN WILLIAMS	431 ADDISON	BENSENVILLE	JOHN.WILLIAMS6@COMCAST.NET	<input checked="" type="checkbox"/>
Pat o'hara	224 Blackhawk Tr	Bensenville	-	<input type="checkbox"/>
Bob Crocker	640 E Golf Rd	Wood Dale		<input type="checkbox"/>
Joe Orosburg	20 WOSE BLUFF RD	LEMONT, IL 60439	JOE.ORSBURG@DUPAGE.FOREST.COM	<input checked="" type="checkbox"/>
ADAM ROD	P.O. BOX 66142	CHICAGO IL 60666		<input type="checkbox"/>
ARNIE CARLSTROM	378 E MONTROSE	WOOD DALE 60194		<input type="checkbox"/>

**ELGIN O'HARE  
WEST BYPASS**



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Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
Cheryl Scheibe	313 Miner St.	Bensenville, 60106	ant8eater@aol.com	<input type="checkbox"/>
OR COLAN	10510 W. LENKE	CHICAGO	m.dogg22@mar.com	<input type="checkbox"/>
Rudd Petrich	14 S. Addison St	Bensenville, IL	rudd.petrich@sbcglobal.net	<input checked="" type="checkbox"/>
JAN PAUL STONEY	710 Pimbury Court	Noblesville, IN 46060	JStoney.co at <sup>inset</sup> <a href="mailto:missouri@bnsf.com">missouri@bnsf.com</a>	<input type="checkbox"/>
Wearns	228 S. Center	Bensenville 60106		<input type="checkbox"/>
Warty Van	110 Springyork	Glenview, IL	WVW045@transytek.com	<input checked="" type="checkbox"/>
Paul H. Petrich	828 Rind Forest Ct	Bensenville, IL		<input checked="" type="checkbox"/>
Ed Kubyscheck	416 N. Elmwood Ave	Wood Dale		<input type="checkbox"/>
Rev. Michael Kirchoff	126 E. <del>Abnerville</del>	<del>BROOKVILLE</del>		<input type="checkbox"/>
M. Kambach	172 S. Mason	Bensenville		<input type="checkbox"/>
JIM JOHNSON	1524 KILLDEER	NAPERVILLE		<input type="checkbox"/>
Hank Mandziara	1015 BECKWOOD ST.	<del>BENSENVILLE</del>		<input type="checkbox"/>
JIM + CONNIE MURYN	422M PINK GROVE	"	JMURYN@MD66LOSTAL	<input checked="" type="checkbox"/>
Grey Ceram	6654 W. Albion Ave	Niles	g-ceram1969@yahoo.com	<input checked="" type="checkbox"/>
The Gullum	1008 Medinah ST	Bensenville		<input type="checkbox"/>
Paul Pittman	321 S OAK	ITAS CO	RPTZEM@MSN.COM	<input type="checkbox"/>
Frank T. Kugish	901 BROOK WOOD ST	BENSENVILLE	KRAJFKAR@HOTMAIL	<input checked="" type="checkbox"/>

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Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
Joan Winter	807 Dennis Drive	807 Dennis Drive	N/A	<input checked="" type="checkbox"/>
Jack Winter	807 Dennis Drive	807 Dennis Dr	N/A	<input type="checkbox"/>
MATTHEW DUHAN	148 S CENTER ST BENSENVILLE, IL 60106	BENSENVILLE, IL 60106		<input checked="" type="checkbox"/>
SYLVIA MATCZAK	6174 PINNACLE AVE	BENSENVILLE	N/A	<input checked="" type="checkbox"/>
NANCY TANK	"	"	N/A	<input type="checkbox"/>
ROBERT STARE	930 Simmerfield Dr	Roselle	rstare@comcast.net	<input checked="" type="checkbox"/>
CHIC TELL	320 W. Brown	Beno		<input type="checkbox"/>
FRANK C'ANDRE	233 S CENTER	BEN		<input type="checkbox"/>
Tom Thompson	215 W. Leary	Ben.	TKTSR.TGAS@comcast.net	<input type="checkbox"/>
Thore Katoschekis	122 Elmhurst St.	Benseville		<input checked="" type="checkbox"/>
Marsha Keebler	16 W 767 2nd Ave	Benseville IL 60106	Anyadame@comcast.net	<input checked="" type="checkbox"/>
Alice Dominis	174 S. Church	Benseville IL		<input type="checkbox"/>
Anverre Houst	245 Adobron 2014	Benseville	Hwa's	<input type="checkbox"/>
Mystee Lee	102 N. Center St.	Benseville		<input type="checkbox"/>
Mayjoire Friede	610 Diana Ct.	"	"	<input type="checkbox"/>
Susan Berger	432 Marion St	Benseville		<input checked="" type="checkbox"/>
JOAN HALL	41165 RIDGECROFT	BENSENVILLE		<input checked="" type="checkbox"/>



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G. KALLUS	135 N. CENTER	BENSENVILLE		<input type="checkbox"/>
K. KALLUS	C 1	— ? —		<input type="checkbox"/>
K. Schwapp	314 E. Jefferson	Bensenville		<input checked="" type="checkbox"/>
Ken Johnson	131 Edgebrook	Wood Dale, IL 60191		<input type="checkbox"/>
William Welsh	413 S. Center St	Bensenville		<input checked="" type="checkbox"/>
DAVID WOLDS DDS	533 S. YORK RD	BENSENVILLE	DAWOLDD@PSAC	<input checked="" type="checkbox"/>
Kesti Susinskas	7325 James Ave	Woodridge	910mt-100f	<input type="checkbox"/>
JOHN H. DENNA	560 N. YORK RD	BENSENVILLE		<input type="checkbox"/>
Anthony Fontana	222 S. ADKIN ST	BENSENVILLE		<input checked="" type="checkbox"/>
Bob Day	920 OAKMAN	ELMHURST, IL		<input type="checkbox"/>
Tammy Wierciak	2000 FIFTH AVE	River Grove	wierciak@westcoak.org	<input checked="" type="checkbox"/>
MATT WASHKOWIAK	25 POMEROY AVE	CRYSTAL LAKE, IL 60014		<input checked="" type="checkbox"/>
Marilynn Phatak	238 E. Crest Ave	Bensenville, IL 60106	msphatak@aol.com	<input checked="" type="checkbox"/>
RICH SECHERHORN	407 GRACE ST.	BENSENVILLE, IL 60106		<input type="checkbox"/>
GAIL FEMALI	333 BARRON ST	BENSENVILLE 60106		<input checked="" type="checkbox"/>
TAMMY RHODE	17 W. WILSON RD	Bensenville, IL 60106		<input checked="" type="checkbox"/>
Roy Dominguez	114 Parkside Lane	Bensenville, IL 60106		<input checked="" type="checkbox"/>

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Pace Bus Service David Tomzick	550 W Algonquin PO Box 66168 Chicago, IL	Arlington Hts IL 60005	davidtomzick@pacebus.com	<input checked="" type="checkbox"/>
DR Columnar Association Willie A. Kinden	17 W 275 Ridge Lane Bensenville, IL	Chicago, IL	willie@kinden.org	<input type="checkbox"/>
PAUL DEMICHELE ELMHURST CHAMBER OF COMMERCE	855 W. Higgins Rd #850	Chicago, IL	jack@clarkson-b.com	<input checked="" type="checkbox"/>
Setfrey, Sackin Landon & Brown	333 S. Ardmore Ave	Villark, IL	Admitted FAVIA relocate.com	<input checked="" type="checkbox"/>
ANNETTE FAVIA Relocation Services	24 S Addison Blvd.	Bensenville, IL	Miller642@juno.com	<input checked="" type="checkbox"/>
GARY MILLER	407 S Grace St	Bensenville, IL		<input type="checkbox"/>
Janet Schiebel	303 E Washington	Bensenville, IL	GERIPPO1@aol.com	<input checked="" type="checkbox"/>
Paula Deveney	421 County Farm Rd	Wheaton, IL	John.Kosce@epscor.com	<input type="checkbox"/>
John Kosce	800 W. Fulton #701	CHICAGO, IL	m.jenned@bloomconsultors.com	<input checked="" type="checkbox"/>
MOE - JAVADI, P.E.	936 Hartford Ln	Elk Grove Village, IL	shelton17@knetmail.com	<input checked="" type="checkbox"/>
STEPHANIE NELSON	936 Hartford Lane	ELGROVE VILAGE, IL	djdomain@comcast.net	<input checked="" type="checkbox"/>
Derek Domain	601 DIANA CT.	BVILGE 60106	GUYFIL@AOL	<input checked="" type="checkbox"/>
GUY FILIPPELLI	1008 Medinah St	Bensenville, IL		<input type="checkbox"/>
Terese Gillum	PO.B 2473 JAMESVILLE, WIS	JAMESVILLE - WISC	CAPOPEDEVELOP@AOL	<input checked="" type="checkbox"/>
CRAIG A. POPE	3106 Somerset	Franklin Park, IL		<input type="checkbox"/>
Brea Fisher	3539 BR. 77A	FRANKLIN PARK, IL		<input type="checkbox"/>
Juan Acevedo				<input type="checkbox"/>



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Wainah Espindola	40183 Ridgewood Ave	Bensenville, IL 60155	TainahEspindola@hotmail.com	<input checked="" type="checkbox"/>
Edward Dubois	818 S. Addison	Bensenville		<input checked="" type="checkbox"/>
PAT DuBois	818 S. ADDISON RD	BENSENVILLE		<input type="checkbox"/>
LAMPA MAREK	304 E. NORMANDY DR	ADDISON IL 60101		<input type="checkbox"/>
RONI MAREK	304 E. NORMANDY DR	ADDISON IL 60101		<input type="checkbox"/>
Rochelle Fiedler	409 E JAFFERSON	BENSENVILLE		<input type="checkbox"/>
TPT TECH.	740 E GREEN	BENSENVILLE		<input checked="" type="checkbox"/>
Self	181 E Green St	Bensenville	alskyking@comcast.net	<input checked="" type="checkbox"/>
C. Markowski	200 W. Belmont	Bensenville		<input type="checkbox"/>
Tomyi Perry Wilson	100 W. Roosevelt Ave 201	Bensenville		<input type="checkbox"/>
Gigi Gruber	550 W. Waukegan	IL 60184		<input type="checkbox"/>
June Johnson	101 Schaumburg Ct.	Schaumburg	jejohnson@ci.schaumburg.il.us	<input checked="" type="checkbox"/>
CAROL Campagnolo	16 W 478 2nd Ct	Bensenville		<input type="checkbox"/>
Kelly O'Brien	1700 Park Street	Naperville, IL 60563		<input checked="" type="checkbox"/>
Eileen Ceasotti	217 S. Center St.	Bensenville, IL 60106		<input type="checkbox"/>
FRANCES MATTIOCCO	1063 S. CENTER ST	BENSENVILLE, IL 60106		<input checked="" type="checkbox"/>
MATT KIEFER	291 N. DUNTON AVE.	ARLINGTON HTS, IL	MKiefer@pioneer1041.com	<input checked="" type="checkbox"/>





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Rafal Stopa	747 Dennis Dr	Bensenville		<input checked="" type="checkbox"/>
Joe Branka	301 MINER	BENSENVILLE		<input type="checkbox"/>
DAVE FULWIDER	126 CUM AVE	ELMHURST IL	dfy1k@bbn.com	<input checked="" type="checkbox"/>
Heidi Platt	1051 So Center St	Bensenville	AIPONTHEHILL@AOL.COM	<input checked="" type="checkbox"/>
William Bach	700 S. John	Bensenville	barrwm@hotmail.com	<input checked="" type="checkbox"/>
Barbara Johnson	592 GEORGE ST.	WOOD DALE		<input checked="" type="checkbox"/>
LINDA M. GOSTNER	244 S York Rd	BENSENVILLE		<input checked="" type="checkbox"/>
JAMES DENNA	560 N. YORK RD.	BENSENVILLE, IL 60106		<input checked="" type="checkbox"/>
WALTER KUZAKA	18 W. BELMONT	BENSENVILLE		<input checked="" type="checkbox"/>
Red Meloto	378 Maria Jean	''		<input type="checkbox"/>
Lil Gardner	17W131 Woodland Ave	''		<input checked="" type="checkbox"/>
Garry Gardner	'' ''	''		<input checked="" type="checkbox"/>
Janet Warner	457 S. Walnut	Bensenville	JMALLAM@AOL	<input type="checkbox"/>
PATRICK COYNE	276 S Center St	Bensenville, IL	pac1269@ameritech.net	<input checked="" type="checkbox"/>
Nancy Quinn	132 DAVID DR	Bensenville, IL		<input type="checkbox"/>
SANTAY SHIVDE	290 E East Ave.	''		<input type="checkbox"/>
Steven Woodard	3251 E Virginia St	Bensenville, IL 60106		<input type="checkbox"/>

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Jeff Eder Village of Franklin Park Elizabeth A Schmidt Bensenville	9500 V. Belmont 314 E Jefferson	Franklin Park, 60131 Bensenville, IL	jeder@vofp.com	<input checked="" type="checkbox"/>
Ann HUTCHISON	1009 DOLores DR	Bensenville, IL		<input type="checkbox"/>
STATE SENATOR JARRE	PARKWAY ONE TIFFANY JONES	BROOKINGDALE 60108		<input type="checkbox"/>
SAANTOLO DE BLASIO	827 BRENTWOOD DR	BENSENVILLE		<input type="checkbox"/>
TONY SPENCER	545 E. RED OAK	BENSENVILLE, IL	TSPENCER@KERNETS.COM	<input checked="" type="checkbox"/>
Victoria Knudson	AMB Properties	Bensenville	IKNUVSON@AMB.COM	<input checked="" type="checkbox"/>
Al Albano	111 Pleasant	Bensenville		<input checked="" type="checkbox"/>
Mary Leopold	823 Dolores Dr.	Bensenville		<input type="checkbox"/>
T. Williams	516 E Belmont	BENSENVILLE		<input checked="" type="checkbox"/>
Paul Larson	7385 addition	" "		<input type="checkbox"/>
Judy + Jim Picchillo	16 W. Irving Park	Bensenville		<input type="checkbox"/>
Lynda Gatto	790 S. YORK RD	" "		<input checked="" type="checkbox"/>
CAEULE MANTIA	740 S. YORK RD	" "		<input checked="" type="checkbox"/>
Mary L. Wright	904 W. Spring Pk	" "		<input type="checkbox"/>
Erick Neumann LAWSON Bensenville	9755 W. Higgins	Chicago, IL		<input type="checkbox"/>
DENISE DECKER	255 E. CREST AVE	BENSENVILLE, IL	DJDECKER@COMCAST.NET	<input checked="" type="checkbox"/>

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Edward Becklund	4525 Walnut St	Bondell		<input type="checkbox"/>
RICHARD PETERSEN PLANNING + ZONING COMM.	347 TIGER TR	WOOD DALE 60191		<input checked="" type="checkbox"/>
JOE MCFARLANE V.P. OF ADDISON	1 FRIENDSHIP PLAZA	ADDISON IL 60101		<input checked="" type="checkbox"/>
Thomas Kurpiel	44324 Church Rd	Bensenville 60106		<input type="checkbox"/>
J. E. KIEWIT	4415 Center St.	Bensenville		<input type="checkbox"/>
Linda Dickson	125 Center St.	Bensenville 60106		<input checked="" type="checkbox"/>
Virginia Jones	124 E Memorial	" "		<input checked="" type="checkbox"/>
Paul Mans	255 So Center	Bensenville 60106		<input checked="" type="checkbox"/>
John Mans	255 So Center	Bensenville 60106		<input checked="" type="checkbox"/>
Jill Koopman	135 DANIEL DR	BENSENVILLE 60106		<input checked="" type="checkbox"/>
RAY BASSO	224 PAMELA DR	BENSENVILLE 60106		<input checked="" type="checkbox"/>
Leanne Redden	175W Jackson	Chicago 60604		<input type="checkbox"/>
Ralph Wiggins	401 N. PINE AVE	WOOD DALE 60191		<input type="checkbox"/>
ETRADE PANDA	51 Jeppigalaya	Bensenville		<input checked="" type="checkbox"/>
ROSS HILL PANDA	P.O. BOX 5000	WILMINGTON 60189-5000		<input checked="" type="checkbox"/>
MICHAEL LICCI	453 WOODDALE RD	WOODDALE 60191		<input checked="" type="checkbox"/>

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Blair Marshall	115 TowerView Rd	Bensenville 60106		<input checked="" type="checkbox"/>
But Mathews	808 S. Alpine Ave	Park Ridge 60068		<input checked="" type="checkbox"/>
DAN SHAWKE	271 ROBIN LN	WOOD DALE	DANSHAWKE@YAHOO	<input checked="" type="checkbox"/>
Deanne Cunningham	103 N. Center	Bensenville		<input type="checkbox"/>
Jane Cunningham	103 W Center	Bensenville		<input type="checkbox"/>
KathyLinde, Linde Tool	1100 E. Green St.	Bensenville		<input checked="" type="checkbox"/>
KathyLind	328 E. Memorial	Bensenville		<input type="checkbox"/>
KathyLinde, FentonHS	1000 W. Green St.	Bensenville	linda@fenton100.org	<input checked="" type="checkbox"/>
John Pennardi	4126 N. Oklander	Norridge, IL		<input checked="" type="checkbox"/>
Eugene Wesley	471 ITASEE ST	WOOD DALE		<input type="checkbox"/>
MIKE HANKEY	1920 HAYDEN RD	HOFFMAN ESTATES	MIKE.HANKEY@HOFFMANESTATES.ORG	<input checked="" type="checkbox"/>
Mike Kubel	188 David	B'ville IL 60106		<input type="checkbox"/>
Post Office of Bensenville	243 S. Church Rd.	Bensenville IL 60106	PJohnson@bensenville.il.us	<input type="checkbox"/>
ROBERT GIROLAMO	812 BRENTWOOD DR	BENSENVILLE 60106	rgirolamo@comcast.net	<input checked="" type="checkbox"/>
Jeanne Taylor	30 Barron St	Bensenville 60106		<input checked="" type="checkbox"/>
John Taylor	15111 S. State	Bensenville		<input type="checkbox"/>
Nore Janda	4N241 BRIAR LN	BENSENVILLE		<input type="checkbox"/>



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TOM PONSOT VILLAGE OF ARL HIGGS	33.5 ARL HIGGS RD	ARL HIGGS, IL 60005	tponsof@vvh.com	<input checked="" type="checkbox"/>
LARSEN LEASING	710 LARSEN LN	BEUSENVILLE, IL	lexco@ds.net	<input checked="" type="checkbox"/>
Joe Martyniuk	429 S. May St	Beuseville, IL		<input type="checkbox"/>
ALAN BOFFICE	901 WASHINGTON AVE	BEK GROVE 60007	aboffice@ekgnk.org	<input checked="" type="checkbox"/>
Ben Rosenberg	17 W 057 WHITE PINE	BENS. 60106		<input checked="" type="checkbox"/>
C.R SIMMS J	4N482 BRIAR LN	BVILLE, IL 60106		<input type="checkbox"/>
W. Nemiuszko	1206 ITASCA ST	BEUSENVILLE, IL		<input checked="" type="checkbox"/>
Tracy Buda	247 South Center	Beuseville, IL	dudu - mary@yahoo.com	<input checked="" type="checkbox"/>
Peter Muter	827 S. CENTER	BEUSENVILLE		<input type="checkbox"/>
Alvin Reupert	61651 Pine	Beuseville		<input type="checkbox"/>
Rhonda Anderson	231 S. Mason	Beuseville	rhonda.75311@stgbd.net	<input type="checkbox"/>
JARROD CEBULSKI	21W351 AHLSTRAND RD.	LOMBARD	JCEBULSKI@PATRICK ENGINEERING.COM	<input checked="" type="checkbox"/>
Jerry Santoro	128 FLORINA CT.	WOODDALE	JERRY.SANTORO@SEAROC	<input checked="" type="checkbox"/>
Mario Rizzi	475 Industrial	Beuseville, IL		<input type="checkbox"/>
Ted Georgas	69 W Washington St, Suite 200	Chicago, IL 60602	tedgeorgas@co.kendall.il.us	<input checked="" type="checkbox"/>
NATHAN ROSEBERRY	1900 Hassock Ln	Hoffman Estates, IL 60169	nathan.roseberry@huffmanestates.com	<input checked="" type="checkbox"/>
CARLENE LASKERO	202 S MAY ST	BEUSENVILLE	LAZ19@SBCGLOBAL .NET	<input checked="" type="checkbox"/>

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PHILIP MATTHEW I EXCEL SPRING	1080 INDUSTRIAL DR	GENSENVILLE	phil@excelpring.com	<input checked="" type="checkbox"/>
Marc & Kathy Wassowicz	786 Plentywood Ln.	Bensenville, 60106	kwasowicz2@comcast.net	<input checked="" type="checkbox"/>
AMPB Property Co.	6250 N. River Rd.	Desert 2 60017	0hernand22@nmb.com	<input checked="" type="checkbox"/>
Rose Reaves	185 S. Judson Street	Bensenville 60006	PRReaves111@comcast.net	<input checked="" type="checkbox"/>
Michelle Ryan	RTA 175 W. Jackson Bldg, Suite 1550	Chicago, IL 60604	myan@ntdcding.org	<input checked="" type="checkbox"/>
A FUS	15 W 673 VIRGINIA C.	ELMHURST, IL 60120		<input checked="" type="checkbox"/>
MOE- JAVADI, P.E.	BLOOM CONSULTANTS, LLC.	CHICAGO, IL.	mjavadi@bloomconsultants.com	<input checked="" type="checkbox"/>
Garnet Yuduna	125 E Memorial Dr	Bensenville IL 60106		<input checked="" type="checkbox"/>
Ed Moriarty	70 Box 703	IL 604		<input checked="" type="checkbox"/>
Scott Heizer, ITASCA POLICE	540 WEST ZEVING ITASCA, IL	ITASCA, IL 60143	Sheher.D@ITASCA.COM	<input checked="" type="checkbox"/>
Diana Okun	201 W. Conner Ct.	Skidmore IL		<input type="checkbox"/>
Henry Brown	706 Algonquin Ave	Bensenville IL	DHBRONARSE@aol.com	<input type="checkbox"/>
Arlene Schroeder	209 S. Addison	IL		<input checked="" type="checkbox"/>
CAROL KOELSEN	351 S. JUDSON	"		<input checked="" type="checkbox"/>
Tom & Margot Overlin	134 Froggols TR.	Wood Dale		<input type="checkbox"/>
JOHN + LINDA WILHELM	803 S. CENTER	BENSENVILLE	WILLYDOIT@COMCAST.NET	<input checked="" type="checkbox"/>
NALLY KAYEZATA	500 MAYBOM RD	BENSENVILLE	ANST500@SBC.COMCAST	<input checked="" type="checkbox"/>

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ROBERTS RAYSON	135 HILTOP DR	SCARBOROUGH IL	WB9PFM@arrl.net	<input checked="" type="checkbox"/>
WILLIAM FRY	744 DLANRYMON LN	BONSAUVILLE	billfr@discover.com	<input checked="" type="checkbox"/>
RICHARD BODNIK	402 S. JARSON	BENSENVILLE		<input type="checkbox"/>
LORRAINE RICKERT	6N. 620 FINE AVE	BENSENVILLE 60106		<input checked="" type="checkbox"/>
Beth Mathson	124 S. MASON ST	Bull Valley		<input checked="" type="checkbox"/>
Ronnie Lopez AMB			Rlopez@ms.com	<input checked="" type="checkbox"/>
howell Overstreet	16w693 3rd Ave	Benseville		<input type="checkbox"/>
JERRY THOMPSON	514 MAY ST	ROSELLE		<input type="checkbox"/>
Kamel Dobbs	1720 Oak Brook Rd. <small>DePage Management Services Corp.</small>	Oak Brook	Kdobbs@edpage.co.uk	<input checked="" type="checkbox"/>
JOE D'ICANNI	7223 W. ADAMS UNIT 3	FOREST PARK IL		<input checked="" type="checkbox"/>
Lynne Malladay	210 Banner St	Benseville		<input checked="" type="checkbox"/>
Nicole P. Arginas	550 W. Irving Pk. Rd.	Itasca	naravase@itasca.com	<input checked="" type="checkbox"/>
Alfred L. Brown	706 Algonquin Cir	Benseville IL		<input checked="" type="checkbox"/>
Gordon R. Baxter	210 S. Addison St.	Benseville, IL		<input checked="" type="checkbox"/>
Grant Schultz	425 S. main	Benseville IL		<input checked="" type="checkbox"/>
Patricia Stoll	145 So. Cedar	Wood Dale, IL		<input checked="" type="checkbox"/>
Melissa Stoll	145 So. Cedar	Wood Dale, IL		<input type="checkbox"/>

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Jessie Lyon	930 David	Bensenville		<input checked="" type="checkbox"/>
Jeanne Bertand	800 Brentwood	Bensenville		<input checked="" type="checkbox"/>
Arlene Peters	1260 Spruce Ave.	Bensenville		<input checked="" type="checkbox"/>
Josephine Gramer	1032 S. ADDISON ST	Bensenville		<input type="checkbox"/>
Matthew Ross	901 Wallington Ave	Elk Grove Village IL 60007		<input type="checkbox"/>
Bob Hantrott	3900 Beardwick	Rolling Meadows IL 60008		<input type="checkbox"/>
Joe Krav	275 Barnard St	Bensenville, IL		<input type="checkbox"/>
Ra Renee	975 Aurora Rd.	Bensenville		<input type="checkbox"/>
Jennie Simpas	41482 Brook Ln	Bensenville		<input type="checkbox"/>
Judith	371 E. CREST AVE	"		<input checked="" type="checkbox"/>
Wm. Tinsdale	224 S. Evergreen	Bensenville		<input type="checkbox"/>
Mary Radek	834 Dennis	Bensenville 60016	Tedmar 123 @ sbcglobal.net	<input checked="" type="checkbox"/>
J. PIENKOS	109 WISCONSIN AVE	VILLA PARK 60181		<input type="checkbox"/>
Randy Patman	60640 Pine St	Bensenville		<input type="checkbox"/>
FRANK WM	15131 INGERSOLL	V.P		<input checked="" type="checkbox"/>
AMY WANDER				<input type="checkbox"/>
RON GRANGER	40635 RIDGEWOOD	B'ville		<input type="checkbox"/>



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John Whitley Warner	100 George St, Apt 216	Bensenville		<input type="checkbox"/>
A. Mamy	722 Algonguin Ave	Bensenville		<input type="checkbox"/>
DALE SEIB	P.O. Box 15272	Oak Brook		<input type="checkbox"/>
ROBERTA KRUEGER	10205 PARADISE	FRANKLIN PK	KRUEGER37@comcast.net	<input checked="" type="checkbox"/>
Linda Pisano	910 Brentwood Dr	Bensenville	Pisano 910@comcast.net	<input checked="" type="checkbox"/>
SUSAN ST. JACQUES UNITY RWY.	805 GOLF LAKE	"		<input checked="" type="checkbox"/>
JOHN A ZIEMBA VICKY ZIEMBA	847 DOLORES DR	BENSENVILLE		<input checked="" type="checkbox"/>
D. Dobbs	Cedar	USA		<input type="checkbox"/>
T. Feller	111 W Main	Brook		<input type="checkbox"/>
A. Weber	808 E. BELMONT	Bensenville		<input type="checkbox"/>
DORIS T. DIONISORS	1004 MEDINA ST	BEN'S		<input type="checkbox"/>
DEANISE MISCADO	223 MOHAWK PK	BENSENVILLE		<input type="checkbox"/>
MARK MERLINO	223 MOHAWK DR	BENSENVILLE		<input checked="" type="checkbox"/>
MARY HARTMAN	100 W. MASON ST	Ben.		<input type="checkbox"/>
JEAN SIGALIKIEWICZ	11 W. GREEN ST	SKILLER		<input checked="" type="checkbox"/>
ELVIRA JOHNSON	317 W GREEN ST	BIVILLE		<input checked="" type="checkbox"/>
R RACKOW	38 DICKENS	B VILLS		<input checked="" type="checkbox"/>

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Linda Peterson	422 E. Washington	Bensenville, IL		<input checked="" type="checkbox"/>
Frank Brusini	943 DOLORES DR	Bensenville, IL		<input checked="" type="checkbox"/>
Mary Brusini	1000 Argyle apt 1B1	Bensenville, IL		<input checked="" type="checkbox"/>
Mary Ann Braber	1349 Progress Lane	Bensenville, IL		<input checked="" type="checkbox"/>
Frank Braber	1349 Progress Lane	Bensenville, IL		<input checked="" type="checkbox"/>
MARY J. LEIST	4 S. MAIN ST # 504	"		<input type="checkbox"/>
Mary Depe	247 South Center	Bensenville, IL		<input type="checkbox"/>
Aileen Martyniuk	429 May St.	Bensenville, IL		<input type="checkbox"/>
ALLAN DEWITT	16 W 603 3RD AVE.	"		<input checked="" type="checkbox"/>
Met Ferrer	1036 Daniel Dr	Bensenville, IL, 60129		<input checked="" type="checkbox"/>
BRIAN CARELL	214 FOREST AVE	60129 ELGIN, IL 60129	brian.carell@grubb-ellis.com	<input type="checkbox"/>
STAN ZIMA	230 Poppy Ln	Bensenville, IL		<input type="checkbox"/>
Ben Rosenburg	176057 White Pine	Bens.		<input type="checkbox"/>
CHARLES McCLINTOCK	279 S ADDISON ST.	Bensenville, IL		<input checked="" type="checkbox"/>
JEFF JULIANO	155 S. Center St.	Bensenville, IL		<input checked="" type="checkbox"/>
CAROLE FAGAN	8 W NIAGARA AVE	SCHAUMBURG, IL	OLF 2343 @ AOL.COM	<input type="checkbox"/>



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Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
TOM MORGAN	1535 EXECUTIVE LANE	GLENVIEW, IL 60025	T.MORGAN@ILCO.COM	<input type="checkbox"/>
Judy Greaves	17N330 Redock Lane	Bensenville IL 60106	JATTINE@comcast.net	<input checked="" type="checkbox"/>
John Pittinger	1010 Dolore Dr	Bensenville	JATTINE@comcast.net	<input checked="" type="checkbox"/>
Mark Avery	421 N. County Farm Rd	Wheaton, IL	markavery@depag.com	<input type="checkbox"/>
JOHN KOCOLOWSKI	410 E JEFFERSON	BENSENVILLE		<input checked="" type="checkbox"/>
Peg Kosky	306 W Irving Park	Wheaton		<input type="checkbox"/>
Jill Rodriguez	175 S Mason	Bensenville	jillrod@comcast.net	<input type="checkbox"/>
Ted Woosley	8755 W. Higgins, Ste 850	Chicago, IL 60631	twosley@hudson-brown.com	<input checked="" type="checkbox"/>
Rick Morsches	Trans Systems Corp. Drive 1051 Perimeter	Chicago IL 60631 Schmberg, IL	RJMORSCHES@TRANSYSTEMS.COM	<input type="checkbox"/>
DAVE WILLIAMS	May administrator Village of Itasca	Itasca 60143	adminstrator@itascavill.org	<input type="checkbox"/>
PAUL QUINN	717 E. Jefferson St.	Bensenville IL	pquinn@bensenville.il.us	<input checked="" type="checkbox"/>
Tracy Moise	400 W. Liberty Ln. Suite B	Wheaton		<input type="checkbox"/>
Harold Blum	301 S. Barton	Bensenville, IL	h.blum@sbglobal.net	<input checked="" type="checkbox"/>
STEVE J MARSHALL	12 C. CANTON	Bensenville, IL	smarshe@bensenville.il.us	<input type="checkbox"/>
Tony Ellen Marshall	126 N. Addison St	Bensenville, IL		<input type="checkbox"/>
J. BARBA	354 S MASON	Burke	N/A	<input type="checkbox"/>
Julie Hudson	827 So. Addison	Bensenville		<input checked="" type="checkbox"/>

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James Debar	571 Gohr St	Beverly Hills		<input type="checkbox"/>
Joe Rapano	437 S. Judson	Bensonville		<input checked="" type="checkbox"/>
Jim Blush	127 N. Addison	Bensonville	J.BLOUGH@BUNNRO.COM	<input checked="" type="checkbox"/>
Charles W. Geers	17 W 220 RODEEK LN	1)		<input type="checkbox"/>
Patricia Fetterino	1010 Delaware Dr, G'ville	"	PAT.PETE@COMCAST.COM	<input checked="" type="checkbox"/>
Emilie Ott	233 S. May St F'ville	Bensonville		<input type="checkbox"/>
BERNARDO FLORES	46 DIERKS ST.	BENSONVILLE		<input checked="" type="checkbox"/>
Michael Gram Addison, Elmhorst	700 VAN AVEN	ELMHURST		<input type="checkbox"/>
Priscilla Scaffold	1220 N. Ellie	Bensonville		<input type="checkbox"/>
Ares Tolmanis	1115 So. Lincoln Ave.	Palmyra	ajde@avtech.com	<input checked="" type="checkbox"/>
Dione Koezel	3 N 370 Wilson	Elmhurst	DBK3041@comcast.net	<input checked="" type="checkbox"/>
Ruth Williams	401 FIVE AVE	Wood Dale		<input checked="" type="checkbox"/>
June R Baeker	103 Pamela Ave	Bensonville		<input checked="" type="checkbox"/>
Pat Madhouny	1040 Daniel Dr	Bensonville		<input type="checkbox"/>
Myron Dudek	500 E RED OAK ST	BENSONVILLE		<input checked="" type="checkbox"/>
Jail Flores	46 Dierks St	Bensonville	baile74@yahoo.com	<input checked="" type="checkbox"/>
Charles	227 S Hillison	Bensonville		<input type="checkbox"/>



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Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
Bob Howard	32245 S. Klermo	Bensenville IL 60010	rhowardsup	<input checked="" type="checkbox"/>
L. Vinyard LV Inc	508 Meyer Rd	"		<input checked="" type="checkbox"/>
MARK'S SERVICE	2401 E HIGGINS	ELK GROVE IL		<input checked="" type="checkbox"/>
GEORGE FREER	610 DIANA CT.	BENSENVILLE		<input checked="" type="checkbox"/>
Jouane Schmitt	406 South MARION	60106		<input type="checkbox"/>
William Jordan	210 S Church.	Bensenville		<input type="checkbox"/>
NATALIE SCHMICK	255 S. MASA	BENSENVILLE		<input checked="" type="checkbox"/>
KATHY LANE	44181 Rickewood	Bensenville	klane102@comcast.net	<input checked="" type="checkbox"/>
MIKE GREGORI	226 BLACKHAWK	"		<input checked="" type="checkbox"/>
HARVEY ADAMAT	480 E. MONROSE	WOOD DAZE		<input type="checkbox"/>
STEVEN CIMINO	PO BOX 8	ELK GROVE		<input type="checkbox"/>
FRANK VELETTA	7 W. FORESTVIEW DR.	BENSENVILLE		<input checked="" type="checkbox"/>
GREG TUSTOCHANSKI	326 BARN ST	BENSENVILLE		<input checked="" type="checkbox"/>
GRE MARLEWOSKI	22 W. BELMONT	BENSENVILLE	AMAX0@SBCGLOBAL.NET	<input type="checkbox"/>
Linda Eastland	915 John St	Bensenville, IL		<input type="checkbox"/>
JAMER MINOR				<input type="checkbox"/>
Javier Lopez	120 W. Green	Bensenville		<input type="checkbox"/>

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Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
Esther Panas/ Bridgeway of Bensenville	122 E. Memorial Dr.	B'ville, IL 60106		<input type="checkbox"/>
John Szabo	303 E. Washington	"		<input type="checkbox"/>
Dave Schlueter	103 W. Cass Avenue	Westmore 60559		<input checked="" type="checkbox"/>
Rand Zucchero	21 W 237 WOODMAN	ITAICA IL 60143	RZUCCHERO@GETIPASSION.COM	<input checked="" type="checkbox"/>
MARC CAMPAGNOLA	425 2700 CROWN AVE.	Danvers Grove IL 60121	MCAUPAGNOLA@YAHOO.COM	<input checked="" type="checkbox"/>
TERRY JOHANSON	16 W 478 2nd CT	Bensenville		<input type="checkbox"/>
Lori Heringa CMAP - Sears Tower	592 GEORGE ST	WOOD DALE		<input type="checkbox"/>
Joy Schaad	CMAP	on file		<input type="checkbox"/>
JACK PETERSEN	2020 MONDAY DR	ELGIN 60123	jpetersen@pobox.com	<input checked="" type="checkbox"/>
Marianne Trulewski	41 E. Belmont	Bensenville, 60106		<input type="checkbox"/>
Barb Bartik	245 So. Church Rd	Bensenville	barb@bartik.comcast.net	<input checked="" type="checkbox"/>
JOE MEZNARSIL	3111 N. LAPORTE	MELROSE PARK 60164		<input type="checkbox"/>
Andrea Harris	150 S Center St	Bensenville 60106	mskitty5@msn.com	<input checked="" type="checkbox"/>
Cathy Bassi	910 Glendale	Bensenville 60106		<input checked="" type="checkbox"/>
TERRY MASTERS	168 HENDERSON ST	"		<input type="checkbox"/>
BETTY ADAMS	770 Plentywood Lane	"		<input type="checkbox"/>

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Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
Ewald Hartwig	231 MINER	Benseenville IL 60106		<input type="checkbox"/>
M. KRUPA	1271 EDGEWOOD	BENSENVILLE		<input type="checkbox"/>
al Frelitz	1109 w-Hillside DR.	Benseenville		<input checked="" type="checkbox"/>
P. Hoffmann	1440 YONKUD	BENSENVILLE		<input type="checkbox"/>
M. Odeh	14 E. Green St.	Benseville		<input checked="" type="checkbox"/>
J. Fielitz	500 N. Central	<del>Benseville</del> Dale		<input checked="" type="checkbox"/>
DAVID HEITZ	GARADISE MERID	Geneva, IL		<input type="checkbox"/>
Josy Marozza	PO Box 502	Benseville		<input checked="" type="checkbox"/>
L. Polkanski	BLOOMINGTON			<input type="checkbox"/>
M. MRS. R. ENGELIN	225 N. SPRUCE AVE	BENS		<input type="checkbox"/>
D. FAUANT	1062 HOWY CIR	LAKE ZURICH IL 60477		<input type="checkbox"/>
MR & MRS O. RUDE	1259 N. SPRUCE	BENSENVILLE 60106		<input checked="" type="checkbox"/>
Shirley Johnson	253 So. Chestnut St.	Benseville 60106		<input type="checkbox"/>
John D. Johnson	9604 Addison St.	Franklin Park, IL	JOHNCON@INTERNACCESS.COM	<input checked="" type="checkbox"/>
Liz Gajdos for STATE	50 E Oak St. Suite 250	Addison 60101	elizgajdos@sbcglobal.net	<input checked="" type="checkbox"/>
TAUL E. VARGA	826 S. ADDISON	BENSENVILLE		<input type="checkbox"/>
				<input type="checkbox"/>





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Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
Janis Williams	431 S Addison St.	Bensenville IL 60014	janisw311@comcast.net	<input type="checkbox"/>
Charlene Ricker	21E. Pine Ave	Bensenville IL 60014		<input type="checkbox"/>
Kristin Heery, CNAP	Seas Tower	Chicago, IL	kheery@cmapiillinois.gov	<input type="checkbox"/>
WILLIAM SHIND	43 DREWS ST	BENS <sup>enville</sup> IL 60014	---	<input type="checkbox"/>
Roberta Baird	43 DIERKS ST	Bensenville		<input type="checkbox"/>
Janis Arquette	196 S. Mason	Bens.	janispasg@yahoo.com	<input type="checkbox"/>
Ann L. Smith	220 MINER	BENS <sup>enville</sup> IL		<input type="checkbox"/>
				<input type="checkbox"/>
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Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
BALA GOGINEMI	154 S YORK RD	BENSENVILLE IL 60016	bala.goginemi@hotmail.com	<input checked="" type="checkbox"/>
STEVIE PAWELA	196 S. CHURCH RD	BENSENVILLE 60015		<input checked="" type="checkbox"/>
JOE RICCHETTI	802 W. GREEN ST.	B-VILLE IL 60008		<input type="checkbox"/>
Rose Ricchetti	11	IL 60011		<input type="checkbox"/>
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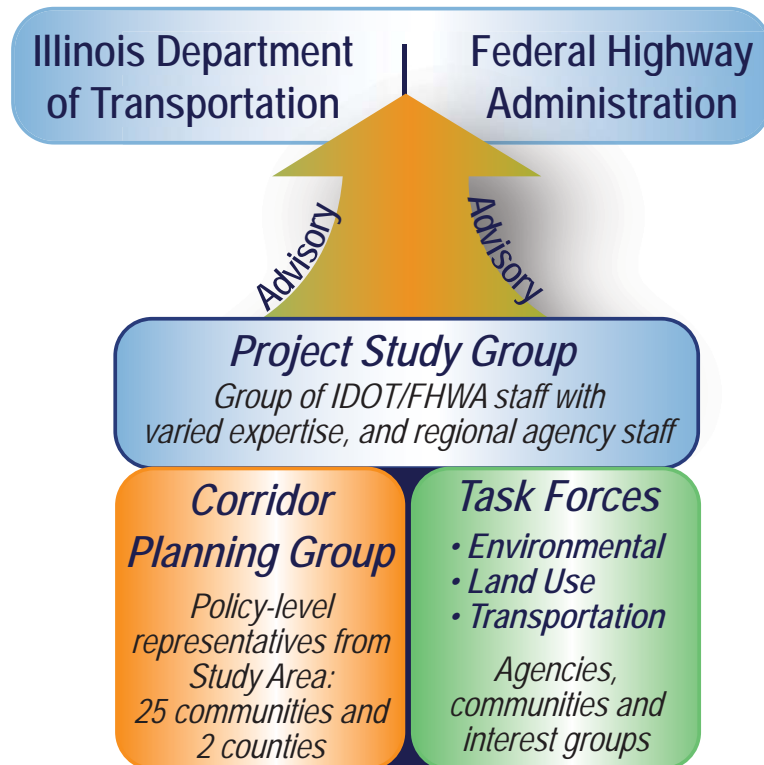
SECTION 3

## **Meeting Materials**

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# What are the project working groups?

Project Study Group | Corridor Planning Group | Task Forces



## Corridor Planning Group

- |                     |                         |                   |                 |
|---------------------|-------------------------|-------------------|-----------------|
| • Addison           | • Elk Grove Village     | • Melrose Park    | • Rosemont      |
| • Arlington Heights | • Elmhurst              | • Mount Prospect  | • Schaumburg    |
| • Berkeley          | • Franklin Park         | • Norridge        | • Schiller Park |
| • Bensenville       | • Hillside              | • Northlake       | • Villa Park    |
| • Bloomingdale      | • Itasca                | • Park Ridge      | • Wood Dale     |
| • Chicago           | • Medinah               | • Rolling Meadows | • Cook County   |
| • Des Plaines       | (Bloomingdale Township) | • Roselle         | • DuPage County |

## Task Forces (Land Use | Environmental | Transportation)

- Communities
  - Agencies
  - Interest Groups
- (Talk to IDOT representatives if you are interested in learning about joining a task force)



The Illinois Department of Transportation is beginning a new study called the Elgin O'Hare - West Bypass project that will evaluate transportation needs and system alternatives within a study area generally bordered by I-90 on the north, I-290 on the west and south, and I-294 on the east. The study area, which includes Cook and DuPage counties and 25 communities, is a regional transportation hub, with one of the nation's busiest airports, multiple interstate highways, transit facilities, and major freight transportation facilities and distribution centers. The area is densely developed with a mix of residential, commercial, and industrial land uses.

Planning studies for the Elgin O'Hare - West Bypass project will be advanced in two phases that build upon one another. The first phase (tier) of the project will include preparation of a Tier One Environmental Impact Statement (EIS), which will identify a preferred transportation system alternative for the study area. This system alternative may include a variety of improvements to roadways and transit facilities, as well as transportation management strategies. When Tier One is complete, the transportation system alternative can be divided into individual projects for which more detailed engineering and environmental studies will be conducted: Tier Two.

**This project focuses on the development of a transportation system improvement considering such transportation modes as highway, transit, and bike and pedestrian facilities.**



# Frequently Asked Questions

## Q: What is the Elgin O'Hare - West Bypass project?

A: With the goal of improving transportation in the region, the Illinois Department of Transportation (IDOT) has begun a study to identify options for building an extension of the Elgin O'Hare Expressway and a western bypass of O'Hare International Airport. Known as the Elgin O'Hare - West Bypass, the project includes preliminary engineering and environmental studies of the potential extension of the Elgin O'Hare Expressway to the east, as well as a potential western bypass of O'Hare connecting I-90 and I-294.

## Q: When will this study be complete, and how much will it cost?

A: The first segment of the study is scheduled for completion in early 2010. The study team will be looking for every opportunity to accelerate this schedule. The final product of this phase will be IDOT's submission of a final environmental impact statement and record of decision that states the preferred transportation system plan for the area. Once a preferred plan is in place, IDOT will begin the study's second tier, which involves detailed engineering and environmental studies for parts of the selected plan that are ready to move forward. This stage is expected to be completed by 2013. The study team will look for every opportunity to accelerate the schedule.

Federal legislation designated this transportation corridor as a region of national significance and earmarked \$140 million in federal funds

to advance the Elgin O'Hare - West Bypass project. The initial contract for the planning work is \$5.4 million. Actual construction costs will be determined once a preferred alternative is developed.

## Q: What prior studies related to this issue will be considered during the Elgin O'Hare - West Bypass study?

A: This study represents a fresh start. While prior studies and findings will factor in to this process, the main goal is to start anew to consider project alternatives and corridor locations. Further, a new study will take in to consideration the enormous amount of growth that has taken place in the area over the last two decades.

## Q: When will the project be constructed?

A: At this point, there is no firm construction timeline. With the typical project development process, studies and planning efforts come in advance of funding. IDOT will develop potential financing strategies as part of the study scope.

## Q: How does this relate to the O'Hare Modernization Program?

A: The O'Hare Modernization Program is considered a given. The OMP set aside a 300-foot corridor that will be considered for a future roadway as well as a western terminal in the vicinity of the York/Thorndale intersection.

# What's Next?

This public meeting is designed to elicit information from you - the people who live and work in the study area - and to provide an overview of the Elgin O'Hare-West Bypass project. Much of the technical work associated with the project is just beginning. This fall we will begin development of the project purpose and need, which defines the reasons for the project and the transportation issues the project will address. At the same time, we will be busy conducting a detailed technical analysis of the existing transportation system in the study area. We are using a transportation model to identify congested roads, travel patterns, and accessibility issues. Once we have completed these two steps, we will have a clear understanding

of the existing system as well as the goals and objectives for the project. At that point, we can begin developing the initial alternatives. When we have an initial range of alternatives defined, we will schedule a second Public Meeting to share them with you and get your feedback.

## REMINDER!

Throughout the project, we will continue to meet with interested parties and get their input on the project. If you are part of a group that would like an IDOT representative to come talk to your organization about the project, contact Ron Krall (847)705-4103.

# Get Involved!

## Public involvement is crucial!

In addition to this Public Information Meeting, there will be many opportunities for you to be involved in the Elgin O'Hare-West Bypass project. Newsletters will be distributed to coincide with key project milestones, and workshops and public information meetings will be held throughout the duration of the project. If you cannot attend an outreach event, up-to-date project information is always available at our project Website: [www.elginohare-westbypass.org](http://www.elginohare-westbypass.org)

## Stay on the look-out for future Public Involvement Opportunities:

- Newsletters
- Web site: [www.elginohare-westbypass.org](http://www.elginohare-westbypass.org)
- Small group meetings
- Speakers' bureau - invite us to speak at your event!
- Public information meetings and Public Hearing
- Stakeholder workshops







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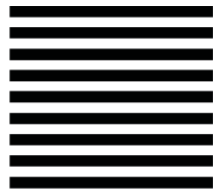
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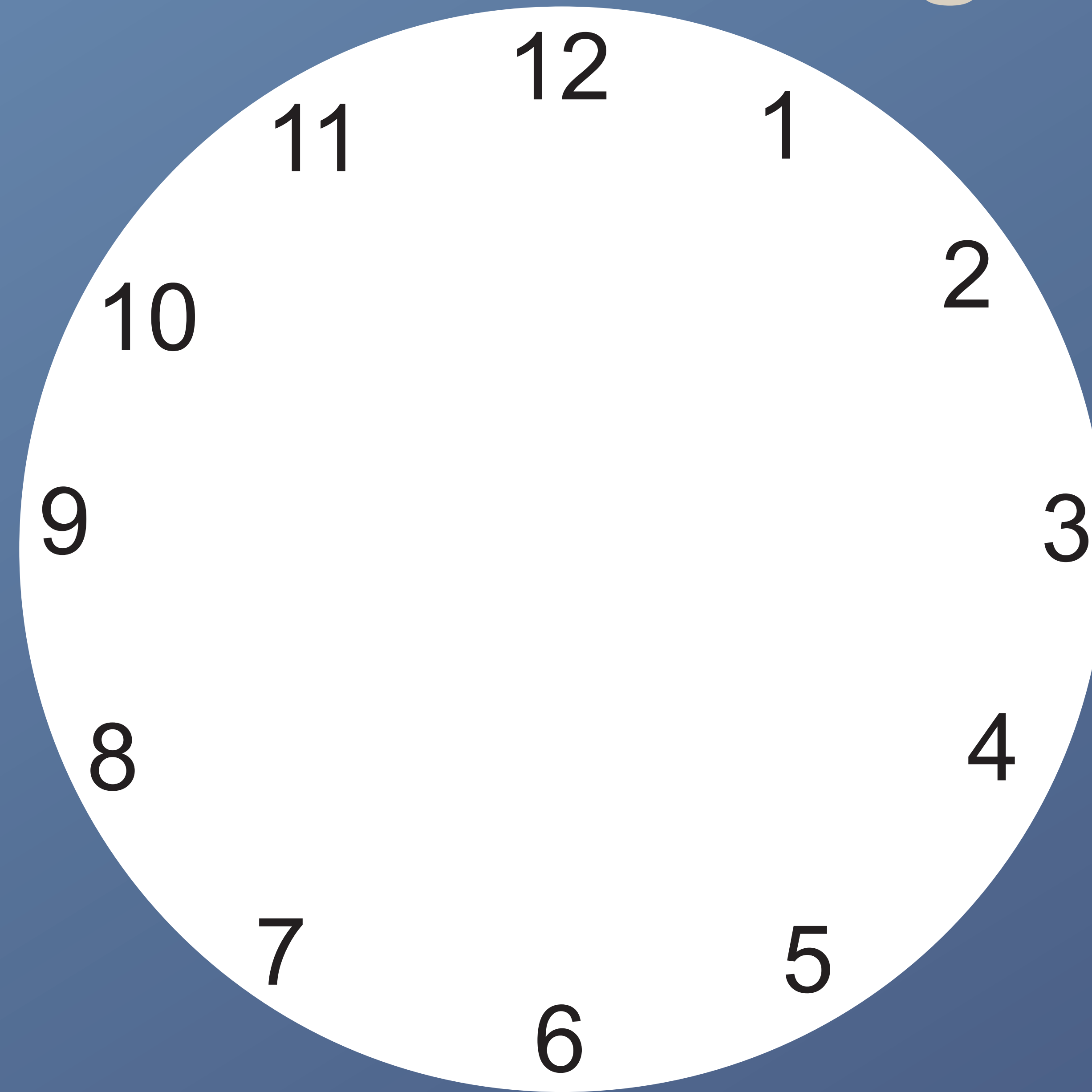
# Welcome to the Elgin O'Hare – West Bypass Public Information Meeting





# Introductory Video

## Next Showing

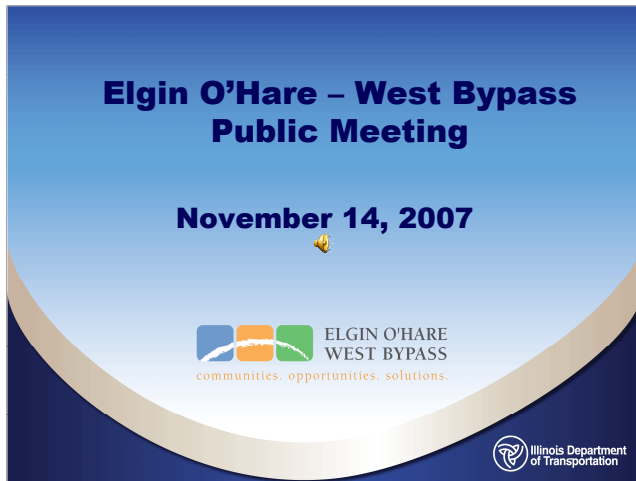


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Illinois Department  
of Transportation



Welcome to the first Public Meeting for the Elgin O'Hare – West Bypass project.  
Thank you for taking time to participate in this important study.

### Project Area

- Two counties and 25 communities
- Major national and regional transportation hub
- 2<sup>nd</sup> largest employment center in Northeast Illinois

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The slide features a map of the study area in Cook and DuPage counties, Illinois, bounded by I-90, I-294, and I-290. The map shows major highways and the study area boundary. To the right of the map is a bulleted list of key features. The slide also includes the project logo and the Illinois Department of Transportation logo.

We are just beginning a study to evaluate the need for future transportation improvements in the study area, which is bounded by I-90 on the north, I-294 on the east, and I-290 on the west and south. The study area, which includes Cook and DuPage counties and 25 communities, is about 50 square miles in size. It is a regional transportation hub with one of the nation's busiest airports, multiple interstate highways, transit facilities, and freight and distribution centers. It has become the second largest employment center in Northeast Illinois.


## Federal Funds Advance Project

- **SAFETEA-LU (2005)**
  - Elgin O'Hare – West Bypass identified as projects of regional and national significance
  - \$140 million earmarked
- **Federal funding requires NEPA planning process and other Federal requirements**
  - Starts with needs assessment followed by development and evaluation of alternatives
  - Preparation of an Environmental Impact Statement




In 2005, the new transportation bill, SAFETEA LU, identified the potential concept of Elgin O'Hare – West Bypass as a project of regional and national significance and earmarked \$140 million. With this federal funding, we are required to follow **many federal regulations, one of which is the National Environmental Policy Act (NEPA), which means we will first identify** the current and future transportation issues that will occur without major improvements in the study area. Once these issues are defined, we will identify a wide range of alternative solutions, evaluate those alternatives, and select a recommended alternative. This process will be documented in an Environmental Impact Statement.

## Much has changed



- O'Hare Modernization Program
- West O'Hare Corridor Economic Development Study (DuPage County)
- Cook – DuPage Corridor Study (RTA)
- Tollway Congestion Relief Program
- STAR Line New Starts Study (Metra)



The study area has been the focus of prior studies and plans over the last several decades. However, much has changed since that time. A new comprehensive assessment of the current and future transportation issues and possible solutions is needed. This study will consider

Effects of the O'Hare Modernization Program

Recommendations of DuPage County's, West O'Hare Corridor Economic Development Study

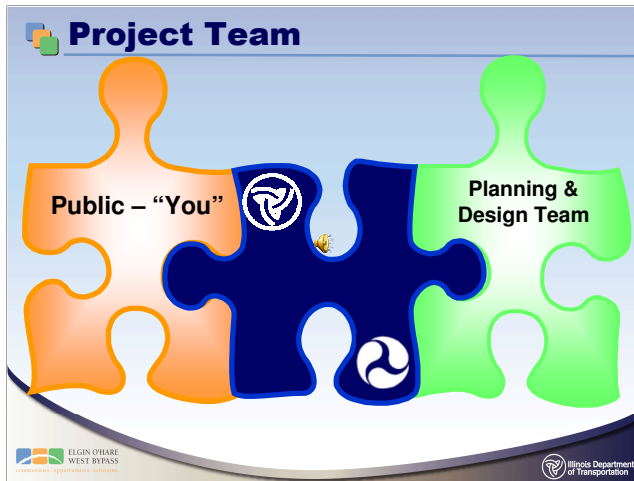
Recommendations of the RTA's Cook-DuPage Corridor Study

Effects of the Tollway Congestion Relief Program

Effects of the Metra Star Line.

Looking at the area, it quickly becomes apparent that there isn't a single solution to the transportation issues... a comprehensive system approach is required.





The Illinois Department of Transportation (IDOT) District 1 is leading this project. They, along with the Federal Highway Administration, will provide policy guidance and make final recommendations. The Study Team is looking for input from you to make effective decisions. The planning and design team -- made up of various specialized consultants -- will perform the technical work.

**NOTE: ADDED FHWA LOGO**



To kick off this project, we have developed some basic project objectives. The project represents a fresh start – both because of the Federal requirements, and because the area has changed. IDOT is committed to an open process that encourages stakeholder involvement and brings out critical information and commentary. We will perform an in depth assessment of the transportation needs before forging ahead with developing possible solutions. The project won't be examining a single corridor or two in detail... rather, we will examine the entire transportation system to come up with a preferred system plan that is supported by stakeholders. **Once we have an overall preferred system plan, we will develop financing strategies and implementation priorities that will guide the project through the next stages of development.**

NOTE: Moved Financing and Implementation bullets under outcome.

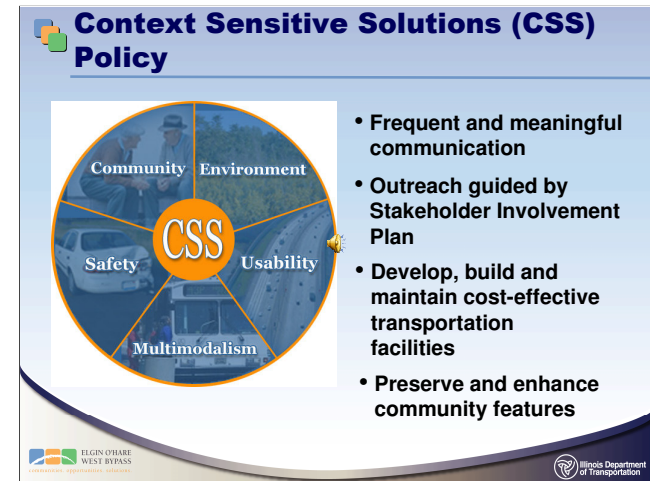


Our planning process will be completed in two parts. The first part -- or "Tier One" -- will take approximately three years **ending with a Tier One Environmental Impact Statement (EIS) that identifies the preferred system alternative or alternatives. The preferred alternative will consider all types of transportation: roadway, transit, bicycles, and pedestrians, as well as transportation management strategies.** If we have consensus on a solution sooner, it may be possible to accelerate this schedule.

The second part -- Tier Two -- consists of detailed planning for individual pieces of the Tier One system plan that are ready to move forward towards design. **For each Tier Two project, a separate environmental document will be prepared.**

**NOTE: Completely changed animation... full graphic comes in... then boxes out to just "Tier One" portion... the Tier One EIS text appears... then it briefly returns to the full graphic followed by just the "Tier Two" portion... the final animation is Tier Two Environmental Documents text.**

**NOTE: Added Tier One Environmental Impact Statement and Tier Two Environmental Documents to the slide.**



This project affects many agencies, communities, groups and residents; therefore, we will be using the Context Sensitive Solutions (CSS) approach to involve stakeholders early and often. **Our outreach program is guided by the Stakeholder Involvement Plan developed specifically for this project. We will use input from stakeholders to help us define effective, multimodal transportation solutions by working with stakeholders (such as yourself) to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings -- it's "Context".**

This is achieved through open communication with stakeholders with an end result that will preserve and enhance the scenic, economic, historic and natural qualities of the settings through which they pass.

**Note: changed bullets slightly to match text.**

## Stakeholder Involvement Plan (SIP)

- Identifies known stakeholders
- Summarizes stakeholder involvement methods and strategies
- Defines roles of project working groups
- Outlines agency coordination protocols
- Mandates quarterly review/update of SIP

The Stakeholder Involvement Plan provides a guide for implementing stakeholder involvement for this project. The plan identifies known stakeholders, summarizes outreach methods, defines the project working groups, outlines the agency roles and coordination procedures, and describes procedures for updating the plan through the duration of the project.

**NOTE:** New slide.

## How Can I Get Involved?

**Working Group**

**Project Study Group**  
Group of IDOT/FHWA staff with varied expertise, and regional agency staff

**Corridor Planning Group**  
Policy-level representatives from Study Area: 25 communities and 2 counties

**Task Forces**  
• Environmental  
• Land Use  
• Transportation  
Agencies, communities and interest groups

**Comment Form**  
Sign me up for Mailing List

Opportunities for stakeholders to keep informed about the project, or participate directly are offered through newsletters, the project website, public meetings, comment forms & mailing lists, workshops, speakers' bureau and working groups. Please contact a team member in the exhibit room regarding various ways you can become involved.


The Project Working Groups organizational structure is lead by the Project Study Group made up of IDOT, FHWA and Regional Agencies. The Corridor Planning Group is comprised of policy-level representatives of the two counties and 25 communities in the study area. In addition, there are three task forces groups – Environmental, Land Use and Transportation. These task forces will be made up of agency personnel, interest groups or other stakeholders with a background or interest in each respective field.

**Note:** New working group graphic incorporated




## Message from IDOT

Diane O'Keefe, IDOT's Regional Engineer in the Chicago area.



*"We encourage and look forward to the public's involvement in helping us shape the transportation options for the study area. We seek your continuing involvement as we move through this process, because communities working together will give us the direction for the future. Please participate... every comment, made either in writing or verbally is helping to define the consensus solution."*

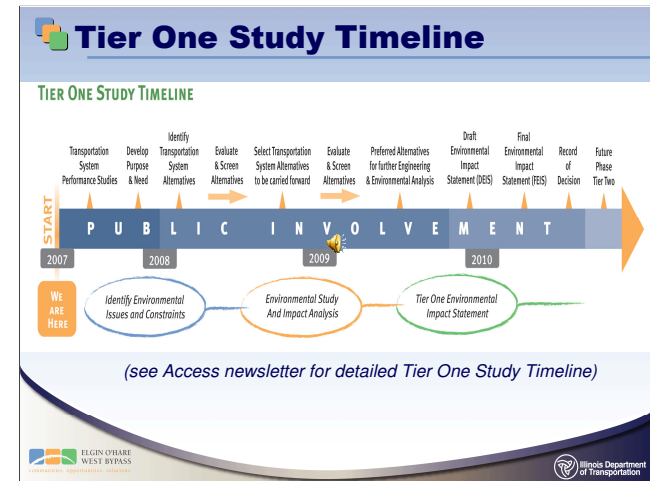


ELGIN O'HARE WEST BYPASS  
COMMUNICATING OPPORTUNITIES, ADDRESSING CONCERNS

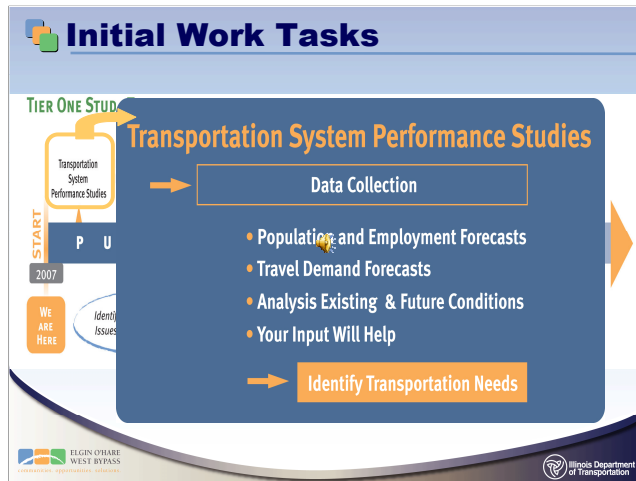
Illinois Department of Transportation

Diane O'Keefe, IDOT's regional engineer in the Chicago area, had these thoughts...  
 "We encourage and look forward to the public's involvement in helping us shape the transportation options for the study area. We seek your continuing involvement as we move through this process, because communities working together will give us the direction for the future. Please participate, every comment, made either in writing or verbally is contributing to defining the **consensus** solution."

**Note:** changed slide to consensus... if we can find a time for Diane to re-record we will change this. Trying to get a photo of Diane for use on this slide.



This project timeline shows each of the steps of this study from where we are today to the end of the Tier One process.



We will take the information we hear tonight along with the input that has been provided to us already by the Corridor Planning Group, and we will use it to help us better understand the current conditions in the study area. This input, coupled with results of our ongoing traffic modeling studies will help us gain an understanding of the existing and future transportation needs.



After we have compiled all this information, we will develop the Purpose and Need, continue compiling relevant project information and data, conduct workshops and meetings with stakeholders, and begin developing our initial range of alternatives. In the middle of 2008, we will host another public meeting to share this information to you, and get your feedback. We will then continue developing and evaluating the initial alternatives.

 **We Want to Hear from You**

- Verbal comments
- Written comment forms
- Website: [www.elginohare-westbypass.org](http://www.elginohare-westbypass.org)
- Project Questions: 🙋  
Ron Krall, IDOT Project Manager,  
(847) 705-4103



There are comment forms available here at this meeting, and comments can also be submitted through the project website. Please fill out the comment form and place it in one of the comment boxes in the exhibit room or place it in the mail.

 **Thank you for attending!**

**Please visit the exhibit room,  
meet with project team members  
and  
give your comments.**

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



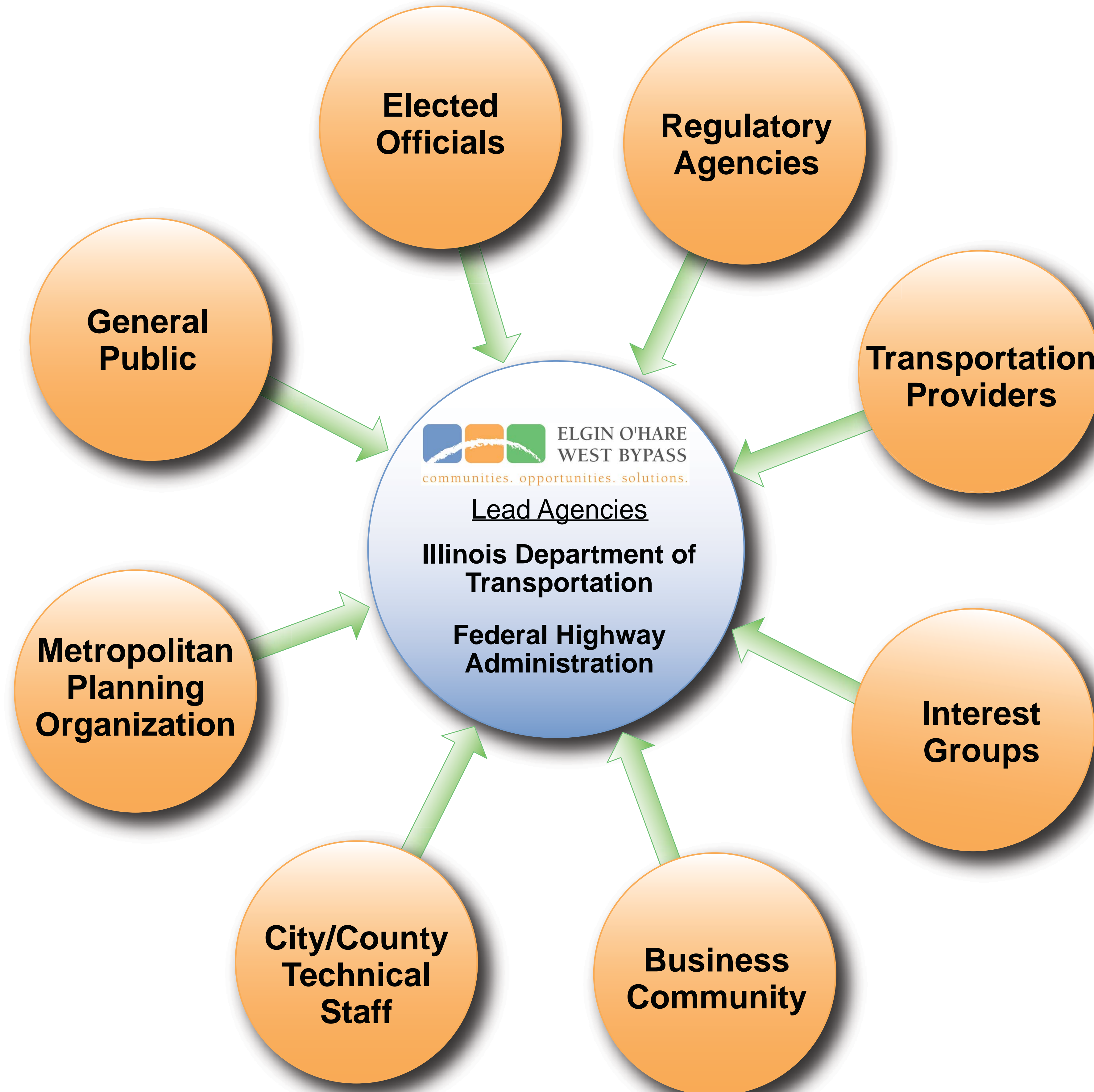


# Registration





# Who's involved in the study?







# Organizational Structure

## Lead Agencies

Illinois Department of Transportation  
Federal Highway Administration

## Project Management Consultant

Smith Engineering Consultants  
(Functions as extension  
of IDOT staff)

## Engineering/Environmental Consultant

CH2M HILL

## Subconsultants

Christopher B. Burke Engineering Ltd  
Landrum -Brown  
STV  
Vlecides - Schroeder  
Regina Webster & Associates  
DB Sterlin  
Res Publica  
Images, Inc.

## Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

- ✓ Signed in 2005
- ✓ \$244.1 billion through 2010 for highways, safety, and public transportation
- ✓ SAFETEA-LU places emphasis on:
  - ▶ Safety
  - ▶ Equity
  - ▶ Innovative finance
  - ▶ Congestion Relief
  - ▶ Mobility & Productivity
  - ▶ Efficiency
  - ▶ Environmental Stewardship
  - ▶ Environmental Streamlining
- ✓ SAFETEA-LU identified Elgin O'Hare – West Bypass as projects of regional and national significance
- ✓ SAFETEA-LU earmarked \$140 million to advance Elgin O'Hare – West Bypass Project
- ✓ Using this federal funding requires that the project follow the process defined in the National Environmental Policy Act as well as other Federal requirements  
*(for more information visit the Environment Station)*





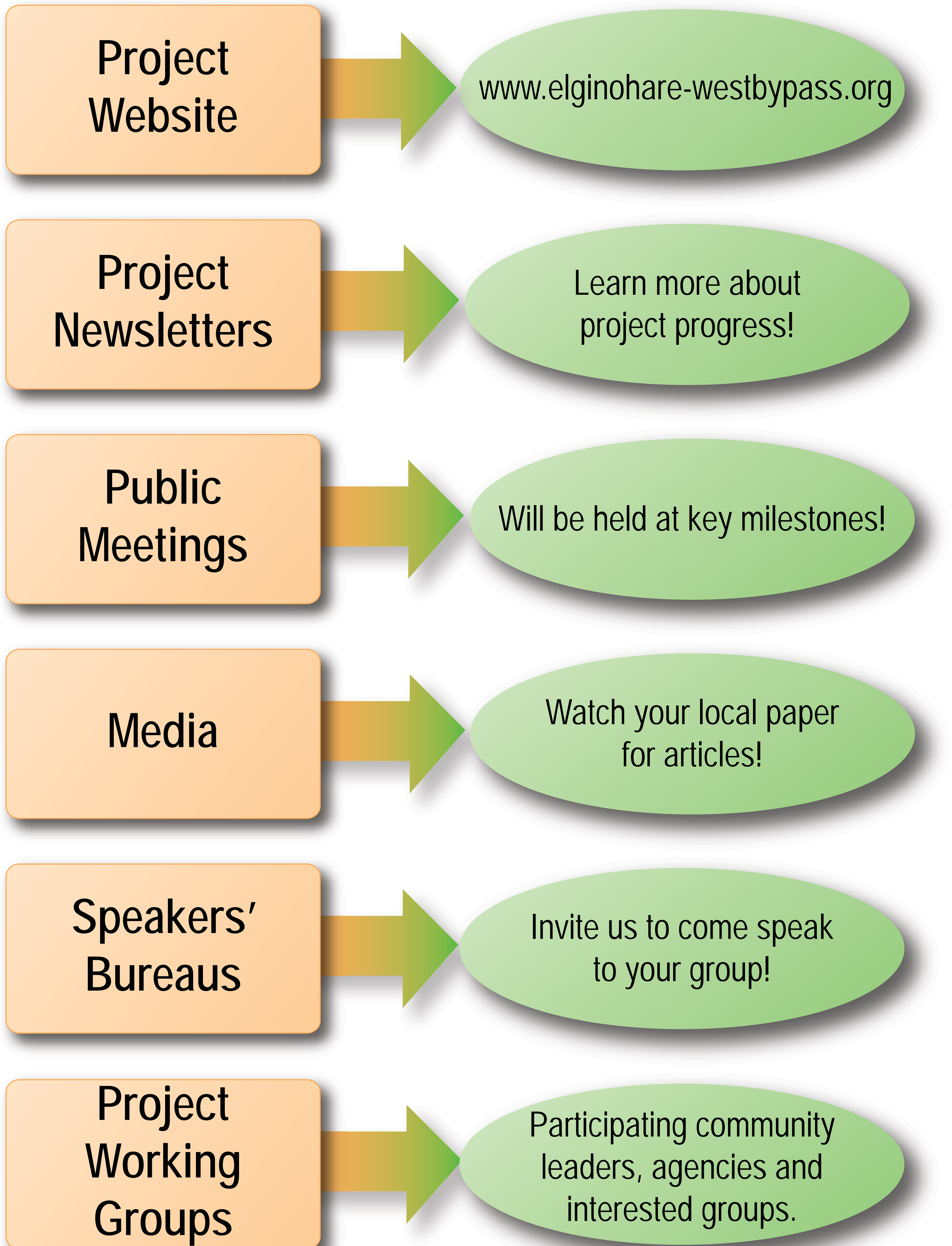
# Study Area Map







# Public Involvement







ELGIN O'HARE  
WEST BYPASS

communities. opportunities. solutions.

# What is the role of the Project Working Groups?





# Context Sensitive Solutions (CSS)

This project will follow IDOT's CSS Policy

## What is CSS?

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

## What is consensus?

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

IDOT and FHWA are responsible for final decisions.





# Project Working Groups

Illinois Department  
of Transportation

Federal Highway  
Administration

Advisory

Advisory

## *Project Study Group*

*Group of IDOT /FHWA staff with varied expertise, and regional agency staff*

### *Corridor Planning Group*

*Policy-level  
representatives from  
Study Area:  
25 communities and  
2 counties*

### *Task Forces*

- *Environmental*
- *Land Use*
- *Transportation*

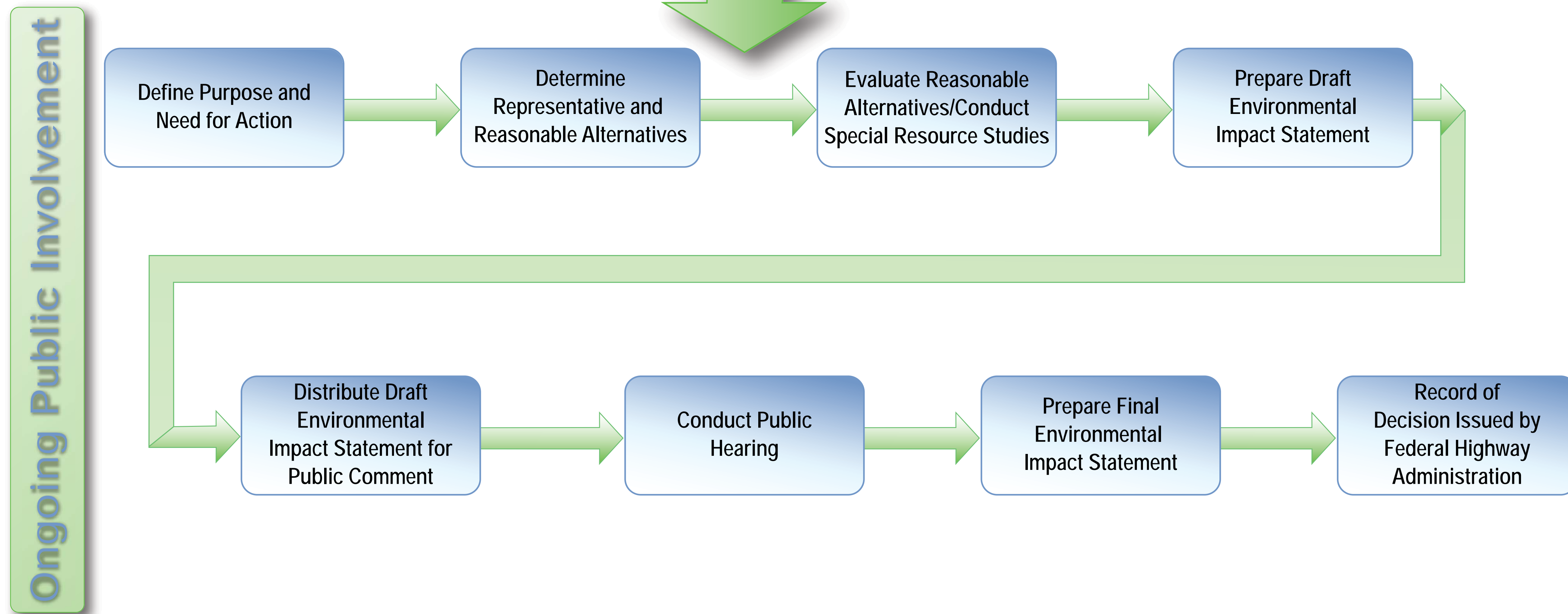
*Agencies,  
communities and  
interest groups*



# National Environmental Policy Act

## National Environmental Policy Act

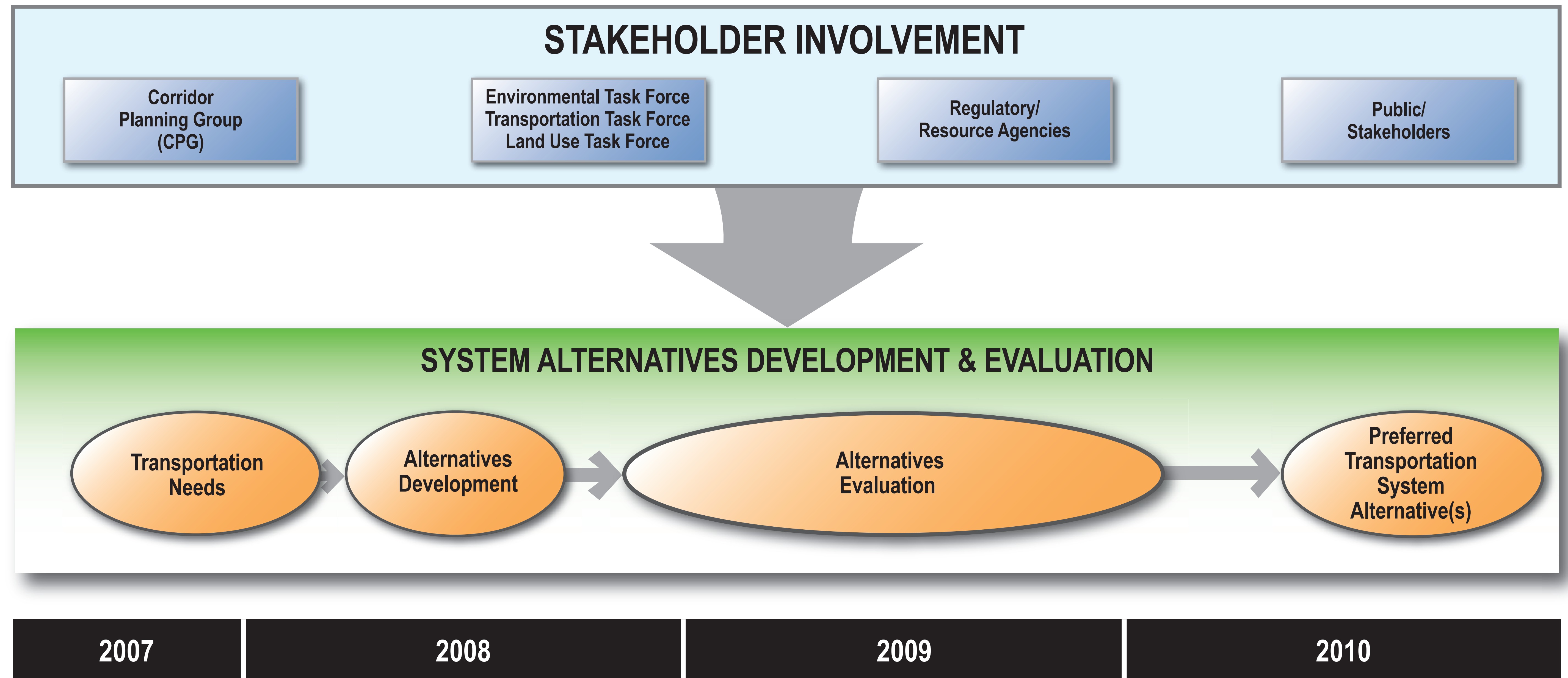
The National Environmental Policy Act (NEPA) process is intended to help public officials make decisions about proposed improvements with knowledge of potential environmental consequences and public input.







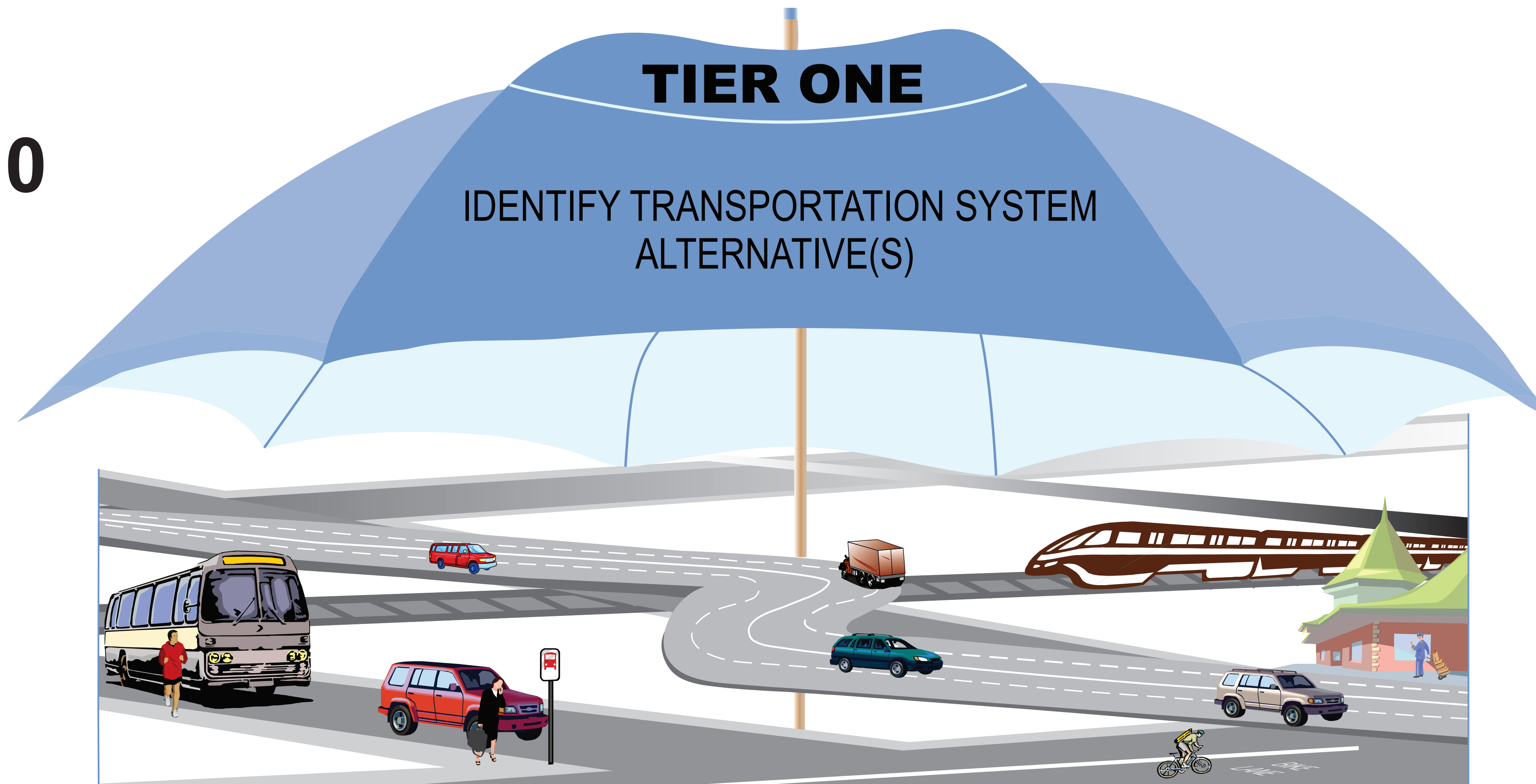
# Tier One Planning Process



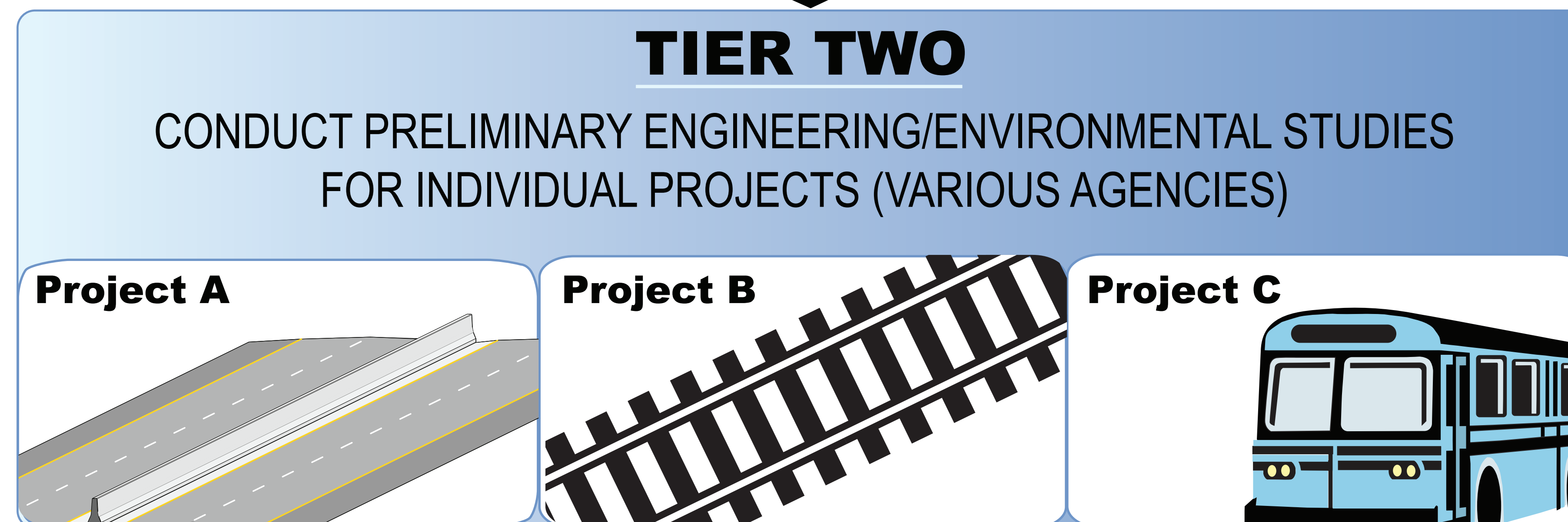


# The Planning Process – Two Parts

2007 - 2010



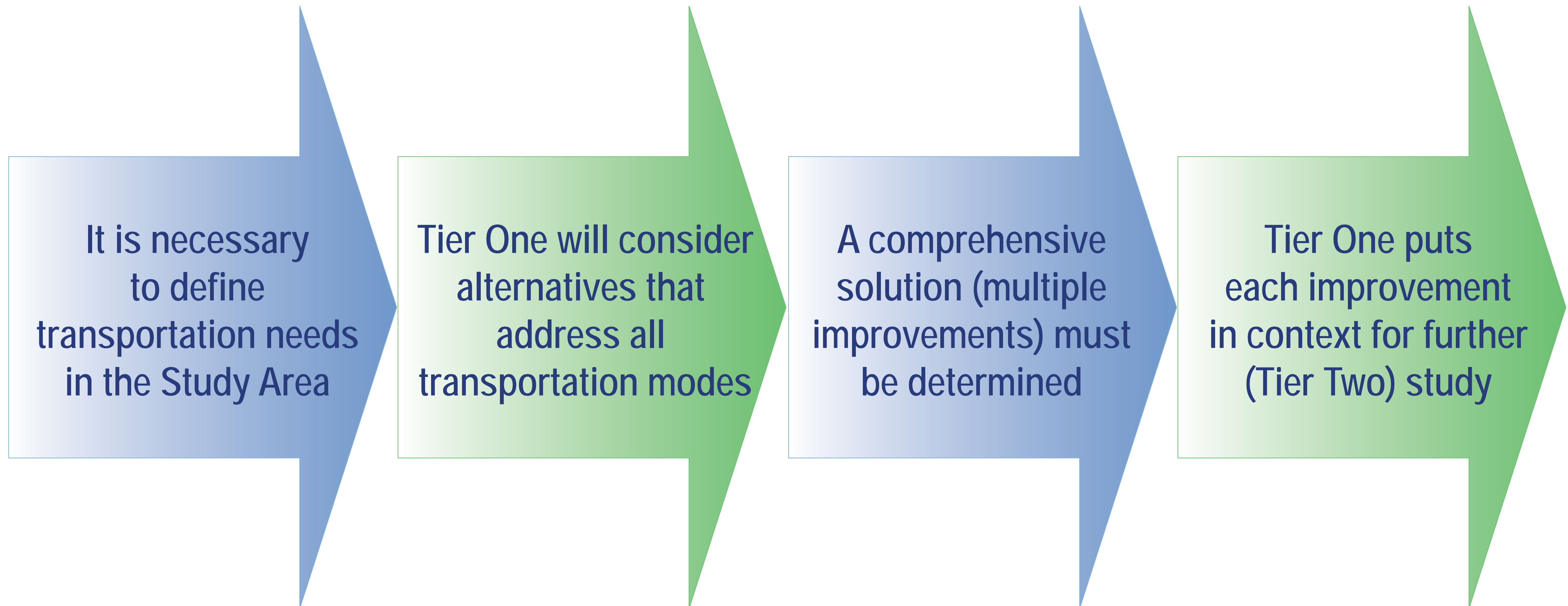
2010 - 2013



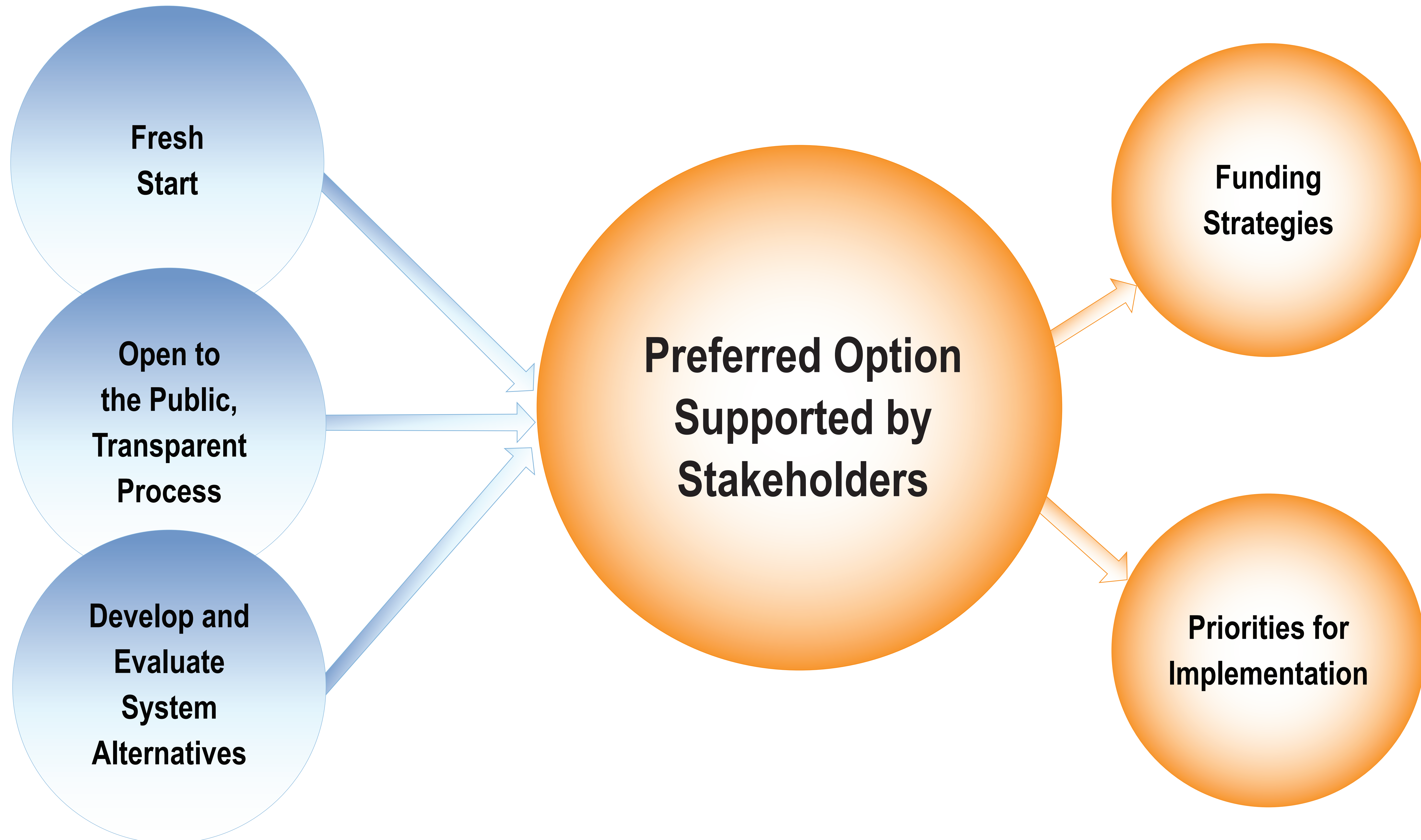




# Why Use a Tiered EIS Approach



# Project Objectives

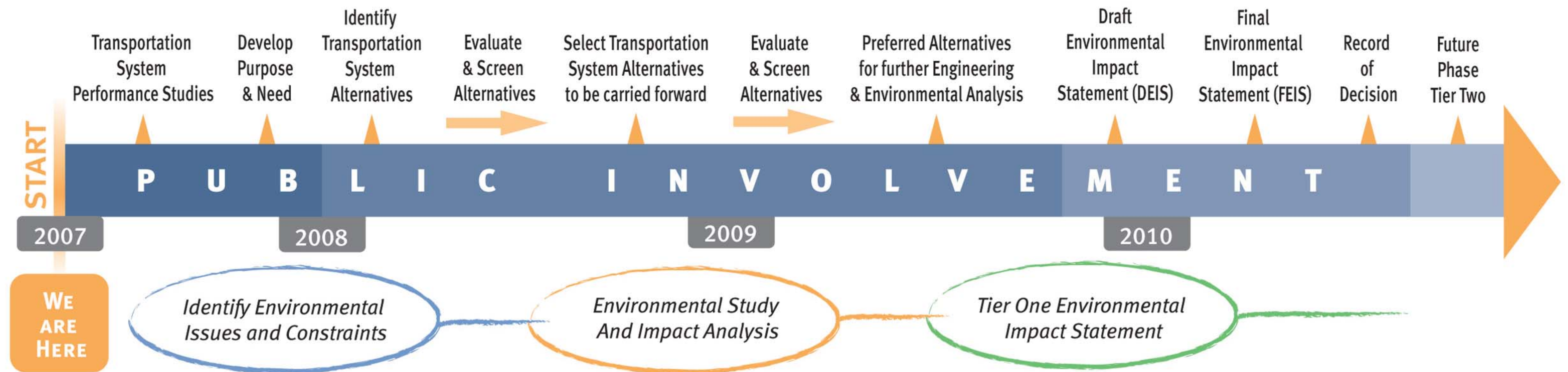






# Project Timeline - through Tier One

## TIER ONE STUDY TIMELINE







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WEST BYPASS

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# System Alternatives Development Process

Recommended System  
Alternative(s)

Stakeholder Input

Finalist System  
Alternative(s)

Stakeholder Input

Initial System  
Alternative(s)

Stakeholder Input

Transportation System  
Options

Stakeholder Input

Alternatives Development  
Framework

Stakeholder Input

Needs Analysis / Existing  
Conditions Analysis

Stakeholder Input

We are here



Illinois Department  
of Transportation

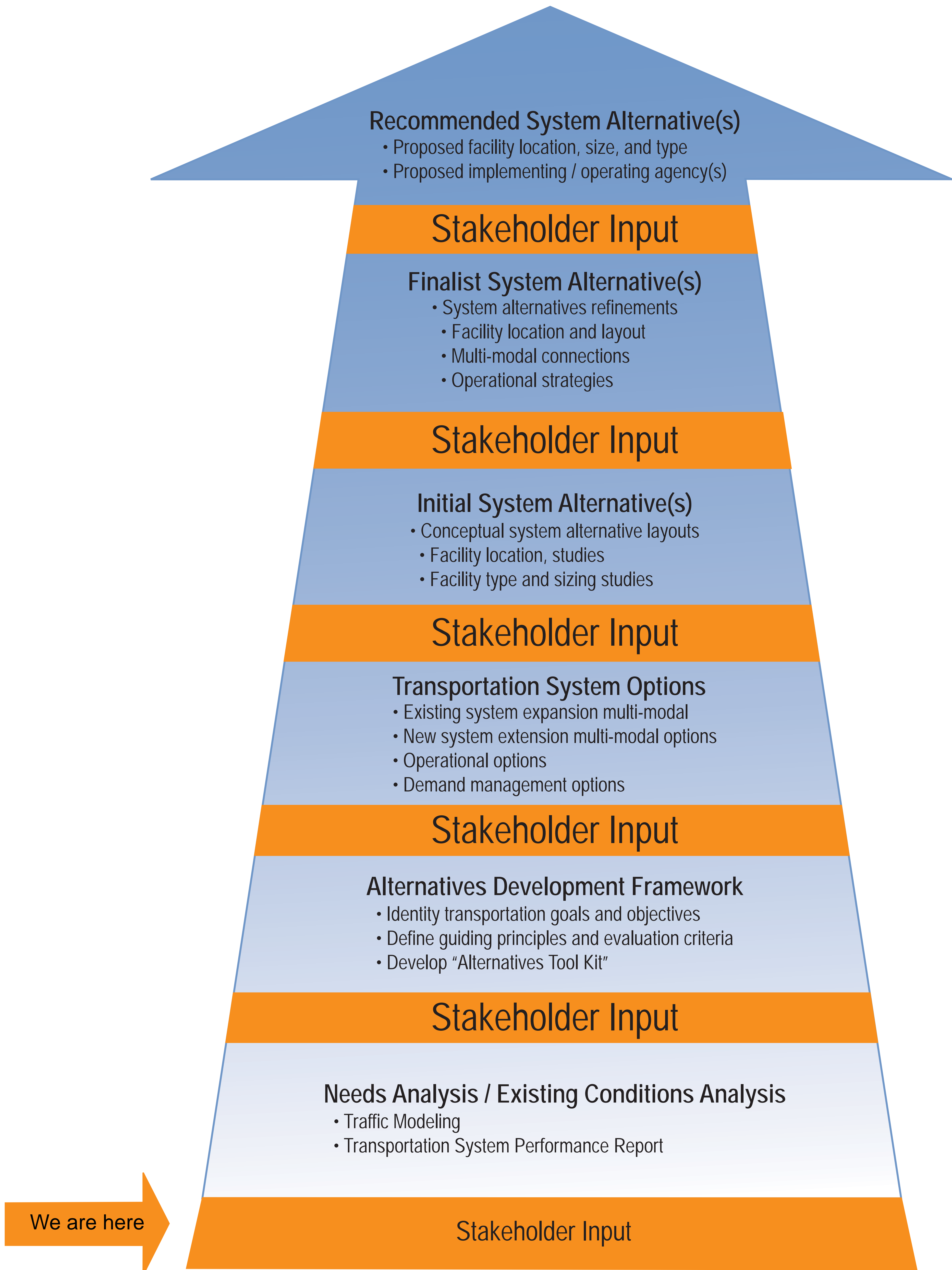




ELGIN O'HARE  
WEST BYPASS

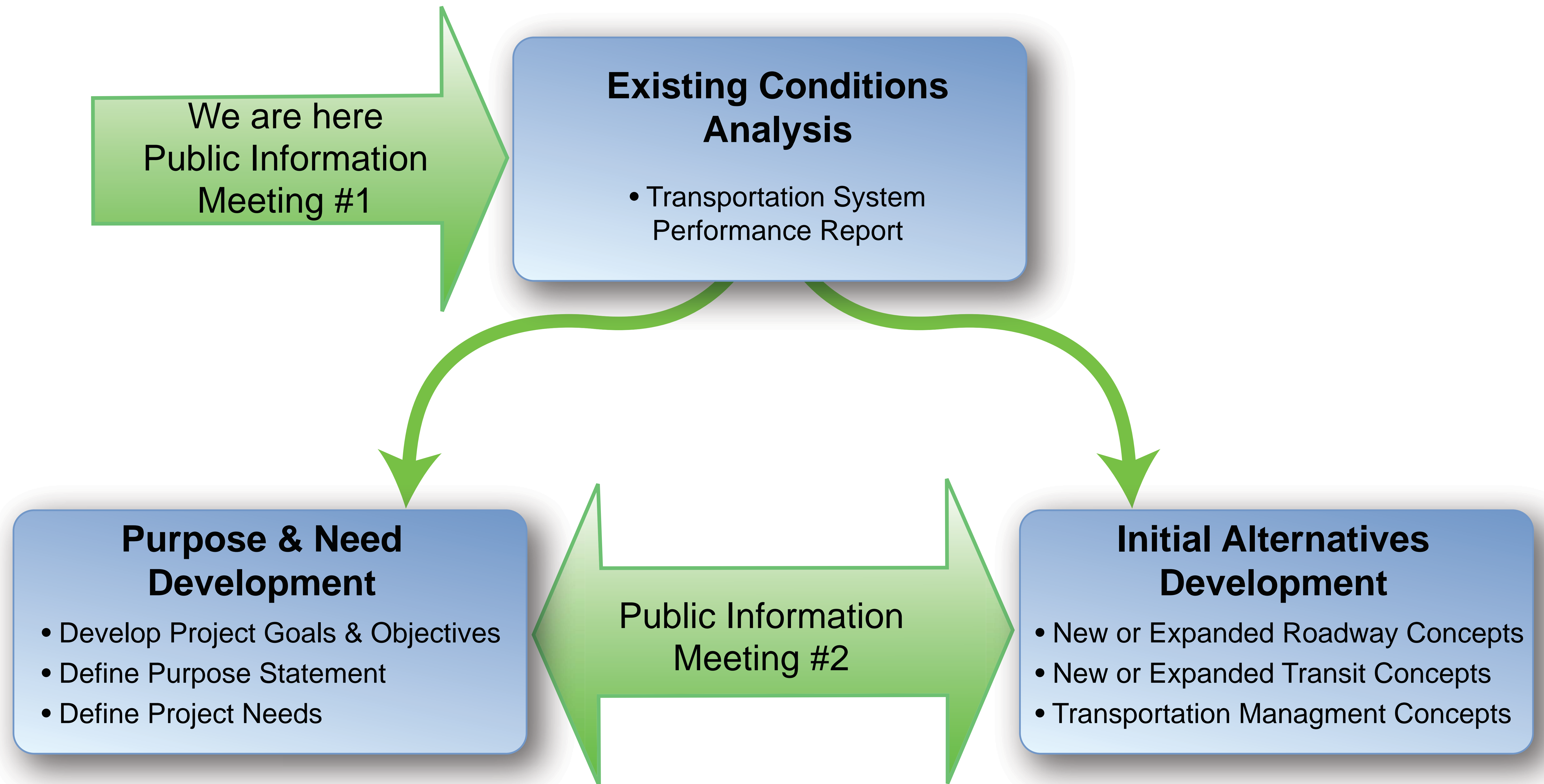
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# System Alternatives Development Process



Illinois Department  
of Transportation

# Next Steps – Through Public Information Meeting #2





# Comments





Please identify  
roadway issues  
on this map



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of Transportation

Please identify  
community or environmental  
features on this map



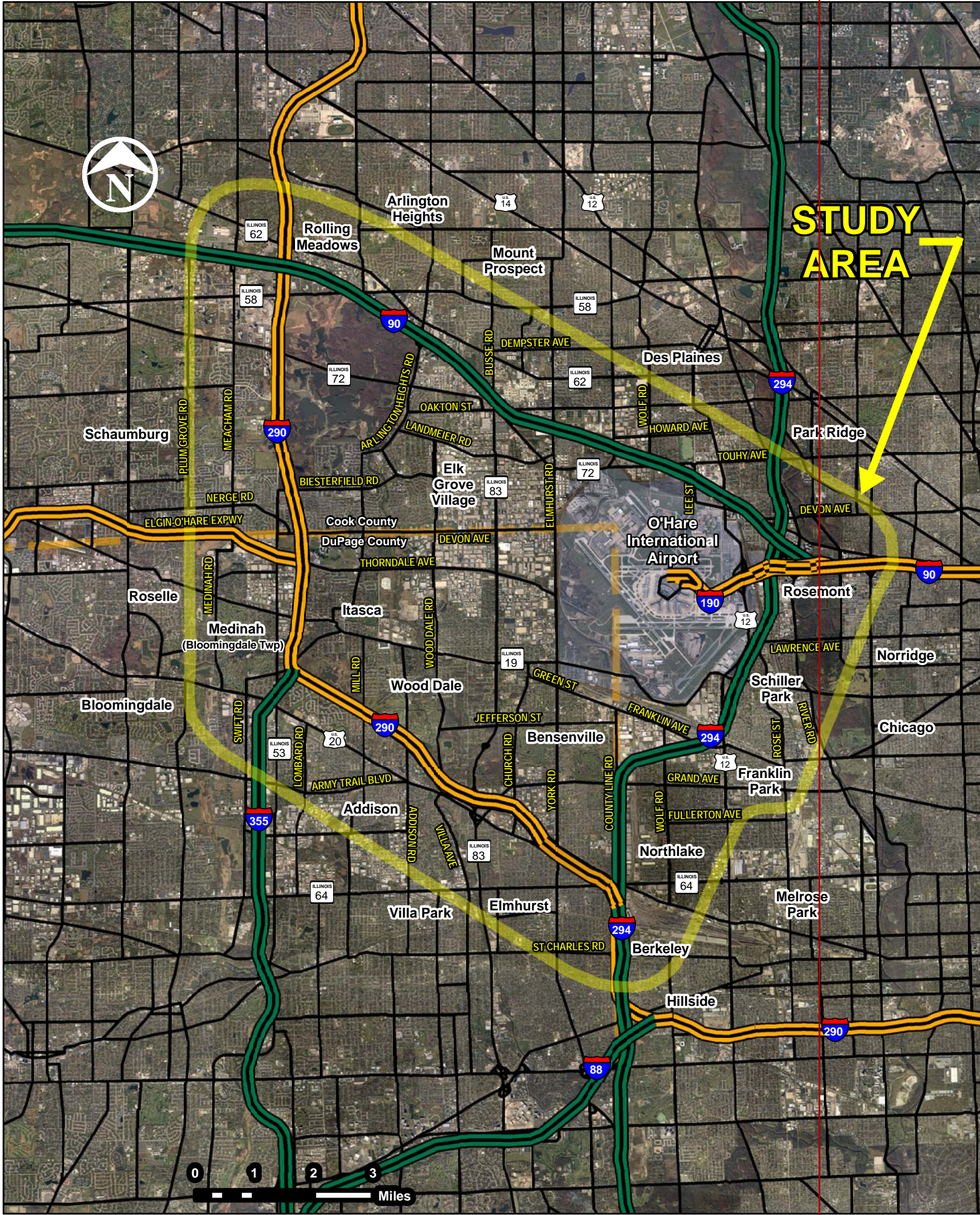
Please identify  
other transportation  
issues on this map







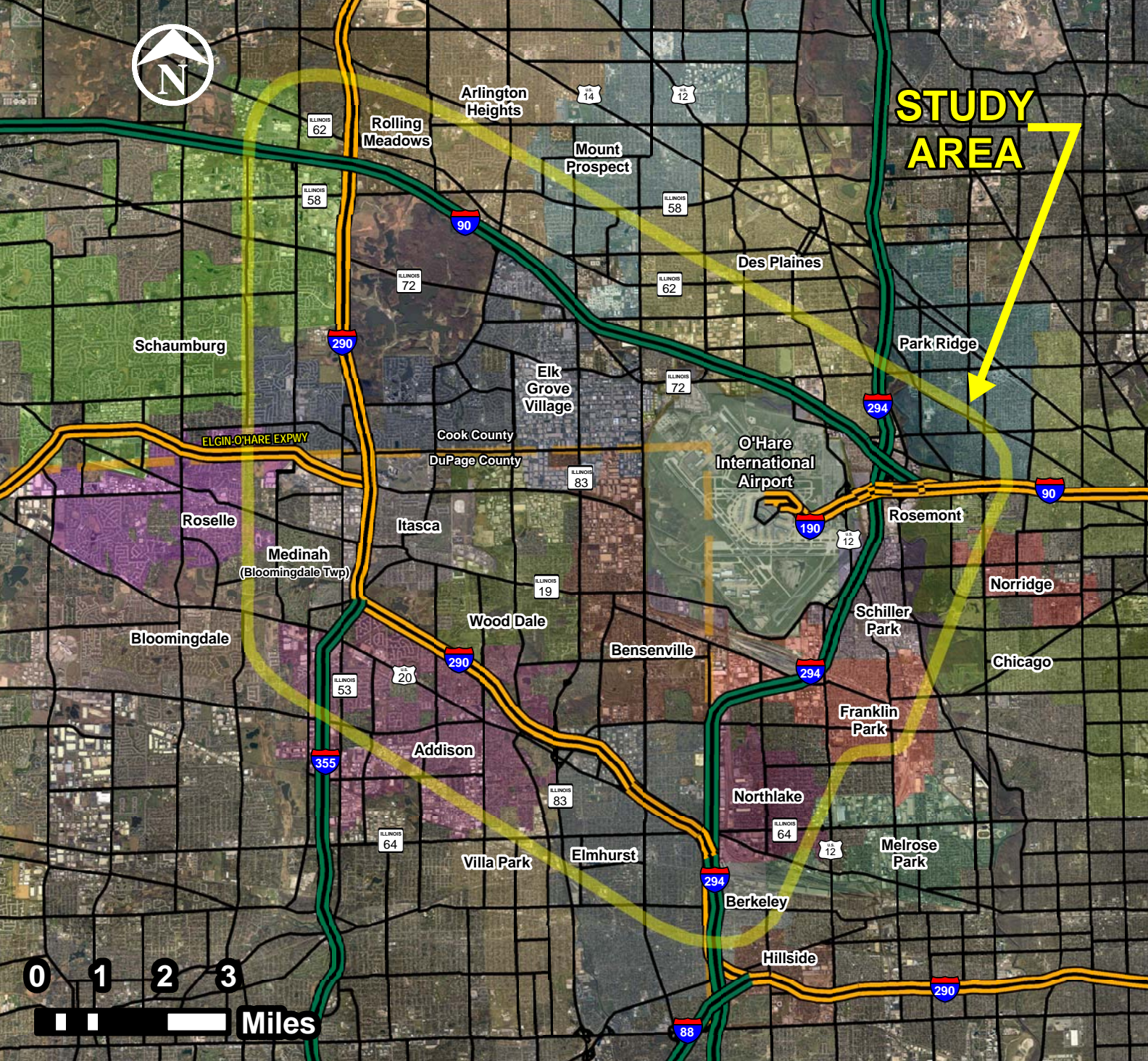
**STUDY AREA**







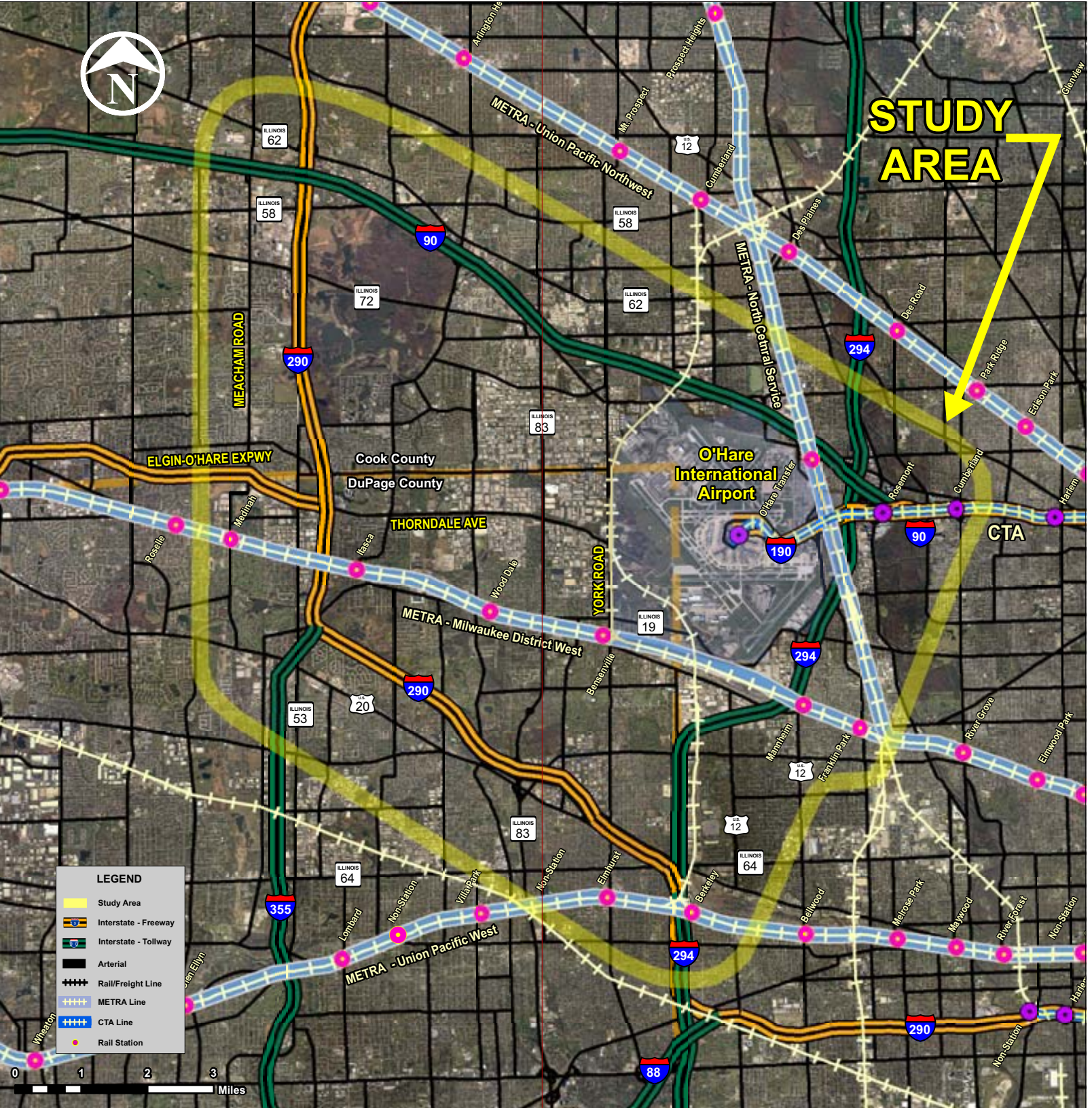
**STUDY  
AREA**





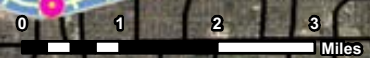


# STUDY AREA



### LEGEND

- Study Area
- Interstate - Freeway
- Interstate - Tollway
- Arterial
- Rail/Freight Line
- METRA Line
- CTA Line
- Rail Station





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



SECTION 4

## **Media Coverage**

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## **Newspaper Articles**

*Articles written prior to Public Involvement Meeting:*

Chicago Sun-Times, 10-1-07, "New route into O'Hare?"

Chicago Tribune, 10-1-07, "State to holds talks with municipalities on western access"

Daily Herald, 10-1-07, "Will Elgin O'Hare actually reach O'Hare?"

Daily Herald, 10-2-07, "Elgin-O'Hare battle looms again"

Daily Herald, 10-3-07, "Consultants will help Itasca map out development"

Daily Herald, 10-4-07, "IDOT wants do-over to fix O'Hare traffic"

Daily Herald, 10-5-07, "Pick up the pace for building bypass"

The Business Ledger, 10-25-07, "Municipalities Cite Concerns About Elgin-O'Hare Corridor"

Chicago Tribune, 11-12-07, "Transit to get a bit less taxing"

*Articles written following Public Involvement Meeting:*

Bensenville Press, 11-15-07, "Hundreds speak out at O'Hare western access hearing"

Chicago Tribune, 11-16-07, "Residents get say on new roadway"

Pioneer Press, 11-21-07, "Rethinking Elgin-O'Hare"

Pioneer Press, 11-29-07, "400 residents flood meeting, asking: "Where are the plans?"

Journal-Topics, 12-5-07, "Easy Access"



## **New route into O'Hare?**

WESTERN ACCESS | IDOT study is a 'fresh start' on an old idea

October 1, 2007

BY MONIFA THOMAS Transportation Reporter/mjthomas@suntimes.com

After languishing for years on transportation planners' wish list, efforts to build a western access route to O'Hare Airport are ramping up again.

The Illinois Department of Transportation is conducting a multiyear environmental and engineering study as a prelude to applying for federal funds to build a second entrance into O'Hare.

Past proposals have involved extending the Elgin-O'Hare Expy. farther east and creating a western bypass around the airport that would connect Interstate 90 to Interstate 294. Cost estimates for the earlier plans were more than \$1 billion.

IDOT said the new study will be a "fresh start" on an old premise, shaped by talks with affected communities.

"We're approaching this with a totally open mind," IDOT spokesman Mike Claffey said.

DuPage County officials have been pushing for western access to O'Hare because it would spur economic development in the northwest suburbs and ease congestion on the Kennedy Expy. and Tri-State Tollway, they say.

Residents in Bensenville and other towns neighboring O'Hare say building a western access road would mean losing even more homes and businesses than are already slated to be demolished under the city's contentious O'Hare expansion project.

Claffey said the western access project is not tied to O'Hare expansion, but the City of Chicago has agreed to protect 300 feet of land on the west side of the airport to give the state the option of building a bypass road around a new passenger terminal planned for O'Hare.

The federal government earmarked \$140 million for western access in the 2005 SAFETEA-LU transportation bill.

Additional funding sources, which have not yet been identified, are needed to make the project a reality.

For the next three years, IDOT, with the Federal Highway Administration, will do an environmental impact study to come up with a locally preferred plan on how and exactly where to build a western access route.

A three-year engineering study will follow.

In addition to looking at new roadways, IDOT and a team of consultants will examine improvements to existing roads and mass transit options west of the airport.

The entire study should be done by 2013, at which point IDOT can move forward with plans to apply for more federal funding.

The first of several public meetings on the western access project will take place Nov. 14 in Addison.

For more information, visit [www.elginohare-westbypass.org](http://www.elginohare-westbypass.org).

## State to holds talks with municipalities on western access

Jon Hilkevitch

October 1, 2007

Talks between the state and two dozen municipalities are scheduled to begin this week on extending the eastern portion of the Elgin-O'Hare Expressway now that the Chicago-versus-suburbs fight over expanding O'Hare International Airport is at least somewhat settled.

The benefits of finally addressing long-delayed plans to extend the Elgin-O'Hare are attractive to drivers as well as to the communities near the 6-mile expressway -- even the two remaining villages battling new runways at O'Hare.

With the launch of a new state-sponsored study on the Elgin-O'Hare, attention will switch to where to route the expressway extension to the western edge of the airport, a process that, like the war over O'Hare expansion, can be expected to go on for years.

Foremost among the eventual potential gains is reducing traffic congestion by building a western-access road into O'Hare and a north-south bypass highway connecting the Northwest Tollway (Interstate Highway 90) and the Tri-State Tollway (Interstate Highway 294) for non-airport traffic.

Opportunities also exist to improve other nearby roads; augment mass transit services with a possible extension of the Chicago Transit Authority's Blue Line to the west side of O'Hare; enhance the concept of Metra's proposed suburb-to-suburb STAR Line; and for Pace to offer express buses to lure people out of their cars.

Safe and appealing travel routes for bicyclists and pedestrians also could be created along rights-of-way abutting the extended Elgin-O'Hare.

The potential upside is huge, but no one is downplaying how difficult it will be for state officials to broker a regional consensus on extending the Elgin-O'Hare into the airport from its current eastern terminus at the Eisenhower Expressway (Interstate Highway 290) and Thorndale Avenue.

The governments involved in the process are Cook County, DuPage County and 24 municipalities that are members of the IDOT corridor planning group.

"We are looking to put the past behind us and make a fresh start," said Pete Harmet, bureau chief of programming for the Chicago area at the Illinois Department of Transportation. "There is no one answer out there. The purpose of our study is to walk hand in hand with the transportation stakeholders and come up with a preferred set of solutions by 2010."

No timeline has been set for any construction, IDOT said. Even preliminary cost estimates also have not been developed, although conservative estimates peg western access to O'Hare and the bypass road at well over \$2 billion.

The driving force behind the IDOT-led study getting under way is reducing the traffic



bottleneck on the only roadway into O'Hare, Interstate Highway 190, by building the western-access road.

Western-access to O'Hare is among 25 projects that Congress placed on a list of national and regional transportation infrastructure priorities. The number of jobs in the O'Hare area is second only to the Loop in northeastern Illinois.

A study that DuPage County commissioned last year stated western access would add \$10 billion annually from businesses along the corridor and 44,000 jobs in the county by 2030. The federal government has provided the state \$140 million for environmental studies and some land acquisition.

Several possible routes for western access were proposed through the years. It largely was a hypothetical exercise in the face of the reality that nothing would be built during the decades-long standoff between Chicago and the communities represented by the former Suburban O'Hare Commission over building new O'Hare runways.

The 2001 deal on O'Hare expansion reached between Mayor Richard Daley and then-Gov. George Ryan changed the political landscape, although two suburbs, Bensenville and Elk Grove Village, and religious groups trying to save a cemetery on the other side of an airport fence continue to challenge O'Hare expansion in court.

The route most often mentioned is to extend the Elgin-O'Hare via a corridor aligned with Thorndale Avenue, where it intersects the Eisenhower in Itasca.

Preliminary discussions also at the conceptual stage portray the north-south road as being a toll highway that bypasses the airport and connects I-90 and I-294. Officials at the Illinois State Toll Highway Authority have been involved in the talks on the Elgin-O'Hare extension and the bypass highway.

Chicago has preserved a 300-foot-wide corridor on the west side of airport property for the bypass road, but no specific proposals have been made to route the bypass to I-90 on the north or to I-294 on the south.

The state last year fueled tension over the potential route. IDOT apologized to Bensenville and Elk Grove Village after a map was made public that depicted the bypass highway slicing through the suburbs.

IDOT officials said the map was erroneous. It showed the bypass route following a straight line through the two suburbs about a half-mile west of Elmhurst Road, which becomes York Road. Officials later said that the map did not reflect a precise route, and that the proposed highway actually would run along O'Hare's western edge east of York.

The Elgin-O'Hare, which had been on the drawing boards since the 1960s as a way to link Fox Valley communities with towns to the east and the tollway system, opened in 1993. By then, most of the open space in the corridor had been developed.

Previous proposals included extending the Elgin-O'Hare using York Road west of O'Hare into the airport, including via Irving Park Road and Mannheim Road in Schiller Park. Vacant airport property in the southwestern section of O'Hare -- not suburban lands -- would have been used.

But Chicago, hoping to one day build more runways, opposed those plans, and the city eventually took control of hundreds of suburban acres for O'Hare expansion.

A major controversy is whether more homes and businesses will be bulldozed to extend the Elgin-O'Hare and link up the bypass highway to the Northwest Tollway and the South Tri-State.

The Elgin-O'Hare and western bypass corridor planning group will hold its kickoff meeting at 7 p.m. Wednesday in the DoubleTree Hotel, 1200 N. Mittel Blvd., Wood Dale.

The meeting is open to the public, but IDOT said public participation will not be allowed until an informational meeting set for 4 to 7 p.m. Nov. 14 at the Oak Meadows Golf Club, 900 N. Wood Dale Rd., Addison.

## Will Elgin O'Hare actually reach O'Hare?

Talks start anew next week

By Joseph Ryan | Daily Herald Staff

October 1, 2007

Suburban drivers have waited for decades for a route to bypass the clogged Northwest Tollway and extend the Elgin-O'Hare Expressway.

Now they have another decade or so to ponder how those routes might help their commute, under a plan released by state transportation officials.

The additional years of delay on two major road expansion projects has confounded some transportation experts and riled at least one key suburban supporter.

"I would definitely say it is taking too long," said DuPage County Chairman Bob Schillerstrom, who added that he has not yet seen all of the plans. "Obviously it is an important project for the region and one that has to be expedited as quickly as possible."

But state transportation officials say they are not putting the projects on the fast track because they want to do it right and include as much public input as possible -- as much as five years of it.

"This is a new approach," said Pete Harmet, an area programming bureau chief for the Illinois Department of Transportation. "It is looking at things from a broader perspective."

State planners will review both road and transit options for the triangle-shaped area enclosed by I-290, the Northwest Tollway (I-90) and the Tri-State Tollway (I-294).

Top on the list is the long-sought O'Hare bypass linking I-90 with I-294 and the western extension of the Elgin-O'Hare expressway to I-294.

After about two years of studying and talking about concepts, planners will come out with a priority list in early 2010. Then, for three years, they will look at how to finance the top projects and identify the general areas to locate them.

If financing comes through -- and it will take billions of dollars -- then officials will start the long process of further engineering, alternative studies, environmental impact analysis and land acquisition.

Harmet pegs 2016 as a "very theoretical" date to have shovels in the ground.

Planning experts say this new, deliberative process could be a sign of a lack of will to get the projects done. Other major road and transit expansions have been pushed through in two or three years.

"It may just be a case where no one has listed it as a high priority, so the planners are putting it on the slow road," said Jim LaBelle, deputy director of Chicago Metropolis 2020,



which regularly compiles data to identify regional transportation needs.

Adding to the frustration of some is the fact that DuPage County and transit agencies have spent as much as \$1 million in the last five or six years studying transportation in the very same area.

Harmet says those studies simply aren't detailed enough to help speed up the first two years of planning.

"We are really going to be starting from scratch," Harmet said.

To be sure, planners have a lot of political and practical speed bumps to maneuver around.

For one, IDOT officials are looking at several road and transit projects. And the Elgin-O'Hare Expressway extension and O'Hare bypass have riled Bensenville and Elk Grove officials, who stand to lose many homes and businesses to the new roads.

Such opposition led the state to abandon plans for the Elgin-O'Hare Expressway to connect to I-294 back when the route was built in 1989. The road, in fact, runs only 6 miles and does not connect to either of its namesakes -- Elgin or O'Hare.

O'Hare opponents wanted the eastern portion to sit on airport property to block new runways. Chicago officials balked.

Now, new runways are being built at O'Hare and IDOT's timeline for the airport bypass fits in nicely with Chicago Mayor Richard Daley's plan to build a western terminal, likely after 2016.

Meanwhile, suburban drivers can count on nothing changing for their commutes and daily travels anytime soon.

IDOT officials will hold their first public meeting on the conceptual studies Nov. 14 in Addison. The planning process, which so far has cost \$5.4 million, is being funded through \$140 million in federal funds obtained for the projects in late 2005.

## Elgin-O'Hare battle looms again

IDOT plans different approach for expansion

By Joseph Ryan | [Daily Herald Staff](#)

Published: 10/2/2007 12:32 AM

Even if suburban officials haven't forgotten the past, it seems they could be doomed to repeat it.

This week state planners are launching a multiyear "reaching out" campaign as they work toward building the long-sought western bypass of O'Hare International Airport and the eastern extension of the Elgin-O'Hare Expressway.

Yet, while they wade into the turbulent politics of suburban road expansion, the same riptides remain that killed highway expansion plans in the late 1980s.

"I have got a feeling you and I will be bouncing our grandkids off our knees before this road is built," commented Elk Grove Mayor Craig Johnson.

Johnson and Bensenville officials plan to participate in the upcoming meetings that kick off a three-year study process to identify transportation needs west of O'Hare International Airport.

Still, sentiments haven't changed within those towns that effectively blocked the same plans about two decades ago.

Johnson wants the western bypass and Elgin-O'Hare extension built on airport property, both to prevent airport expansion and to ensure the suburbs don't lose more businesses and homes.

About two decades ago, Chicago officials refused to give up airport land and state officials simply walked away from plans to build the Elgin-O'Hare all the way to the Tri-State Tollway, I-294.

For the last 17 years, state officials have done nothing to plan for that extension or the connecting western bypass, which would head south from I-90 along the western edge of the airport, creating a ring road with the Elgin-O'Hare.

The projects are expected to relieve congestion on the Northwest Tollway and I-190 as well as major roads in between, like Route 83 and Arlington Heights Road.

Johnson says he is in support of the road, but that he can't give up large tracts of his business district for it.

"You can't say you are going to be a major league pitcher and then cut off your pitching arm," he said.

On Monday, state transportation officials said their elongated planning process is meant to address such disagreements. But the Illinois Department of Transportation's project leader, Peter Harmet, said he can't guarantee every town will be on board in the end.

"In order to succeed, we need to work hand-in-hand with our shareholders," Harmet told the Daily Herald's editorial board. "If we are working through that process, our chances of (opposition) would be less."

Instead of moving right into designing the new routes -- which have been on the books since the 1970s -- state officials have decided to spend the next three years talking to local leaders and coming up with a variety of projects to address traffic issues. The final list could range from new transit to small expressways or large privately-owned toll roads.

In 2011, state planners will then start working on how to pay for the projects and precisely where they would be placed. That means actual construction might not start until 2016 or later, nearly 30 years after the original battles over the Elgin-O'Hare extension.

State planners say they will look at how to place the new expressways on airport property and lessen impact to the surrounding suburbs. But it remains unclear how much land the airport will have to give as the addition and reconfiguration of runways continues.

The airport expansion, which started in late 2005 and has been plagued by delays, is expected to be completed sometime before 2016.

Elk Grove and Bensenville officials continue to try to stop the expansion, which is taking more than 500 homes and businesses in their towns, through the courts.



## Consultants will help Itasca map out development

By Justin Kmitch | Daily Herald Staff

Published: 10/3/2007 12:17 AM

For the next three years, state planners will be attempting to identify the primary transportation needs west of O'Hare International Airport.

Itasca officials say they hope it doesn't take three years for their needs to be recognized.

Village trustees Tuesday night approved a \$160,000 contract, to be divided between the village and Hamilton Partners, with consultants McDonough Associates to devise a plan outlining the village's wishes for the eastern extension of the Elgin-O'Hare Expressway.

"They'll be helping us plan for what we'd like to see in that corridor, which we should do soon if they're about to start reaching out to communities to get their input on what they want in that corridor," Trustee Jeff Pruyn said.

Rather than use decades-old plans, transportation officials will spend the next three years talking to local leaders and coming up with a variety of projects to address traffic issues. The final list could range from new transit to small expressways or large privately owned toll roads.

In 2011, state planners will then start working on how to pay for the projects and precisely where they would be placed. That means actual construction might not start until 2016 or later, nearly 30 years after the original battles over the Elgin-O'Hare extension.

The village's overall philosophy, they say is to develop where Itasca would like the access roads to be placed before the planners start working on their own plans. Key to Itasca's survival, they say, is at-grade crossings that would allow access to Hamilton Lakes Business Park from Thorndale and intersections at Prospect Avenue and Arlington Heights Road.

"We all realize this is a long-term project however the phase one planning is beginning even though it won't be done until whenever," Village Manager David Williams said. "They're moving ahead and they want input from the communities impacted."

Several village officials plan to attend tonight's "outreach meeting" with officials from the state department of transportation. They hope to learn what IDOT will be doing for 3 years and how village will participate.

## **IDOT wants do-over to fix O'Hare traffic**

By Justin Kmitch | Daily Herald Staff

Published: 10/4/2007 12:31 AM

Take everything you ever thought you knew about the much-hyped western bypass of O'Hare International Airport and the eastern extension of the Elgin-O'Hare Expressway and forget it.

State transportation planners Wednesday launched their multiyear "reach out" campaign to find and fix transportation woes west of O'Hare by meeting with the Elgin O'Hare-West Bypass Corridor Planning Group, an assembly of elected and transportation officials from 24 municipalities including Bensenville, Elmhurst, Wood Dale, Schaumburg, Arlington Heights and Cook and DuPage counties.

While promising to keep the last two decades worth of planning and research in consideration, planners believe the key to solving many of DuPage County's transportation headaches, is to start with a clean slate, blank maps and the input of the affected communities.

"We want to go through this from the ground up because if we have a good understanding of the transportation issues that are concerns to you, we can better come up with alternatives and respond to those concerns," said Illinois Department of Transportation project leader Peter Harnet.

Since 1990, state officials have not planned to connect the Elgin-O'Hare east to the Tri-State Tollway or the connecting western bypass, which would head south from I-90 along the western edge of the airport, creating a ring road with the Elgin-O'Hare. The projects are expected to relieve congestion on the Northwest Tollway and I-190, as well as major roads in between, like Route 83 and Arlington Heights Road.

For the next three years, the planners will be talking to community leaders and members hoping to find those solutions and others, whether they be small expressways, other forms of public transportation or new toll roads. Once a solution is selected and agreed to by a consensus of the group, they'll figure out how to pay for it.

In 2011, state planners will start working on how to pay for the projects and precisely where they would be placed. That means actual construction might not start until 2016 or later, nearly 30 years after the original battles over the Elgin-O'Hare extension.

During a 30-minute brainstorming session Wednesday night, group members broke off into teams to discuss and select what they believed to be the area's largest transportation concerns, many commenting that the same concerns exist today as in the 1970s and 1980s.

Regardless of what new construction were to take place, a majority of those attending Wednesday's meeting want to maximize the economic development in the corridor while minimizing impact on local home and business owners. Others stressed the need for, simply, better access to O'Hare.

"Build all the roads you want," Itasca Mayor Gigi Gruber said. "But if we still can't get to the airport from the west, none of this will matter."

The group will host a public-input meeting Nov. 16 before meeting again as a group to advance the ideas discussed Wednesday.



## **Pick up the pace for building bypass**

Published: 10/5/2007, 2:25 AM

Three years to study a project that already has been on the books for what seems like decades?

That's what state highway planners are now proposing in regard to actually finishing the Elgin-O'Hare Expressway between I-294 and the city of Elgin. And, in a closely related project, getting started on a western bypass around O'Hare International Airport.

The Illinois Department of Transportation is now talking in terms of three years (2007 to 2010) to chart a transportation system, including such features as bike paths and commuter rail lines, for the vicinity. They are counting on three additional years (2010-2013) to do preliminary engineering and environmental studies for each project.

The earliest conceivable groundbreaking date to extend the expressway? 2016.

That's simply too long to wait to get started on transportation improvements that have been needed for so long.

Which is not to criticize IDOT for embracing a planning process that is transparent, solicits public comment and attempts to win the approval of all affected parties.

Obviously, IDOT officials are aware that controversy basically killed the bypass project once before, which is why there's been no progress in nearly two decades. While transportation officials will not say so, they seem to be treading very slowly and carefully in hopes of not arousing the immediate opposition of Elk Grove Village and Bensenville.

Considering the most likely bypass routes linking I-90 and I-294, those two communities certainly have much at stake. It's important to build a bypass that minimizes disruption to both. Officials from both villages say they'll cooperate with IDOT's planning process. Elk Grove Mayor Craig Johnson told the Daily Herald's Joseph Ryan that he supports a bypass but cannot agree to let it cut a large swath through his village's industrial park.

Reaching consensus on a precise bypass route undoubtedly will be difficult, but going through the planning process in slow motion will not resolve that.

Many uncertainties remain concerning O'Hare expansion itself, including such basic questions as how Chicago will pay for it all and whether the new runways will, if completed, deliver anything close to the promised relief in air-traffic delays.

What is certain, though, is that the absence of western access to O'Hare and the lack of a western bypass makes traffic on other sides of the airport far worse than it needs to be and greatly inconveniences airport users coming from the west. No matter how airport expansion issues are -- or aren't -- resolved, transportation officials can benefit the entire vicinity by getting started on the bypass and Elgin-O'Hare Expressway extension sooner rather than later.

IDOT officials have many of the right ideas when it comes to dealing fairly and openly with all parties. They just need to pick up the pace.

## **Municipalities Cite Concerns About Elgin-O'Hare Corridor**

The Business Ledger

October 25, 2007

At the first meeting of a "fresh start" about the possible extension of the Elgin-O'Hare expressway to the east, local government representatives raised questions and cited concerns about the economic effects, both positive and negative, of what would be a major source of jobs and economic development.

For example, auto dealers in Elmhurst could be negatively impacted if York Road were altered and the number of car buyers coming from the north decreased, said Mayor Thomas Marcucci. Much of his city's revenue comes from a sales tax on dealerships located on York Road, Grand Avenue and Lake Street.

Marcucci said that suburban officials now are trying to correct an error made many years ago when a connecting road to O'Hare International Airport was designed for the economic benefit of the city of Chicago rather than for that of the region.

The issues in a corridor roughly bounded by I-90, I-290 and I-294 west of O'Hare include not only existing and new roadways but also bus and rail concepts as well as accommodations for bicycle riders and pedestrians. The area covers 50 square miles.

"This is not a single solution system. This is not a single corridor. We will not be able to build everything at one time. We are making a fresh start," said Peter E. Harmet, bureau chief of programming for the Illinois Department of Transportation (IDOT).

"While prior studies and findings will factor into this process, the main goal is to start anew to consider project alternatives and corridor locations."

The IDOT executive indicated that the new planning group effort is completely separate from the O'Hare Modernization Program. He noted that Program did set aside a 300-foot-wide corridor that will be considered for a future roadway.

IDOT has included 24 communities and two counties in a new planning group, but an attorney who works with Bensenville and Elk Grove Village asked if the interests of a half dozen municipalities most affected by any possible corridor plans could be voted against by the rest of the members.

Joe Karaganis of Karaganis, White & Magel in Chicago asked for a definition of consensus for the planning group.

"Consensus is when a majority of the stakeholders agree on a particular issue, while the dissenting remainder of stakeholders agrees its input has been heard and duly considered and that the process as a whole was fair," answered IDOT's Harmet at an Oct. 3 meeting in Wood Dale. "Decisions will not be made by a show of hands from local government officials."

Using federal government funding, IDOT said it was embarking on a major study in the Elgin-O'Hare corridor to identify specific transportation needs and potential solutions to the area's traffic congestion.

The initial contract for the planning work is \$5.4 million of \$140 million in federal funds for the corridor. Actual construction costs will be determined once a preferred alternative is developed.

The Elgin O'Hare – West Bypass study will explore options to extend the Elgin-O'Hare Expressway to the east and create a road allowing motorists to bypass O'Hare International Airport to the west.

Currently, the Elgin-O'Hare Expressway connects U.S. Rt. 20 (Lake Street) in Hanover Park to Ill. Rte. 53 (Rohlwing Road) in Itasca. Since it opened in 1993, it's been known locally as the "Itasca-Hanover Park Expressway" as people have noted that it goes neither to Elgin nor to O'Hare.

In approving the funding, Congress designated this project as having "national and regional significance." Only 25 projects nationwide received this designation, according to IDOT.

"In making the designation, Congress recognizes how important transportation is in contributing to the ongoing economic health and quality of life for everyone in the area," said Milt Sees, the state's secretary of transportation. "Now, it's our job to perform a thorough analysis and reach out to the public to identify problems and come up with solutions."

The first of a series of public meetings to solicit input from the general public will take place from 4-7 p.m., Nov. 14 at the Oak Meadows Golf Course, 900 N. Wood Dale Road in Addison.

The IDOT team will offer speakers' bureau events and small group meetings, distribute newsletters and launch a Web site ([www.elginohare-westbypass.org](http://www.elginohare-westbypass.org)) in attempt to discuss preliminary study findings and solicit feedback.

The meeting on Oct. 3 was the first of what IDOT said will be regular meetings to provide ongoing insight and feedback for plans the state agency plans to make by the end of 2010. The first meeting was held in the DoubleTree Hotel facing Thorndale Road, which is located in the corridor where the expressway extension would go.

A second meeting of the Corridor Planning Group will be held during the winter of 2007-08. IDOT gave local government officials a homework assignment on Oct. 3 of 16 questions about transportation issues in their respective communities. Municipal officials were also asked to identify local business organizations and community groups which might want to comment on proposals made by the IDOT group.

The study area, which IDOT said has become the second largest employment center in the Chicago area, is roughly bounded by three interstate highways – I-90, I-290 and I-294 – west of O'Hare.

"We are taking a fresh look at remedies and will consider every possibility, including brand new roadways, improvements to existing roadways, bus, rail, mass transit and accommodations for bicycle rider and pedestrians," said IDOT's Sees.

Not everyone will agree about the proposed changes, according to Pat Pechnick, a principal of Smith Engineering, one of the consultants for IDOT. Speaking to local government



officials at the Oct. 3 meeting, he said, "We want you to be candid and treat each other with respect."

Elmhurst's Marcucci said that it was essential for IDOT to "have a commitment to effective conflict resolution in areas where we will not always agree."

He also mentioned one potential area of conflict, a tentative corridor map which had been produced by DuPage County, and inquired whether it would be considered in IDOT's plans.

"Chairman Robert Schillerstrom has been showing around this map to local officials," the Mayor said.

Harmet repeated his comment about making a fresh start and considering prior studies.

Mark Avery, planning development manager for the Economic Development and Planning Department for DuPage County, said the corridor map and other information would be discussed at future meetings of County officials and municipal officials.

"I hope there will be overlap," he told Marcucci.

## **Transit to get a bit less taxing**

Workers can shield \$60 more in 2008

Jon Hilkevitch

November 12, 2007

With uncertainty hanging over the future of mass transit in the Chicago area, here's something positive to count on: Riders can use more pre-tax income to pay for commuting in 2008.

It's a benefit increase, courtesy of the Internal Revenue Service, that will be especially handy with the growing likelihood of CTA, Metra and Pace fare hikes next year.

The commuter benefit program offers tax savings to companies and workers, allowing employees to set aside up to \$110 a month in pre-tax income -- increasing to \$115 a month starting in January -- to pay for transit, or carpooling.

By using their gross income to pay for commuting expenses, employees can save an estimated \$400 or more in taxes they would otherwise pay, according to the Regional Transportation Authority, which administers the commuter benefit program.

Another option is for employers to take a tax deduction by giving their employees up to \$115 a month to commute next year, either in addition to or in lieu of other compensation. Besides the employer tax deduction, employees receive the benefit tax-free.

More than 2,100 Chicago-area companies participate in the commuter benefits program, according to the RTA. Open enrollment is taking place this time of year at many of the participating companies.

More information is available by calling 800-531-2828 or going to <http://www.rtachicago.com>

The transit benefit program is a win-win for reducing commuting expenses, as well as cutting down on traffic congestion and pollution. Employees who are eligible yet do not participate in the transit benefits program are essentially forking out more for their bus and train trips than they need to pay.

But many transit riders apparently are not aware of the benefit; only 54 percent of employees in the Chicago region know about the program, according to a survey conducted by the non-profit Transit Center Inc.

The RTA has changed the name of its tax-free transit voucher program. Formerly known as TransitCheck, the new name is FareCheck. It was changed to resolve a trademark infringement, the RTA said.

But the vouchers will work the same way and are still part of the RTA/CTA transit benefit program. Vouchers are redeemable for various types of fare cards on the CTA, Metra, Pace, the South Shore Line and Amtrak. For more information go to the RTA's Web site.

Under the IRS rules, commuters who drive to work can also use more than \$200 a month in tax-shielded income to pay for parking through a salary deduction or as a tax-free subsidy from their employers.

#### A sweet ride on water taxis

Free rides and free Fannie May candies will be offered each weekend through Dec. 23 on the Chicago Water Taxi, operated by Wendella Boats.

The water taxis shuttle between the river docks at Madison Street near the downtown Metra stations and Michigan Avenue.

The fare is being waived Saturdays and Sundays starting this weekend, and on the Friday after Thanksgiving, compliments of Fannie May. Passengers will also receive free Fannie May samples on board.

#### Public meeting on Elgin-O'Hare

A public meeting will be held Wednesday concerning long-range plans to extend the eastern section of the Elgin-O'Hare Expressway into O'Hare International Airport. The feasibility study will also focus on the proposed construction of a western bypass connecting Interstate Highways 90 and 294 near the airport.

The meeting will be conducted by the Illinois Department of Transportation, which is evaluating transportation needs in the area. The meeting is set for 4 to 7 p.m. Wednesday at Oak Meadows Golf Course clubhouse, 900 N. Wood Dale Rd., Addison.

More information is available at <http://www.elginohare-westbypass.org>.

#### CTA Brown Line update

The main entrance to the Sedgwick station is set to reopen Monday on the CTA Brown Line after months of reconstruction. Sedgwick becomes the 78th CTA rail station accessible to disabled riders.

The CTA is scheduled to reopen the Brown Line's Montrose station Nov. 26 and close the Damen station for up to a year. In early December, the Addison station is set to reopen and the Irving Park station will close for about a year.

The \$530 million Brown Line renovation is slated for completion in December 2009.



## **Hundreds speak out at O'Hare western access hearing**

November 15, 2007

Bensenville, IL

Hundreds of Bensenville residents made their voices heard Wednesday about the possible destruction of more homes and businesses as a result of new highways running through the village and into O'Hare International Airport.

"This could destroy our community, and we want our voices to be heard," said Bensenville resident Paul Anderson.

The Illinois Department of Transportation held the first-ever public hearing Wednesday on options to expand the Elgin O'Hare Expressway and to build other roads and rail lines on the western side of the airport as part of the much-discussed western access into O'Hare. The hearing was held at Oak Meadows Golf Course in Addison.

IDOT officials said more than 400 people came out to express their opinions on what should be done pertaining to roads and transportation issues on the western side of the airport, and how it could impact local residents.

The hearing was meant to get public comment on the Elgin-O'Hare West Bypass Project study, that will focus on transportation issues on the west and southwestern side of the airport, IDOT officials said.

Much of the crowd was made up of Bensenville residents concerned that any new roads in their community could displace many more homes and businesses. More than 500 homes have already been sold to the city of Chicago as part of the airport expansion plans.

Bensenville village manager Jim Johnson said he was very happy with the turnout and said the issue is as important to residents as the expansion of the airport.

"It was very gratifying to hear how knowledgeable our residents were, and how they articulated their concerns to the IDOT representatives and the consultants that were there," Johnson said.

The main concern of both Bensenville village officials and residents is the location of a proposed bypass road on the western side of the airport. While the O'Hare Modernization Program calls for a 300-foot wide corridor east of York Road on airport property to accompany a road that would link Interstate 90 and 294 north to south, residents are skeptical on where that highway would run, as no site plan exists.

"Any bypass road that runs west of York Road would destroy the community," said Jim Nelson, a resident who lives along the 500 block of John Street. "We have already lost more than 500 homes, any other property loss would destroy this community." Patricia Hoffman lives at York and Irving Park roads, in the center of the proposed area that IDOT is focusing on.

Hoffman said if their property is purchased to build any new roads in Bensenville, there is no way her family could afford to find a similar home at that price anywhere in the area.

“We have lived here for 25 years, my home is paid off, and I want to stay here,” she said.

Larry Martin, an engineering consultant working with IDOT, said no road plans are on the drawing board and any talk about expanding the Elgin-O’Hare down Thorndale Avenue and other new highways is just discussion.

Not everyone at the hearing was opposed to new western access development.

Wood Dale Mayor Ken Johnson said he is a strong supporter of redevelopment and the increase in revenue that would come to the city of Wood Dale as a result, similar to what Rosemont sees on the other side of the airport.

“It would also alleviate much of the traffic congestion on Irving Park Road, which is an added benefit for the community,” Johnson said.

The only concern that Johnson has is the timetable. He believes IDOT is moving to slow, and that 2016, when IDOT plans to complete the project, is too long of a wait.

Peter Harmet, bureau chief of programming for IDOT, said the comments made by residents and officials at the hearing will be used, along with discussions with other representatives of communities involved in the project, to come up with preliminary plans of where roads and rail service would be built. Much of those discussions will be held over the next year, and IDOT will then come forward with plans based on those discussions, Harmet said.

## Residents get say on new roadway

Plans to link I-90, I-294 are scrutinized

By David Sharos

Special to the Tribune

November 16, 2007

Hundreds of residents turned out Wednesday night in Addison, their first opportunity to directly ask state transportation officials about the long-delayed plans to extend the Elgin-O'Hare Expressway.

Talks between the Illinois Department of Transportation and two dozen municipalities began in October, but Wednesday's meeting at the Oak Meadows Golf Course was the first chance for the public to offer comment.

The proposed expressway extension and a "ring road" that would provide a western route bypassing O'Hare International Airport, linking Interstate Highway 90 with Interstate Highway 294, likely will be needed to reduce traffic congestion for potential airport expansion.

IDOT officials said they have a two-tier preliminary plan to study the 25 communities in DuPage and Cook Counties that could be affected by the proposed expansion of the Elgin-O'Hare, which opened in 1993. The first would include evaluating transportation problems in the areas as well as goals and objectives of the project.

The route most often mentioned is to extend the Elgin-O'Hare via a corridor aligned with Thorndale Avenue, where it intersects Interstate 290 in Itasca.

IDOT officials said they hope to complete the first tier of their plan by 2010. The second phase would involve preliminary engineering and environmental studies and is scheduled for completion by 2013. No timeline has been set for any construction, IDOT officials have said. Also, preliminary cost estimates have not been developed.

Officials in Itasca kicked off their own version of the study Tuesday night by identifying eight areas that officials believe are significant to the village. Those areas included future transit considerations, access at various main streets and arteries and enhancing the village's economic corridor.

David Williams, Itasca's village administrator, said the proposed development "has tremendous potential if done correctly."

A DuPage County study commissioned last year stated western access would add \$10 billion annually from businesses along the corridor and 44,000 jobs in the county by 2030.

"We want to make sure economic growth and access to things in Itasca continues. We don't want to have an expressway just blowing right past us," Williams said.

The Wednesday IDOT meeting featured a continuously running 10-minute video



presentation with an overview of several projects and display boards highlighting various timelines and elements of the project. Two full-scale maps of the development area were on tables where the public could post notes about potential problem areas.

Al Hutchison, who owns Hutchison Tool Sales in Bensenville, expressed concerns Wednesday about a possible road extension that could run right by his home.

"I'm concerned as I don't know where and if this road will go through," he said. "I personally hope we never see it at all."

Another Bensenville resident, Ron Granger, said he had lived in the village for 30 years and thinks that even though IDOT says there have been no decisions, changes in the area are inevitable.

"There are rumors about the ring road, and we don't know yet what IDOT wants to do," Granger said. "I think this open meeting is a good start to keep us informed, but no one is really telling you anything as yet."

Peter Harnet, project manager for IDOT, said the goal of the first meeting was to receive input from as many sources as possible.

"Our first tier of the project is to identify needs in the overall transportation system including roads, bus, rail, bicycle, and pedestrian needs," Harnet said. "The goal is to complete a needs assessment by 2010 or before, and move into the second tier."

The IDOT corridor planning group, which includes Cook and DuPage Counties and 24 municipalities, held a meeting in Wood Dale in early October, but although the public was invited, participation wasn't allowed until Wednesday's meeting in Addison.

Harnet said three task forces focusing on environment, land use, and transportation issues would be formed after Wednesday night's meeting and would report their findings Dec. 13 at the same location.

## Rethinking Elgin-O'Hare

By [MATT KIEFER](#) | Staff Writer

November 21, 2007

Suburban leaders and the Illinois Department of Transportation have agreed to go back to the drawing board in hopes of solving a 20-year-old quandary: how to provide western access to and around O'Hare International Airport.

IDOT announced this month that it has invited 24 O'Hare-area communities to join in a study on connecting the airport to a larger transportation network.

The three-year, federally funded project could finally establish plans for extending the Elgin-O'Hare Expressway east to the airport and building a bypass road that would connect with interstates 90 and 294.

It will also consider other potential transportation improvements to the area -- including bus lanes, railways, bicycle and walking paths -- that would give travelers more options for getting to the airport.

Transportation officials expect it would take more than a decade to plan, engineer and build such improvements. For now, there is a rigorous study process that will require input from residents, workers and municipalities throughout the region.

"We have a process where we're really going to open it up and work from the ground up," said IDOT Bureau Chief Peter Harmet.

24 communities

Representatives of the 24 area communities -- ranging from Schaumburg to Hillside and from Bloomingdale to Park Ridge -- will meet regularly as a Corridor Planning Group to help guide the planning process. The group will include three task forces to analyze transportation, land use and environmental issues.

The planning process includes a series of meetings to gather public input, with the first meeting scheduled for 4 to 7 pm. Nov. 14 at Oak Meadows Golf Course, 900 N. Wood Dale Road in Addison.

IDOT has also set up a Web site, [www.elginohare-westbypass.org](http://www.elginohare-westbypass.org), to provide information about the study including planning documents and schedules of upcoming meetings.

On hold

Plans for a western access route to O'Hare have been in the works since the mid-1980s, but were put on hold for years as Chicago designed a new layout for airport runways. The misleadingly named Elgin-O'Hare Expressway -- which runs from Lake Street in Hanover Park on the west to state Route 53 in Itasca on the east -- opened in 1993.

The O'Hare expansion project, known as the O'Hare Modernization Program, is now well under way, with the airport setting aside a 300-foot corridor of land to build a future road along the western edge of the airport.

IDOT has not identified any specific routes for accessing the airport from the west, though Thorndale Avenue appears to represent the path of least resistance. The roadway runs directly into the center of O'Hare's western border and the state has already acquired some of the property alongside it.

#### Bypass questions

One dilemma for planners is where to locate the bypass road that would take motorists from the western access point north to I-90 or southeast to I-294. The least disruptive way to build the road is to keep it on airport property, but Harnet said there isn't much room in the northwest corner of O'Hare between a fuel farm and the new runway configuration.

The bypass wouldn't appear to fit totally within the airport's boundaries.

"Where it goes when it leaves the airport is an open question," Harnet said.

Communities immediately west of the airport, such as Elk Grove Village and Bensenville, have been particularly cautious of plans for a western bypass around O'Hare because any roads that run through their communities would potentially displace businesses -- and the tax revenue that they generate.

But Harnet stressed that all 24 communities will have a role in the planning process.

"We want to work closely with the local communities to make sure every voice is heard as we discuss which alternatives serve the region best," he said.



## 400 residents flood meeting, asking: Where are the plans?

By [MATT KIEFER](#) | Staff Writer

November 22, 2007

Three hours into an open house meeting last week to discuss western access to O'Hare International Airport, highway planner Larry Martin heard the same question -- again:

"So where exactly are you proposing this thing should go?" Bensenville resident Betty Adams inquired.

The location of a future access point to the airport -- whether it's along a roadway, railway or other -- stands as Adams' top concern.

The problem is that no one can tell her where that access point will be because that hasn't been decided yet.

Adams lives in close proximity to Thorndale Avenue, which has been widely discussed as a potential extension path for the Elgin-O'Hare Expressway to someday connect to the airport.

She wants to know if she will someday have to move out of the way of that western access corridor, just as hundreds of her fellow Bensenville residents did after their homes were condemned to make way for O'Hare runway expansion.

"I'd like to keep the house that I have," she said.

Martin, a deputy project manager for the Illinois Department of Transportation, says he understands the concern.

"There certainly is some uncertainty in the process right now, and I think it transcends from other projects in the past," he said after the meeting, referring to the O'Hare expansion project. "It's sort of like, how much can they really take?"

IDOT faces the difficult task of convincing O'Hare-area residents and municipal governments that they will have a voice in deciding how travelers will get in and around the airport from the west.

The Nov. 15 meeting at Oak Meadows Golf Course in Addison kicked off a years-long planning project that could decide once and for all how western access will happen.

The issue has been smoldering for the past 20 years, with local communities wary of losing their own property in the interests of regional transportation.

IDOT, equipped with federal transportation grants, has undertaken a mandated public study process to get the project moving again after it had stalled for years.

But many residents along the corridor remain skeptical about how much say-so the public will have. Of the 400 people who attended the Nov. 15 open house, a large number expressed suspicions of the process.

"Nobody wants to give you their plan. It's like poker," Bensenville resident Joe Ricchetti remarked after examining a map with no proposed access routes marked. "This is a joke. Until they put on this map exactly where it's going to be, it means nothing."

Martin said that IDOT has made efforts to keep the plans as open-ended as possible at this point. That is why maps of the study area don't show where the western access road will be, or how the bypass would connect with Interstates 90 to the north and 294 to the southeast.

"They've got to give the program a chance and let the process unfold," Martin said.

As the first steps of the process do unfold, a 24-community study group will begin meetings in December with task forces to address transportation, land-use and environmental issues.

For more information, visit [www.elginohare-westbypass.org](http://www.elginohare-westbypass.org).

## Easy Access

O'Hare Modernization, Western Access Could Mean Big Changes For Surrounding Communities

By TODD WESSELL | Journal & Topics Editor

December 2, 2007

While the main focus of the multi-billion dollar O'Hare Airport expansion program seems to be the building of new runways, there is another major component that will eventually have a far-reaching affect on communities northwest and west of the facility.

Access to O'Hare from the west is a critical part of the \$15 billion modernization project that will significantly change O'Hare over the next 10 to 15 years. Not only will it save people time and money and aggravation entering the airport, but provide a whole new area where millions of additional passengers can embark and disembark aircraft. That will lead to hundreds of thousands of more flights a year-something Airport critics clench their teeth at. Proponents contend more flights mean more economic opportunity for everyone.

Another aspect say planners and supporters, is that a western access will pave the way for tremendous land use opportunities in the area, in particular along the planned extension of the Elgin-O'Hare expressway. As Rosemont and Chicago is at O'Hare's east entrance with its numerous hotels, office buildings, restaurants and other major public facilities, similar developments will likely spring up near what is now York and Thorndale roads in Elk Grove Village.

"We like to call it the eastern extension of the Elgin-O'Hare Expressway," said Pete Harmet, bureau chief of programming for the Illinois Dept. of Transportation (IDOT) District 6. In his role, Harmet is leading a large group of state and other officials spearheading the western access project.

"The purpose is not to just be compatible with O'Hare, but to provide access to these communities along Thorndale. It's not just a means of bringing people to O'Hare. I envision this will be more than that."

Harmet explained that the \$140 million western entrance will spawn numerous opportunities for communities in that area. For example, major road access to communities along Thorndale Road will develop when the expressway is extended east to the Airport. Now, it ends at Rte. 53. The link with O'Hare would total about four miles. Depending how the roadway is built, new tourist and business-related developments could be developed along the roadway bringing with it more job and economic development opportunities and millions in extra revenue for the area.

"Certain types of roadways lend themselves to certain types of land use," said Harmet. "We will examine redevelopment opportunities in Elk Grove Village. We consider an O'Hare plan with western access a given. It's all part of a mix of alternatives such as addressing transportation needs and enhancements of existing facilities." One of those transit possibilities is extending the CTA's Blue Line westward.

As planners envision it, the extension of the Elgin-O'Hare Expressway will allow motorists and travelers an easier way to enter Airport property. Included is building a link-or a "ring road"-that would connect I-90 with I-294 and I-290.



"It's not just a corridor from point A to point B," said Harmet. "We have not yet developed alternatives, benefits and impacts of the plan. We will be doing extensive public outreach. Things are wide open at this point. We want people in that area to help build a process step by step."

Approximately 400 people attended a public meeting on the project two weeks ago. A second public meeting will be held on Thursday, Dec. 13 at Oak Meadows golf course in Addison where, among other things, redevelopment opportunities will be discussed. Task forces will be set up at that gathering to help planners better focus on the massive task. He said impacted communities have been invited to attend. Elk Grove Village, long a critic of O'Hare expansion, has been invited to send a representative to present ideas for land development," Harmet said. "Each community in our study areas will be asked to nominate membership on task forces. We're reaching out to Elk Grove Village and towns around."

He added that he does not know if Elk Grove has responded to the invitation.

According to Harmet, the project's schedule at this consists of:

Part 1-Between now and 2010, develop a plan concerning where and what improvements should be made involving measures such as access points along the extended roadway,

Part 2-From 2010-16, identify priorities and funding strategies

Part 3-From 2016-18, construction.

"We will look for ways to accelerate this schedule," Harmet explained. "The onus is on us to produce things in a timely fashion. A lot of it depends on the level of community support and consensus."

SECTION 5A

**Public Meeting Transcript**

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ELGIN O'HARE-WEST BYPASS MEETING

A TRANSCRIPT OF COMMENTS had at the meeting of the above-entitled matter, held at Oak Meadows Golf Club, 900 North Wood Dale Road, Main Ballroom, Addison, Illinois, on Wednesday, the 14th day of November, A. D., 2007, commencing at 4:00 p.m.

Reported By: GLORIA M. SCHUELKE, CSR, RPR  
Illinois CSR License No. 084-001886

□

1 FIRST WOMAN: The environmental map  
2 here, to not make such -- such an impact

3 on the environment, I thought it would be  
4 a good idea to do what Japan's doing, what  
5 Germany's doing with green transportation,  
6 meaning, like magnetic, some type of  
7 people mover from out west of Elgin or  
8 wherever, you know, 355.

9 There would be an exit out  
10 there. Maybe aim it that way to kind of  
11 have everybody park out there, get on a  
12 people mover, and get into O'Hare maybe  
13 along the Elgin O'Hare area; but with no  
14 vehicular -- no extra vehicular traffic  
15 because it's already too polluted now from  
16 the airplanes.

17 All the soot, I guess, that  
18 comes down, lands on the cars, destroys  
19 the paint jobs. We're breathing that in.  
20 We don't need, you know, a million extra  
21 cars every year to breathe in all that,  
22 also, in the air and pollute the air  
23 around the Elgin O'Hare Expressway and  
24 Thorndale.

□

3

1 So can they look into  
2 purchasing some land further west, maybe  
3 in the Elgin area, because it's probably  
4 cheaper farmland out there. Let the  
5 people come in from maybe a little bit  
6 west, the western Du Page area and stuff,



7 access the airport on a green people  
8 mover, that's noiseless.

9 It would have to be up to date,  
10 modern transportation method, not a bus,  
11 not a big van, not a train, not an E1, not  
12 an underground. You know, we got a lot of  
13 wetlands here. This was all swamps. So,  
14 I think they have to look at Japan and  
15 Germany.

16 They have to use up-to-date  
17 modern technology. Don't act like Boeing  
18 Corporation, farm everything out to the  
19 cheapest subcontractors. It may save  
20 money down the line, but it will be  
21 outdated the year you do it.

22 That's my comment.

23 Oh, one last thing, it will  
24 probably displace less people in our

□

4

1 crowded areas here.

2 FIRST MAN: Okay. Regarding the  
3 Ring Road bypass, I suggest that it runs  
4 from the Tri-State Tollway, west along  
5 Franklin Avenue, Green Street -- just  
6 south of Green Street and turns to go  
7 northeast of York Road, and continues  
8 north down -- and I guess that's going to  
9 tie into the Tollway, again, 290 or I-190;  
10 and the Elgin O'Hare should be a done deal

11 right down Thorndale Avenue for western  
12 access.

13 That's my feeling.

14 SECOND WOMAN: She and I were  
15 agreeing that there should be more than  
16 just one major western entrance to O'Hare,  
17 because there's going to be a big bottle  
18 neck there.

19 There should be at least two  
20 major entrances; and right now, there's  
21 already a bottle neck going up at 294 and  
22 the -- the Kennedy over there, to get into  
23 the airport.

24 The second thing is, whatever

□

5

1 type of transportation is chosen, let's  
2 say, like a new magneto-type train coming  
3 from Elgin into the airport, whatever kind  
4 of new cars would be purchased, everything  
5 has to be extremely handicapped  
6 accessible.

7 I am really worried about the  
8 cars themselves, not so much the depots.  
9 The depots are a problem, too. The cars,  
10 because it doesn't matter if you have 6  
11 lanes, 8 lanes of highway. If a  
12 handicapped person cannot get themselves  
13 there to use the service, we have no  
14 north/south bus transportation in Du Page

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County to speak of.

And then when you do get to a depot or something, there's no way to get on those old-fashioned trains. It's iffy with the buses, and forget the elevated. We really need transportation for the handicapped, because there's a huge senior population coming up; and they have to consider that.

Thanks.

□

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THIRD WOMAN: I certainly hope they do take our opinions and listen to our opinions, because we are residents of the area; and we don't want the whole area destroyed.

We still live here, and I just hope they take our opinions.

SECOND MAN: Okay. I just want to have on the record, that I would like to make a suggestion about a high-speed rail system that every other country seems to have but ours, connecting O'Hare Airport with other airports, like Rockford or Midway.

And they could run alongside existing expressways without destroying homes and communities, and it could relieve some of the congestion just going

19 into and out of O'Hare, and it could also  
20 be used for cargo which is also a huge  
21 money-making congestion issue with O'Hare  
22 Airport, and all the cargo that flies in  
23 and out can be relieved by flying in and  
24 out of other airports.

□

7

1 So, I just want to look at  
2 what's in Illinois, outside of the study  
3 area in relieving congestion.

4 THIRD MAN: I am in favor of routing  
5 traffic to O'Hare through western access  
6 using 290, to Route 83 north, to Thorndale  
7 east, and going in that way.

8 FOURTH MAN: Let's see, first thing  
9 is, let's work with the airport. Let's  
10 work with the railroad, and let's work  
11 with all the communities around the  
12 airport.

13 The train goes right by Metra.  
14 It goes right by the airport. I can't get  
15 off the train to get to O'Hare.

16 I can take a 332 bus over to  
17 Bryn Mawr, and then I can catch the Blue  
18 Line at Rosemont and get to the airport.

19 So, we are wasting all this  
20 money for studies that I haven't learned a  
21 thing that I haven't learned in the  
22 newspaper for the last 2 or 3 years.



23 I mean, that's not very -- I  
24 don't know what the word is -- educated,

□

8

1 but I don't know what else to say. People  
2 aren't listening. Thank you.

3 Yeah, I would like to make one  
4 other comment.

5 Before the IDOT does anything,  
6 have Mayor Daley sit down and ask him what  
7 they are allowed to do.

8 Thank you.

9 MR. STRANDT: My name is Robert  
10 Strandt, S-T-R-A-N-D-T; and I am speaking  
11 on behalf of Fire District -- Bensenville  
12 Fire District 2. I am the treasurer of  
13 the fire district.

14 My concern is the Ring Road,  
15 that it stays on airport property; and we  
16 have lost a lot of our EAV because of the  
17 land at O'Hare has already taken from the  
18 northeast corner of Bensenville; and we  
19 could not afford to lose any more of our  
20 tax base; and if they ran that proposal we  
21 heard about, the Ring Road going down York  
22 Road, that would also take our fire  
23 station; and we can't afford to replace a  
24 fire station; and my concern is that the

□

9

Transcript.txt

1 western Ring Road would stay east of York  
2 Road and north of Green Street.

3 MR. NELSON: As far as my opinion on  
4 the town, my name is a James Nelson. I  
5 live at 571 John Street, Bensenville,  
6 Illinois.

7 My main concern for being here  
8 tonight is that the Ring Road is contained  
9 within O'Hare's property.

10 The maps that we have seen,  
11 from what I have now been told, have been  
12 issued by IDOT, showing the Ring Road  
13 being west of York Road, and running from  
14 the Kennedy straight south, through  
15 downtown Bensenville, which is going to  
16 affect residential and commercial of our  
17 town -- which would be devastating to us,  
18 since we already lost 500 to 600 homes --  
19 and connecting at County Line and Grand,  
20 which is the map they have displayed on  
21 the Internet and in the newspaper, which  
22 they now say should have not gone out.

23 That's why we are here today,  
24 to defend that. We support -- I support

□

10

1 the Ring Road inside O'Hare's property,  
2 which will help our -- economics of our  
3 community and not hurt our residential.



Transcript.txt

8 many different reasons.  
9 what is a person to do?  
10 FIFTH MAN: Okay. My idea is  
11 instead of having a western bypass around  
12 O'Hare, okay, my idea is to widen 294, the  
13 Tri-State, from the Eisenhower; and then  
14 you will take it to, like, Devon; and then  
15 widen the Northwest Tollway which is 90, I  
16 believe; and by widening those two road  
17 sections, there won't be a need to have  
18 the western access.  
19 Plus, to make it convenient for  
20 everybody, we need complete interchanges  
21 at North Avenue and the Tri-State, Irving  
22 Park Road and the Tri-State, Lee Street  
23 and the Northwest Tollway, and York Road  
24 and the Northwest Tollway.

□

12

1 If we do that amount of work,  
2 we won't need to have the western bypass  
3 going around O'Hare.

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13

1 STATE OF ILLINOIS )  
2 )  
3 COUNTY OF C O O K )  
4 I, GLORIA M. SCHUELKE, CSR, RPR, being  
5 first duly sworn, on oath say that I am a  
6 Certified Shorthand Reporter, so certified by  
7 the State of Illinois; that I reported in  
8 shorthand the testimony given at the taking of  
9 the foregoing above-mentioned cause; and that  
10 the foregoing is a true and correct transcript  
11 of my shorthand notes so taken as aforesaid,  
12 and contains all the testimony had at the  
13 above-mentioned cause; and that my certificate  
14 annexed hereto applies to the original and  
15 typewritten copies, only, signed by me. The

Transcript.txt

16 undersigned assumes no responsibility for the  
17 accuracy of any reproduced copies not made  
18 under my control or direction.

19 \_\_\_\_\_

20 Illinois CSR License No. 084-001886

21 SUBSCRIBED AND SWORN TO before me this \_\_\_\_\_

22 day of \_\_\_\_\_ , A. D., 2007.

23 \_\_\_\_\_

24 Notary Public

□

SECTION 5B

**Public Comments and Responses**

---

# COMMENT FORM

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



pls. see attached sheet

I (do  do not ) desire a response. Please return comments by December 5, 2007.

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

Name: Nicole Aranas

Address: 550 W. Irving Park Road  
Itasca, IL 60143

Phone: (630) 773-5568





HAMILTON PARTNERS

# ELGIN O'HARE WEST BYPASS CRITICAL ISSUES VILLAGE OF ITASCA AND HAMILTON PARTNERS



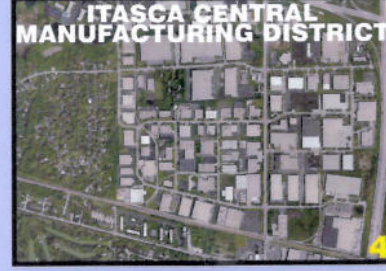
**LIGHT RAIL**  
Future Planning shall include the Village's desire for improved public transit



**DIRECT ACCESS TO HAMILTON LAKES**  
Direct access to the roadway is critical to the vitality of Itasca. The existing and planned facilities in the Chancellory at Hamilton Lakes are essential to the Itasca vision.



**ENHANCING ECONOMIC CORRIDOR**  
Maintaining and improving access to existing developments dependant on Thorndale Avenue



**ACCESS AT ROHLWING ROAD**  
The Village of Itasca residents, businesses, and industry depend on full-Access at Rohwing Road. Itasca's Central Manufacturing District (CMD) depends on this access for regional connectivity.



**QUALITY OF LIFE / ENVIRONMENTAL**  
Impacts on adjacent residential areas must be minimized. Emergency access, landscaping, noise walls, and sight screens are all design aspects that should mitigate anticipated adverse conditions.



**PROSPECT AVENUE ACCESS**  
The Village does not want to become a "DRIVE-THRU" community. Prospect Avenue is a vital corridor.



**REAL REPRESENTATION**  
The Village of Itasca, Hamilton Partners, and the residents have teamed together to ensure that the alternative selected by the stakeholders represents the values of the community.





# COMMENT FORM

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



Interested maybe in joining a task force  
- Land use, maybe transportation.

E-Mail Susan beager 7 @ aol.com

I (do  do not ) desire a response. Please return comments by December 5, 2007.

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

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

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

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

# COMMENT FORM

of Ron Krall



ELGIN O'HARE  
WEST BYPASS

communities, opportunities, solutions.

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



The ring road should be built east of  
York Road and North of Green street

BUREAU OF PROGRAMMING  
RECEIVED

NOV 20 2007

DISTRICT #1

I (do  do not ) desire a  
response. Please return comments  
by December 5, 2007.

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

Name: JIM BLOUGH

Address: 127 N. ADDISON ST

BEAVERVILLE IL 60106

Phone: 630-595-8629

**Questions to State of Illinois Re:  
Elgin-O'Hare Expressway; the Ring Road; Western Access  
and Phase II O'Hare Expansion**

- Chicago, IDOT and ITHA must commit to a route east of York Road in the so-called "corridor" designated by Chicago. Absent an early definitive commitment to that corridor, the potential for major destruction of businesses and homes in Elk Grove and Bensenville for a route west of York Road will have a major chilling effect on the economies of those communities.
- Where is the route of the Ring Road from the southern boundary of the airport to the connection with I-294? The route shown in some drawings (including those by IDOT and Chicago show the route south of the airport destroying large numbers of homes and businesses in Bensenville — far beyond the destruction proposed by Chicago for the O'Hare expansion.

- What benefits does "Western Access" actually provide for the traveler from the western suburbs?

Because of lack of security, "Western Access" passengers with luggage from very airline but the United Alliance will suffer a 1-hour or more bus ride from the western parking lots to the eastern terminals (e.g., American, Delta, Continental, etc.)

Even as to the United Alliance passengers with luggage deplaning at Terminal 1 will face the same one hour bus ride from Terminal 1 to the western parking lots.

See attached pages from Chicago's Master Plan.

- What level of traffic will impact York Road/Elmhurst from the Elgin-O'Hare extension if there is no Western Access at 2030 demand levels?
- What will be the impact on funneling additional traffic onto York/Elmhurst on the ability of truck traffic to access industrial park facilities in Elk Grove and Bensenville?
- A full interchange is currently needed at Elmhurst Road and the Northwest Tollway. What type of local access to Elmhurst Road be provided in this area if freeway to freeway access is constructed?
- The existing Elgin-O'Hare expressway is a limited access facility. Elk Grove Village endorses the extension of the Elgin-O'Hare as limited access to the West Bypass in order to preserve the freeway nature of the facility.
- Public transportation via the existing Pace bus routes, the proposed Starline and future transit extensions are of major importance for providing service to the more than 100,000 employees that commute to the Village's Business Park on a daily basis.



ENGINEERING & COMMUNITY  
DEVELOPMENT DEPARTMENT  
901 WELLINGTON AVENUE  
ELK GROVE VILLAGE, IL 60007-3499

**ALAN J. BOFFICE, P.E.**  
DIRECTOR OF ENGINEERING  
AND  
COMMUNITY DEVELOPMENT

(847) 357-4224  
FAX: (847) 357-4222  
aboffice@elkgrove.org



# COMMENT FORM

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



I would like to be a representative,  
on one of the task forces for the City of  
Elmhurst

I (do  do not ) desire a  
response. Please return comments  
by December 5, 2007.

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

Name: Michael Bram

Address: 700 N. VAN AUKEN

Elmhurst IL 60126

Phone: 630-834-2726

Michael.Bram@comcast.NET

# COMMENT FORM

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



11-14-07

I was very disappointed to see the lack of information provided. you provided great headings & titles <sup>maps</sup> for a good term paper with few facts.

What are you even trying to get input, when the airport expansion & western access <sup>have</sup> not even begun? It probably won't happen in ~~the~~ our lifetime. Your efforts are very premature & a great waste of time, effort & money.

I (do  do not ) desire a response. Please return comments by December 5, 2007.

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

Name: Marcy Bunch

Address: 1002 Argyle, Apt 1B  
Bensenville, IL 60106

Phone: 417-865-4189

e-mail MBunch@bensenville, IL, US

# COMMENT FORM



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



- Incorporate environmentally friendly transportation alternatives;
  - include bike paths along any major expansion effort.
  - provide mass transit alternatives to personal vehicular traffic (ie rail/bus)
  - possible mass transit alternatives should be environmentally friendly as well perhaps incorporating new technology such as mag-lev train technology or low emission vehicle for bus routes
  - minimal damage to surrounding wetlands and waterways
- as a local home owner I am concerned about property taxes, property value etc. How would this potential project affect my home
- any proposed project should plan accordingly for future growth / traffic to sufficiently provide for future demand

I (do  do not ) desire a response. Please return comments by December 5, 2007.

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

Name: D. Domain  
Address: 936 Hartford Ln  
Elk Grove Village IL 60007  
Phone: 847-710-0064

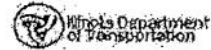


*A. Ross Kraell*

# COMMENT FORM

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

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



AS LONG AS THIS RING ROAD IS GOING  
TO BE BUILT ANYWAY, I SUGGEST USING  
OVERHEAD (OR AND) UNDER PASS ROADS  
TO MINIMIZE INTERRUPTION AND INCONVENIENCE  
TO THE COMMUNITIES AFFECTED BY IT.

THANK YOU FOR YOUR TIME  
AND GIVING MY IDEA SOME SERIOUS THOUGHT.

BUREAU OF PROGRAMMING  
RECEIVED  
NOV 19 2007  
DISTRICT #1

I (do  do not ) desire a  
response. Please return comments  
by December 5, 2007.

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

Name: GUY FILIPPELLI  
Address: 601 DIANA CT.  
BENSENVILLE, IL. 60106  
Phone: 847-451-0787

ENCLOSURE



## ITASCA POLICE DEPARTMENT

---



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

November 14, 2007

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

Dear Ms. O'Keefe:

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


Of paramount concern to the Itasca Police Department is public safety access, including police, fire and EMS, to the Elgin O'Hare Expressway (EOX). In emergency situations, time is not an ally. Without adequate access to this expressway, it will be difficult, if not impossible, for public safety services to respond to emergencies on the EOX in an expeditious manner. This must be a primary consideration when designing this new roadway.

Entrance points to the Elgin O'Hare Expressway (EOX) must be situated in such a manner that allows quick ingress and egress to the roadway for emergency vehicles. Additionally, without feeder or frontage type roads and/or frequent crossovers, there will be tremendous challenges just getting emergency services to the scene of motor vehicle crashes, EMS requests, fires, spills or other types of emergency calls.

Without sufficient emergency responder access to and across the Elgin O'Hare Expressway, all emergency services (police, fire, hazmat, EMS) will face significant challenges in order to achieve reasonable and life saving response times.

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

Sincerely,

  
Scott Heher  
Chief of Police

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





HAMILTON PARTNERS

# ELGIN O'HARE WEST BYPASS CRITICAL ISSUES VILLAGE OF ITASCA AND HAMILTON PARTNERS



### LIGHT RAIL

Future Planning shall include the Village's desire for improved public transit



### DIRECT ACCESS TO HAMILTON LAKES

Direct access to the roadway is critical to the vitality of Itasca. The existing and planned facilities in the Chancellery at Hamilton Lakes are essential to the Itasca vision.



### ENHANCING ECONOMIC CORRIDOR

Maintaining and improving access to existing developments dependant on Thorndale Avenue traffic will enhance businesses and the Village of Itasca



### ITASCA CENTRAL MANUFACTURING DISTRICT

### ACCESS AT ROHLWING ROAD

The Village of Itasca residents, businesses, and industry depend on full-Access at Rohwing Road. Itasca's Central Manufacturing District (CMD) depends on this access for regional connectivity.



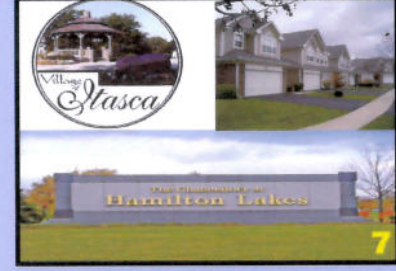
### QUALITY OF LIFE / ENVIRONMENTAL

Impacts on adjacent residential areas must be minimized. Emergency access, landscaping, noise walls, and sight screens are all design aspects that should mitigate anticipated adverse conditions.



### PROSPECT AVENUE ACCESS

The Village does not want to become a "DRIVE-THRU" community. Prospect Avenue is a vital corridor.



### REAL REPRESENTATIONS

The Village of Itasca, Hamilton Partners, and the residents have teamed together to ensure that the alternative selected by the stakeholders represents the values of the Community.

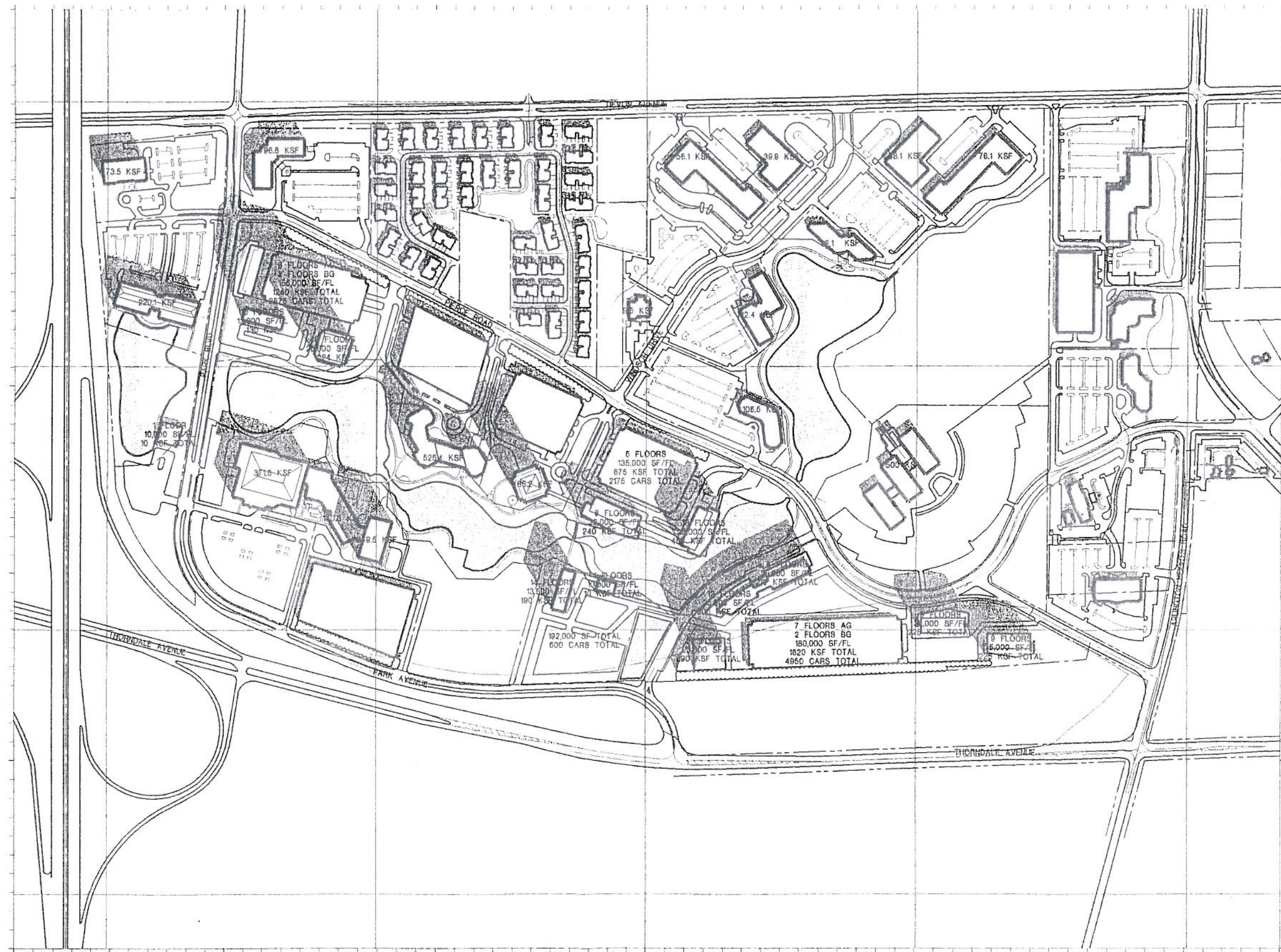




PARCEL 1	WYNDHAM HOTEL	374.6 KSF
	WYNDHAM HOTEL	140.4 KSF
PARCEL 2	500 PARK	349.5 KSF
PARCEL 3A	BUILDING A	190 KSF
	BUILDING B	10 KSF
	TOTAL AREA	200 KSF
	PARKING	600 CARS
PARCEL 3B	BUILDING A	900 KSF
	BUILDING B	200 KSF
	BUILDING C	200 KSF
	BUILDING D	175 KSF
	BUILDING E	175 KSF
	TOTAL AREA	1650 KSF
	PARKING	4950 CARS
PARCEL 4	BOISE CASCADE	600 KSF
PARCEL 6	225 WINDSOR	102.4 KSF
PARCEL 7	250 DEVON	56.1 KSF
	350 DEVON	39.9 KSF
	450 DEVON	76.1 KSF
	550 DEVON	39.9 KSF
	650 DEVON	56.1 KSF
PARCEL 9	333 PIERCE	106.6 KSF
	ONE PIERCE PLACE	525.4 KSF
	TWO PIERCE PLACE	486.2 KSF
PARCEL 10	THREE PIERCE PLACE	240 KSF
	FOUR PIERCE PLACE	450 KSF
	TOTAL AREA	710 KSF
	PARKING	2175 CARS
PARCEL 11	BUILDING A	130 KSF
	BUILDING B	1026 KSF
	TOTAL AREA	1176 KSF
	PARKING	3875 CARS
PARCEL 12	300 PARK BUILDING	220.1 KSF
	CANNON BUILDING	73.6 KSF
	555 PIERCE PLACE	96.8 KSF
PARCEL 13	BUILDING A	10 KSF

PROGRAM SUMMARY

ENTITLED PROGRAM	7,000 KSF
EXISTING DEVELOPMENT	2,754 KSF
BOISE CASCADE	500 KSF
CURRENT DEVELOPMENT	3,254 KSF
MASTERPLAN PROGRAM	3,746 KSF
TOTAL PROGRAM	7,000 KSF





# COMMENT FORM



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



I-294 WILL HAVE MAJOR WIDENING  
IN THE NEAR TIMES. THIS WILL HELP SOME  
OF THE CONGESTION  
REGARDING A "LINK ROAD" ONE ALREADY  
EXISTS (CALLED I-290). THIS COULD USE  
SOME ATTENTION BUT AVOIDS A NEW ROAD.  
CONTINUE THE ELGIN-O'HARE ACCESS TO  
THE AIRPORT BUT AVOID AIRPORT INTRUSION  
OF ELK GROVE & BENSenville

BUREAU OF TRANSPORTATION  
RECEIVED  
DISTRICT 35

I (do  do not ) desire a response. Please return comments by December 5, 2007.

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

Name: DONALD HOSKINSON  
Address: 3010 DERROUGHT AVE  
NORTHWALE, IL 60164-1013  
Phone: (847)-455-5987



# COMMENT FORM

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



FROM AL HUTCHISON  
1009 DOLORES DRIVE  
BENSENVILLE IL 60106

TO MINIMIZE DISRUPTION TO HOMEOWNERS  
IN BENSENVILLE I STRONGLY RECOMMEND  
HOOKING UP THE ELGIN-O'HARE EXTENSION  
TO IRVING PARK RD (SOUTH SIDE OF O'HARE AIRPORT)  
ENOUGH DAMAGE HAS ALREADY BEEN DONE  
TO BENSENVILLE AND AS A HOMEOWNER  
WE CERTAINLY DO NOT NEED MORE AGGRAVATION

I (do  do not ) desire a  
response. Please return comments  
by December 5, 2007.

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

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

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

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

# COMMENT FORM



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



It is disingenuous to call this a new start with open communication when you have NOT told your public that your fundamental assumption is the full build-out of O'Hare Airport.  
(See public record of E-0/Eep phase II.)

Public input will be affected greatly if IDOT is forthcoming about requirements and the need for any route to accommodate them.

I (do  do not ) desire a response. Please return comments by December 5, 2007.

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

Name: KATHY LANE  
Address: 4418 Ridgewood Ave  
Bensenville, IL 60106  
Phone: 630-660-7688

# COMMENT FORM

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



If traffic moved on the existing highways there would be no need to build a western bypass.  
As a lower cost + less disruptive alternative of building a western bypass connecting 90 + 294. Widen 90 from York rd to 294, and 294 to Hillside. Eastbound 90 starting at York rd separate the traffic going to the Kennedy from the exits so the Kennedy back up does not affect others who are going to 294 or O'Hare.  
To make the tollway user friendly and to reduce traffic on local rds. + 290 extension must install complete interchanges at 90 + York rd, 90 + Lee st, 294 + Touhy, 294 + Downing Park rd, 294 + North av.  
Also if the tollway is a parking lot, drivers can get off. York rd needs to be widen from 5 to 7 lanes from 90 to Downing Park rd. also could install a bike way along the eastside of York rd. If a west entrance is built at O'Hare then extend the Elgin expressway to O'Hare.  
Extend country line rd over the tracks to Downing Park rd.

BUREAU OF PROGRAMMING  
RECEIVED

DISTRICT #

I (do  do not ) desire a response. Please return comments by December 3, 2007

Name: Joe Merzamas  
Address: 3111 N. La Porte  
Melrose Park Ill 60164  
Phone: 847-495-9481

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



# COMMENT FORM



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



I live in Elk Grove Village. My main concern is the proposed "Ring" road. We received information stating that the road would either be East of 83 or West of 83. If the "Ring" road is West of 83 it cuts into EGV's business district. If we do not have the business tax base our residential taxes will rise.

I believe that if this project is done correctly with a lot of thought and buy-in it could work for everyone. My hope is that you listen to the concerns of the community & have an open mind - taking into consideration all options.

Another concern would be environmental issues. I feel a better option than ~~the~~ "ring" road is public transportation. If you add another roadway it is more traffic and congestion - ~~the~~

Will there be an opportunity for residents to be a part of the planning committee or task force? The video made it seem like that was not going to be an option. I feel strongly that community representatives should be involved in all ~~previous~~ phases of the process. Thank you for your time!!

I (do  do not ) desire a response. Please return comments by December 5, 2007.

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

Name: Stephanie Nelson  
Address: 936 Hartford Lane  
Elk Grove Village IL 60007  
Phone: 847-710-0449  
stnelson17@hotmail.com

# COMMENT FORM

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



The future is not going to be in cars  
as we see it today. A part of this program  
MMST accomodate public transit and bicycles  
O'Hare should have transit and cycle access  
Properly done we will not have to devote the  
west end to expensive parking garages  
and facilities for drive in cars

For on going advice and comments I suggest  
the involvement of Nick JACKSON at the  
Chicagoand Bicycle Federation in Chicago.  
They are an advisory and advocacy  
group for bicycle issues

Consider me for a study/workgroup for  
BIKE-PEP issues

Public Transit and BIKE-PEPS compliment  
each other

I (do  do not ) desire a  
response. Please return comments  
by December 5, 2007.

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

Name:

ROBERT PAUTSCH

Address:

135 HILTOP DR

SCHAMMOCK ILL 60193

Phone:

847-891-1754

# COMMENT FORM

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



PEOPLE LIVING WEST OF O'HARE NEED A WESTERN  
ACCESS TO THE AIRPORT VIA ROADWAY, METRA OR  
EXTENSION OF THE CTA BLUE LINE. IF THE  
ELGIN-O'HARE EXPRESSWAY IS EXTENDED TO  
YORK RD (IT SHOULD BE!) THE LINK  
BETWEEN COUNTY FARM ROAD AND ROUTE 59  
SHOULD BE FINISHED AS WELL.

I (do  do not ) desire a  
response. Please return comments  
by December 5, 2007.

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

Name: ROBERT PROHASKA  
Address: 1412 SADDLERIDGE PL  
PARLETT IL 60103  
Phone: \_\_\_\_\_



# COMMENT FORM

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



The Elgin-O'Hare Expressway should have been completed years ago. IDOT dropped the ball and now the airport is expanding where the expressway should have gone years ago.

Bensenville is being torn up enough. Why don't you have your road go as an overpass (like the skyway) over the existing railroad tracks and outer edge of the airport and not thru a residential ~~section~~ section.

We do need <sup>an</sup> improved rail system, but not at the expense of making people leave an area that they have lived in most of their lives.

Everyone wants an opinion, but nothing is done about it. I really wonder if anyone is listening or just doing what they want to do anyway.

I (do  do not ) desire a response. Please return comments by December 5, 2007.

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

Name: Alice J. Plutz

Address: 1051 So. Center St

Bensenville IL 60106

Phone: 630-766-8775

RDK 11/26/07

AM #1

file

# COMMENT FORM



ELGIN O'HARE  
WEST BYPASS

communities. opportunities. solutions.

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



I came to the informational meeting but found it to not be what I expected. Yes I talked to some of the people, I don't know if they were from IDOT or not.

My concern about this ring road is about the large amount of land that could be required. Anything west of York Rd and south of Green St. would only add to the destruction of Bensenville even more.

If I counted them correctly, three churches on or a block <sup>west</sup> from York would <sup>be</sup> eliminated, as well as a Fire Station and part of the Golf Course, a large green area, should the ring road continue to Grand Avenue. At that is the case, a shopping center and an additional church would be destroyed.

There has to be a way to keep this property, and all it means to the people in the area, whole.

Nothing I heard leads me to believe, when push comes to shove, our local input will sway the power to be. We have been lied to by experts every since the 1970s about the plans to expand O'Hare. By the way, do you really think a west entrance that takes an hour to be transported will be anything but a "laughing stock" nation wide?

I don't think so.

I (do  do not ) desire a response. Please return comments by December 5, 2007.

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

Name: Chris J. Polaris

Address: 253 So Church Rd

Bensenville, IL 60106

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

BUREAU OF PROGRAMMING  
RECEIVED  
NOV 29 2007  
DISTRICT #1

# COMMENT FORM



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



Dear Mr. Krall,

My primary concern is ground (rail) PUBLIC TRANSPORTATION. My proposal is a little outside the box. The O'Hare expansion affords a unique opportunity to expand our current rail system both efficiently and effectively. There are proposals to extend the 'Blue' Line from River Rd out I-90. I am in favor of that, but if there were to be a priority in this extension, I think as a first consideration it should be to continue under O'Hare from its current terminus to the **West Terminal** and up the center of the Elgin-O'Hare Xwy to the Schaumburg Metra Station.

This would provide a link to Metra and the proposed EJ&E circle route. As well, a future Lite Rail System could serve the Gary Avenue corridor south to Stratford Square, and possibly beyond. This Lite Rail System might also continue north from a Meacham Rd station on the proposed extension to the Schaumburg Pace Station and Woodfield Mall. These rail links provide the dynamics for a vibrant and effective local regionalized transport system. They would provide access to short haul Pace hubs north, center (Schaumburg Metra) and south (Stratford Square).

Further, in anticipation of an argument that this configuration would compete with Metra. First, that consideration should not even be on the table if it were governed by a single authority, but that is politics. Nonetheless, I believe to the contrary; it would enhance the use of the Metra System, providing more people access to more places without having to drive. In addition, should this system ever come to fruition, it might be worth Metra's consideration to run regular short haul commutes between Elgin & Schaumburg.

In closing, rail is very efficient and effective in providing the longer distance points. Buses are not. If the rail system takes people where they want to go, when they want to go, and it is clean and safe, they will utilize it; abandoning their cars in favor of it. Buses are very good with the short haul. Utilizing this overall approach, more and smaller buses can be configured into the overall system. Shorter routes also mean the same vehicle can run more trips in a shorter time.

Respectfully Submitted,  
Robert L. Stare

I (do  do not ) desire a response. Please return comments by December 5, 2007.

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



Mr. Robert L. Stare  
930 Summerfield Dr  
Roselle, IL 60172

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

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

Yes  No

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

H. (630) 980-8190 W. (630) 622-8598



# COMMENT FORM

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



THE VILLAGE OF ITASCA REQUESTS  
THE FOLLOWING (ATTACHED) KEY ISSUES  
BE ADDRESSED

1. LIGHT RAIL
2. ACCESS TO HAMILTON
3. ENHANCE ECONOMIC CORRIDOR
4. ACCESS AT ROTHWING
5. QUALITY OF LIFE / ENVIRONMENTAL
6. PROSPECT ACCESS
7. PEOPLE REPRESENTATION

I (do  do not ) desire a response. Please return comments by December 5, 2007.

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

Name: AL STEIN  
Address: 8678 ROSELAND ROAD  
CRYSTAL LAKE  
Phone: 815.459.1260





HAMILTON PARTNERS

# ELGIN O'HARE WEST BYPASS CRITICAL ISSUES VILLAGE OF ITASCA AND HAMILTON PARTNERS



### LIGHT RAIL

Future Planning shall include the Village's desire for improved public transit



### DIRECT ACCESS TO HAMILTON LAKES

Direct access to the roadway is critical to the vitality of Itasca. The existing and planned facilities in the Chancellor at Hamilton Lakes are essential to the itasca vision.



### ENHANCING ECONOMIC CORRIDOR

Maintaining and improving access to existing developments dependant on Thorndale Avenue



### ITASCA CENTRAL MANUFACTURING DISTRICT

### ACCESS AT ROHLWING ROAD

The Village of Itasca residents, businesses, and industry depend on full-Access at Rohwing Road. Itasca's Central Manufacturing District (CMD) depends on this access for regional connectivity.



### QUALITY OF LIFE / ENVIRONMENTAL

Impacts on adjacent residential areas must be minimized. Emergency access, landscaping, noise walls, and sight screens are all design aspects that should mitigate anticipated adverse conditions.



### PROSPECT AVENUE ACCESS

The Village does not want to become a "DRIVE-THRU" community. Prospect Avenue is a vital corridor.



### REAL REPRESENTATION

The Village of Itasca, Hamilton Partners, and the residents have teamed together to ensure that the alternative selected by the stakeholders represents the values of the community.

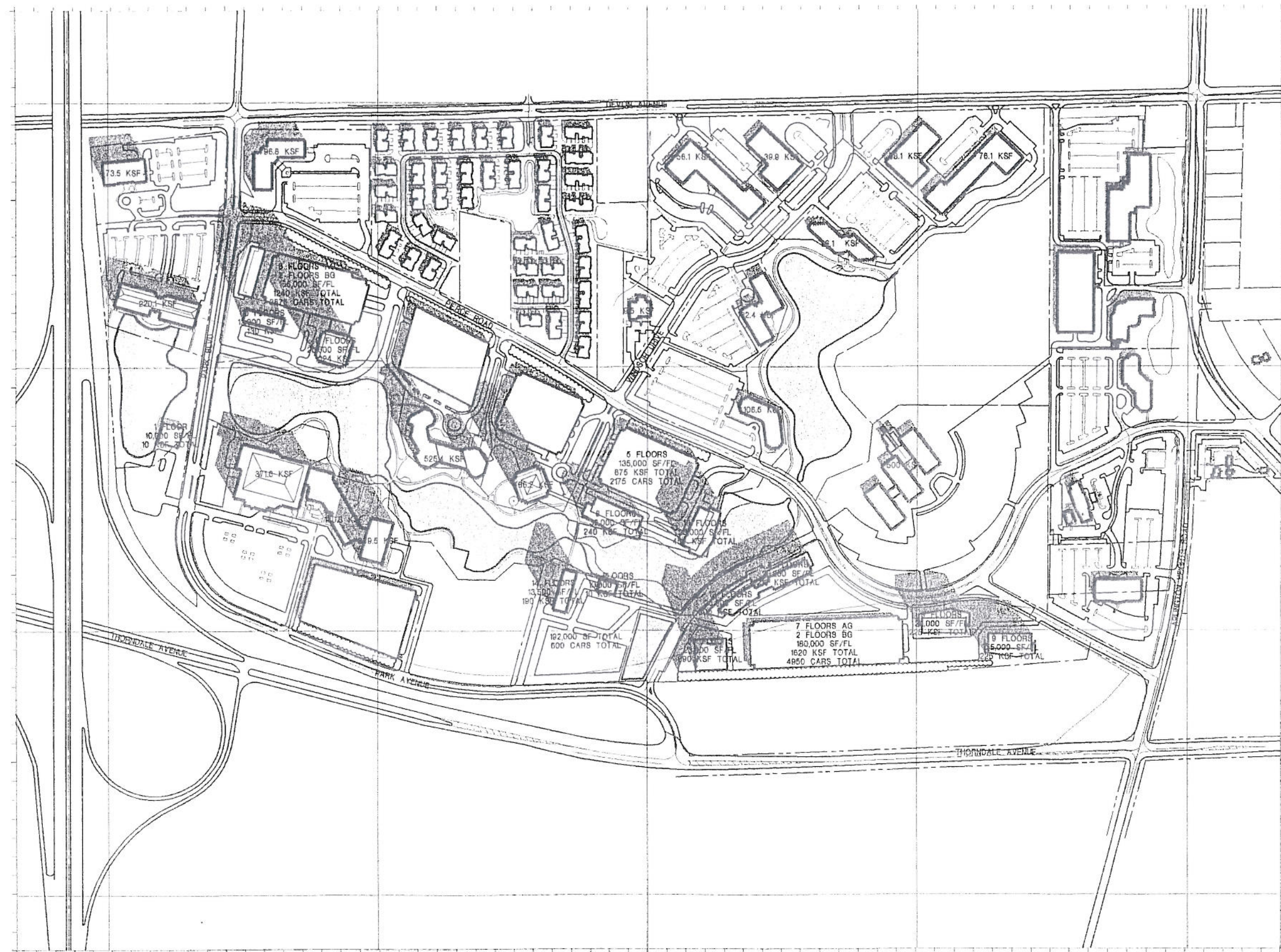




PARCEL 1	WYNDHAM HOTEL	374.6 KSF
	WYNDHAM HOTEL	140.4 KSF
PARCEL 2	500 PARK	349.6 KSF
PARCEL 3A	BUILDING A	190 KSF
	BUILDING B	10 KSF
	TOTAL AREA	200 KSF
	PARKING	800 CARS
PARCEL 3B	BUILDING A	900 KSF
	BUILDING B	200 KSF
	BUILDING C	200 KSF
	BUILDING D	175 KSF
	BUILDING E	175 KSF
	TOTAL AREA	1650 KSF
	PARKING	4950 CARS
PARCEL 4	BOISE CASCADE	500 KSF
PARCEL 6	225 WINDSOR	102.4 KSF
PARCEL 7	260 DEVON	56.1 KSF
	350 DEVON	39.9 KSF
	450 DEVON	76.1 KSF
	550 DEVON	39.9 KSF
	650 DEVON	56.1 KSF
PARCEL 9	333 PIERCE	106.6 KSF
	ONE PIERCE PLACE	525.4 KSF
	TWO PIERCE PLACE	466.2 KSF
PARCEL 10	THREE PIERCE PLACE	240 KSF
	FOUR PIERCE PLACE	450 KSF
	TOTAL AREA	710 KSF
	PARKING	2175 CARS
PARCEL 11	BUILDING A	130 KSF
	BUILDING B	1026 KSF
	TOTAL AREA	1176 KSF
	PARKING	3675 CARS
PARCEL 12	300 PARK BUILDING	220.1 KSF
	CANNON BUILDING	73.6 KSF
	555 PIERCE PLACE	96.8 KSF
PARCEL 13	BUILDING A	10 KSF

PROGRAM SUMMARY

ENTITLED PROGRAM	7,000 KSF
EXISTING DEVELOPMENT	2,754 KSF
BOISE CASCADE	500 KSF
CURRENT DEVELOPMENT	3,254 KSF
MASTERPLAN PROGRAM	3,746 KSF
TOTAL PROGRAM	7,000 KSF



HAMILTON LAKES  
 Office: Putnam  
 Office: Wilson

TITLE  
 SITE PLAN

Scale: 1" = 100'  
 Date: 10/17/08  
 Job No.: 08780  
 Sheet No.:

HAMILTON LAKES  
 CONCEPT PLAN  
 APPROVED BY VILLAGE OF ITASCA



# COMMENT FORM

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



Include Intercity rail/High Speed Rail Station  
in West terminal. Provide regional connectivity to  
midwest destinations as part of Midwest HSR Initiative.

Also transit terminal connect DuPage PRT, CTA, & Pace  
buses.

I (do  do not ) desire a  
response. Please return comments  
by December 5, 2007.

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

Name: David Tamzik

Address: 702 Branden PL

Wheeling IL 60090

Phone: 708323-6738

# COMMENT FORM

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



Saving the number of homes in the proposed area is mandatory.

It would be while providing a more direct than Devon will destroy too many homes. Devon Ave is already a direct route a little further north and I believe that it would be more pleasurable.

A study of the communities involved as to movement (flow) of traffic is an issue that needs to be addressed.

The impact on business also needs to be addressed as Elk Grove depends on many businesses on Devon Ave.

Bensenville has taken a hard rock from Chicago and the cemetery located there. Our community has lost out in taxes, loss of business and people moving out. Bensenville needs to be reimbursed for this - our schools are facing deterioration and loss of revenue. Thank you Chicago.

I (do  do not ) desire a response. Please return comments by December 5, 2007.

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

Name: John R Warner  
Address: 100 George St #216  
Bensenville, IL 60106  
Phone: 1-630-766-3020

December 3, 2007

Mr. Ron Krall  
Illinois Department of Transportation  
Bureau of Programming  
201 Center Ct.  
Schaumburg, IL 60196-9905

Dear Mr. Krall:

A few weeks ago, I attended a meeting on the "Ring Road" which is to be built around O'Hare Airport. The meeting did not inform residents of anything, and we were very disappointed. Basically, the O'Hare Expansion Committee just pretended to want comments on where to build the "Ring Road." Of course, everyone had reasons for it not to go through their property. This is understandable. The majority of people that live in this area feel that the O'Hare Expansion Plan is a waste of money to begin with.

My father was a pilot for many years. He cannot agree with the enormous expense involved for the little improvement these new runways have to offer. There are too many runways going the same direction. He feels these plans only went through under heavy political pressure. Mayor Daley has a dream of "owning" the biggest airport in the US, and he isn't looking at the reality. The railroads alone are stopping the progress.

I have not lived in Bensenville for very long, but I can feel how irate the citizens of this community have become. They know that any more property taken from this town will mean an end to this wonderful city. We also know how vindictive Mayor Daley is, and how he wishes to destroy Elk Grove Village and Bensenville for their resistance in the past. It has become Mayor Daley's personal war.

Mayor Daley will not want to give up his "acquired property" to build the "Ring Road." He will want more and more land at the expense of others. Don't let this fool get out of control. He has already lost the respect of the citizens of Chicago over increased property taxes and other ridiculous taxes to get the city out of debt. You should build the new "Ring Road" on the already acquired land so it appears that this project actually created an improvement for O'Hare Airport and stop the madness.

Sincerely,

*Terry Wilson*

Terry Wilson, President  
Towne Centre Condominiums  
100 W. Roosevelt Ave. - Unit #201  
Bensenville, IL 60106

BUREAU OF PROGRAMMING  
RECEIVED

DISTRICT #

RONK 12/5/07

*Adia*

✓  
M-Proj  
7-7-0



# COMMENT FORM

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



The least impact would be to have  
355 hook up with Irving Park Rd.  
Coming thru residential communities +  
golf courses, possibly Mt. Emblem Cemetery,  
Disrupting York Rd, etc. is ridiculous!

I (do  do not ) desire a  
response. Please return comments  
by December 5, 2007.

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

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

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

Yes  No

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

Do not let  
Daley politics  
rule.

Do not let  
the roads be  
guided by  
airport expansion.

York Rd  
To  
Irving Park Rd  
To  
Mannheim

Looks like it  
would impact  
the least amount  
of people <sup>630</sup> 766 4638

Jeanne Bertant  
800 Brentwood  
 Bensenville

~~#1~~ Make a  
bus line  
from <sup>some</sup> point  
to get to  
O'Hare.

Do nothing at  
all.

Add lanes to 290 or 294  
and use the access  
already available.

I believe we already  
have a western bypass  
where 290 connects 90  
to 294. "Western Access",  
from what I've heard, is  
nothing more than a parking  
lot and shuttle bus.

You are thinking of  
uprooting thousands of peoples  
lives, homes and businesses.  
This is not necessary.

Please leave things as  
they are.



**Elgin O'Hare - West Bypass  
Public Meeting #1 Summary of Written Comments**

Name	Source	Comment
Nicole Aranas	Public meeting	same comments as Al Stefan
Susan Bengner	Public meeting	Interested in joining the task force for land use or transportation
Jeanne Bertant	Post-it	Consider a location York Rd. to Irving Park Rd. to Mannheim since it might have least impact.
Jim Blough	Public meeting form (via mail)	Ring Road should be built east of York Rd and north of Green St.
Alan J Boffice	Public meeting	Would like a route east of York Rd.; wants to know what happened to Ring Rd from the southern boundary of the airport to I-294; questions benefit of western access; wants to know what level of traffic will impact York Rd/Elmhurst from the Elgin-O'Hare if there is no western access at the 2030 demand; wants to know how additional traffic on York/Elmhurst will impact the ability of truck traffic to access industrial parks in Elk Grove and Bensenville; a full interchange is needed at Elmhurst Rd and Northwest Tollway and wants to know what type of local access to Elmhurst Rd will be provided; wants it to stay a limited access highway; consider Pace bus routes and future transit extensions.
Michael Bram	Public meeting	Wants to be a representative on one of the task forces for the City of Elmhurst
<a href="mailto:aldermanbram@third-ward.com">aldermanbram@third-ward.com</a>	project website	Wants to be kept up to date
Marcy Bunch	Public meeting	Thinks that the PIM provided few facts, and that the planning effort is too premature and should wait until the airport expansion and western access have begun
D. Domain	Public meeting form (via mail)	Include bike paths, mass transit alternatives. Minimize any damage to wetlands and waterways. Concerned about property taxes and property value with this project. Should consider future demand.
Guy Filippelli	Public meeting form (via mail)	Use an overhead and/or underpass roads to minimize interruption and inconvenience to the communities
Scott Heher	Letter	Need to have adequate access to Elgin-O'Hare Expressway for emergency vehicles. Entrance points should include both ingress and egress. Also, need feeder or frontage types roads and/or frequent crossovers.

**Elgin O'Hare - West Bypass  
Public Meeting #1 Summary of Written Comments**

Name	Source	Comment
Donald Hoskinson	Public meeting form (via mail)	I-294 will be widened in the future and this will help with congestion. I-290 is the "ring" road. Improve 290 to avoid a new road. Continue Elgin-O'hare Access to the airport but avoid airport impacts on Elk Grove and Bensenville.
Al Hutchison	Public meeting	Recommends hooking up the Elgin O'Hare Extension to Irving Park Rd. (south side of O'Hare Airport)
Kathy Lane	Public meeting form (via mail)	Does not think IDOT is being forthcoming with the public and it's plans when it is the project's assumption that the build out of O'Hare Airport will take place and that the project will accommodate that.
suzlevine@sbcglobal.net	project website	Add to mailing list
Joe Meznarsic	Public meeting form (via mail)	Use a less disruptive and lower cost alternative to building a western bypass by connecting 90 and 294. Widen 90 from York Rd. to 294 and 294 to Hillside. Install complete interchanges at 90 and York Rd., 90 and Lee St., 294 and Touhy, 294 and Irving Park Rd, and 294 and North Ave. Widen York Rd. from 5 to 7 lanes from 90 to Irving Park. Extend County line Rd. over the tracks to Irving Park Rd. If a west entrance built at O'Hare then extend the Elgin Expressway to O'Hare.
Stephanie Nelson	Public meeting form (via mail)	Concern with Ring Rd and if it is west of 83 that it will cut into the EGV's business district and in turn affect residential taxes. Also wants public transportation to be considered. Wants to know if there is an opportunity for residents to be a part of the planning committee or task force.

**Elgin O'Hare - West Bypass  
Public Meeting #1 Summary of Written Comments**

Name	Source	Comment
Nick Nikola	comment for stakeholder workshop	Sent on behalf of SCWN. Project will have a major impact on the Salt Creek Watershed. Asks that all BMPs be incorporated into the project to maintain or improve the quality of the Salt Creek. Recommends that storm water be filtered and retained, and slowly allowed to drain into the Salt Creek. We would like to see egress on both sides under any bridges built over the Salt Creek for wildlife and possible bike paths, also signage stating the name of the roadway for canoeist to see. Additionally that bridges be built to let 500 year flood water to pass through. Also during construction of any projects that all EPA regulations are adhered to, to protect the Salt Creek.
Robert Pautsch	Public meeting	Wants project to accommodate public transit and bicycles; also wants us to contact Nick Jackson at the Chicagoland Bicycle Federation and consider him to join a working group for bike/ped issues
Alice J. Plutz	Public meeting	Make overpass over the existing railroad tracks and outer edge of the airport.
Robert Prohaska	Public meeting	There needs to be western access to the airport. Wants Elgin-O'Hare to extend to York Rd, and wants the link between County Farm Rd and Route 59 to be finished.
Elaine Reiland	Public meeting form (via mail)	Concerned about Ring Road and how much land would be required for it. Anything west of York Rd. and south of Green St. would add to the destruction of Bensenville. Also concerned with the destruction of churches and other properties if the road is extended to Grand Ave. Does not think a western entrance would help.
Tony Spencer	from post-its	Ring Road should be kept east of County Line Rd. over the railroad yard. Meet Northeast of of York /Irving Park intersection. North to the 90 consider using Rte 83 alternative. Doesn't want any more homes destroyed in Bensenville and instead use the railyard and industrial areas.



**Elgin O'Hare - West Bypass  
Public Meeting #1 Summary of Written Comments**

Name	Source	Comment
Robert L. Stare	Public meeting form (via mail)	Concerned with public transportation and prioritizing the Blue Line Extension. Wants a link between Metra and the proposed EJ&E route. Also suggests that a future light rail system serve Gary Ave. south to Stratford Square, and go north from Meacham Rd to Schaumburg. Does not think that buses are good for longer distances.
Al Stefan	Public meeting	Village of Itasca requests that these key issues be addressed: light rail, access to Hamilton development, enhance economic corridor, access to Rohlwing, quality of life/environmental, Prospect Ave. access, and real representation
David Tawzik	Public meeting	Include intercity rail/highspeed rail station in west terminal. Provide regional connectivity to midwest destinations as part of Midwest HSR initiative. Have a transit terminal to connect DuPage, CTA, and Pace.
John R. Warner	Public meeting	Thinks that Devon is a better option for a northern route compared to Thorndale and that would save homes. Wants a study on traffic flow and how businesses will be affected.
David C. Williams, Village Administrator of the Village of Itasca	Public meeting form (via mail)	same comments as Al Stefan
robbiewynn@sbcglobal.net	project website	Will the highway ever actually extend from Elgin to O'Hare
Unknown	from post-its	Do not let Daley politics rule
Unknown	from post-its	Do not let roads be guided by airport expansion
Unknown	from post-its	Make a bus line connecting to O'Hare
Unknown	from post-its	Do nothing at all
Unknown	from post-its	Add lanes to I-290 to I-294 and use the access all ready available
Unknown	from post-its	There is all ready western access where I-290 connects to I-90 and I-294. Do not make any changes to this road.
Unknown	Public meeting	Connect I-355 and Irving Park Rd

---

**From:** Krall, Ronald D [mailto:Ronald.Krall@illinois.gov]  
**Sent:** Tuesday, January 15, 2008 5:28 PM  
**To:** susan\_benger1@aol.com  
**Subject:** RE: Reply regarding your noted interest in possibly joining a Task Force

Project and Environmental Studies

Elgin O'Hare - West Bypass

Cook and DuPage Counties

January 15, 2008

E-mail response

susan\_benger1@aol.com

Dear Ms. Benger:

Thank you for your request to be considered to serve on the Land Use or Transportation Task Forces for the Elgin O'Hare - West Bypass project. We are currently finalizing our task force memberships for the three task forces and will follow up with you within the next several weeks. As you may be aware, we have invited all communities in the study area, as well as various agencies and interest groups to appoint representatives to the project task forces. Once this is complete, we will also assign at-large membership based on public interest.

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

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

Very truly yours,

Ron Krall

Project Manager

---

**From:** Krall, Ronald D [mailto:Ronald.Krall@illinois.gov]  
**Sent:** Tuesday, January 15, 2008 4:22 PM  
**To:** ladycapo@hotmail.com  
**Subject:** Reply regarding your question about the location of the O'Hare West Bypass

Project and Environmental Studies

Elgin O'Hare - West Bypass

Cook and DuPage Counties

January 15, 2008

E-mail response

ladycapo@hotmail.com

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Thank you for your recent question concerning the Elgin O'Hare - West Bypass project. We currently have not identified a project alignment, but rather are just beginning an in-depth assessment of the current and future transportation needs in the study area. When that task is complete, we will begin developing initial alternatives which includes the consideration of improvements to various roadways, transit facilities, bicycle and pedestrian accommodations, as well as transportation management strategies. At this time, we have not identified any alternatives. We will take a fresh look at all a wide range of options and are committed to extensive stakeholder involvement to assist in the alternative development. The first part of the planning process will take several years to complete.

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

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

Very truly yours,

Ron Krall

Project Manager





# 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

February 15, 2008

Ms. Jeanine Bertant  
800 Brentwood  
Bensenville, IL 60106

Dear Ms. Bertant:

Thank you for your comment on the Elgin O'Hare – West Bypass project. It is IDOT's commitment that we fully engage the public from the outset of the project. The goal of the first Public Information Meeting was to gather as much information as possible from the project stakeholders.

The Illinois Department of Transportation is engaged in an in-depth assessment of the current and future transportation needs in the study area. This assessment represents an important first step in the study process. Once this task is complete, we will then begin developing and evaluating transportation system alternatives to address identified needs. Alternatives will include consideration of improvements to roadways, transit facilities, bicycle and pedestrian accommodations, as well as transportation management strategies. At this time, we have not identified any alternatives. We will take a fresh look at a wide range of options and are committed to extensive stakeholder involvement to assist in alternative development. We acknowledge your concern regarding potential impacts to area communities, and will work to ensure that all reasonable methods for minimizing community and environmental impacts are considered.

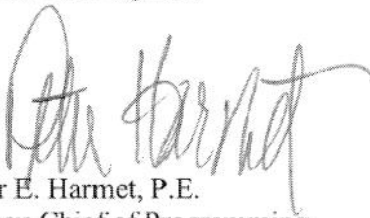
We have added your name to the project mailing list so that you will be kept informed of key project milestones through periodic newsletters as well as upcoming public involvement events. We hope you continue to stay involved in the Elgin O'Hare – West Bypass project, and we encourage you to visit the project web site often ([www.elginohare-westbypass.org](http://www.elginohare-westbypass.org)), as it provides current project information. The site will be updated regularly throughout the study.

Ms. Jeanine Bertant  
February 15, 2008  
Page 2

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

Very truly yours,

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

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

bcc: Brian Carlson  
Lidia Pilecky  
Ron Krall



# Illinois Department of Transportation

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

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

January 24, 2008

Mr. Jim Blough  
127 N. Addison St.  
Bensenville, IL 60106

Dear Mr. Blough:

Thank you for your recent comment on the Elgin O'Hare – West Bypass project. It is IDOT's commitment that we fully engage the public from the outset of the project, and the goal of the first Public Information Meeting was to gather as much information as possible from the project stakeholders.

The Illinois Department of Transportation is currently assessing the current and future transportation needs in the study area. This assessment represents an important first step in the study process. Once this task is complete, we will then begin developing and evaluating transportation system alternatives to address identified needs. Alternatives will include consideration of improvements to roadways, transit facilities, bicycle and pedestrian accommodations, as well as transportation management strategies. At this time, we have not identified any alternatives. We will take a fresh look at a wide range of options and are committed to extensive stakeholder involvement to assist in alternatives development. We acknowledge your concern regarding potential impacts to area communities, and will work to ensure that all reasonable methods for avoiding or minimizing community and environmental impacts are considered. The current study process will conclude with the identification of the recommended transportation system alternative and the preparation of a Tier One Environmental Impact Statement.

We have added your name to the project mailing list so that you will be kept informed of key project milestones through periodic newsletters as well as upcoming public involvement events. We hope you continue to stay involved in the Elgin O'Hare – West Bypass project, and we encourage you to visit the project web site often ([www.elginohare-westbypass.org](http://www.elginohare-westbypass.org)), as it provides current project information. The site will be updated regularly throughout the study.

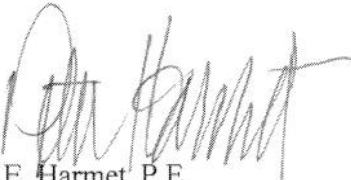


Mr. Jim Blough  
January 24, 2008  
Page 2

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

Very truly yours,

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

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

bcc: Brian Carlson  
Lidia Pilecky  
Ron Krall

Lidia Pilecky



# 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

January 22, 2008

D. Domain  
936 Hartford Lane  
Elk Grove Village, IL 60007

Dear Sir or Madam:

Thank you for your recent comment on the Elgin O'Hare – West Bypass project. It is IDOT's commitment that we fully engage the public from the outset of the project, and the goal of the first Public Information Meeting was to gather as much information as possible from the project stakeholders.

The Illinois Department of Transportation is just beginning an assessment of both the current and future transportation needs in the study area. This assessment represents an important first step in the study process. Once this task is complete, we will then begin developing and evaluating transportation system alternatives to address identified needs. Alternatives will include consideration of improvements to roadways, transit facilities, bicycle and pedestrian accommodations, as well as transportation management strategies. During the alternatives development process, we will be coordinating closely with the other transportation providers such as the Illinois Tollway, Pace, Metra and the CTA as well as interest groups such as the Chicagoland Bicycle Federation through our Transportation Task Force. The goal of the project is to determine a comprehensive multi-modal transportation solution for the study area.

At this time, we have not identified any alternatives. We will take a fresh look at a wide range of options and are committed to extensive stakeholder involvement to assist in alternative development. We acknowledge your concern regarding potential impacts to area communities, and will work to ensure that all reasonable methods for minimizing community and environmental impacts are considered.


You have been added to the project mailing list so that you will be kept informed of key project milestones through periodic newsletters as well as upcoming public involvement events. We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project web site often ([www.elginohare-westbypass.org](http://www.elginohare-westbypass.org)), as it provides current project information. The site will be updated regularly throughout the study.

D. Domain  
January 22, 2008  
Page 2

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

Very truly yours,

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

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

bcc: Brian Carlson  
Lidia Pilecky  
Ron Krall





# Illinois Department of Transportation

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

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

January 23, 2008

Ms. Marcy Bunch  
1002 Argyle, Apt. 1B  
Bensenville, IL 60106

Dear Ms. Bunch:

Thank you for your recent comment on the Elgin O'Hare – West Bypass project. It is IDOT's commitment that we fully engage the public from the outset of the project, and the goal of the first Public Information Meeting was to gather as much information as possible from the project stakeholders.

The Illinois Department of Transportation is just beginning an assessment of the current and future transportation needs in the study area. This assessment represents an important first step in the study process. Once this task is complete, we will then begin developing and evaluating transportation system alternatives to address identified needs. Alternatives will include consideration of improvements to roadways, transit facilities, bicycle and pedestrian accommodations, as well as transportation management strategies. At this time, we have not identified any alternatives. We will take a fresh look at a wide range of options and are committed to extensive stakeholder involvement to assist in the alternative development.

We acknowledge your comments regarding the status of the City of Chicago's O'Hare Modernization Program (OMP). The OMP represents a federally approved plan, and therefore is considered a "given" relative to our planning, which is based upon year 2030 travel forecasts. Please also note that there are many transportation needs in the study area to address, regardless of the implementation of the OMP.

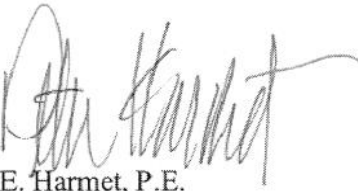
We have added your name to the project mailing list so that you will be kept informed of key project milestones through periodic newsletters as well as upcoming public involvement events. We hope you continue to stay involved in the Elgin O'Hare – West Bypass project, and we encourage you to visit the project web site often ([www.elginohare-westbypass.org](http://www.elginohare-westbypass.org)), as it provides current project information. The site will be updated regularly throughout the study.

Ms. March Bunch  
January 23, 2008  
Page 2

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

Very truly yours,

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

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

---

bcc: Brian Carlson  
Lidia Pilecky  
Ron Krall

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# Illinois Department of Transportation

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

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

January 22, 2008

D. Domain  
936 Hartford Lane  
Elk Grove Village, IL 60007

Dear Sir or Madam:

Thank you for your recent comment on the Elgin O'Hare – West Bypass project. It is IDOT's commitment that we fully engage the public from the outset of the project, and the goal of the first Public Information Meeting was to gather as much information as possible from the project stakeholders.

The Illinois Department of Transportation is just beginning an assessment of both the current and future transportation needs in the study area. This assessment represents an important first step in the study process. Once this task is complete, we will then begin developing and evaluating transportation system alternatives to address identified needs. Alternatives will include consideration of improvements to roadways, transit facilities, bicycle and pedestrian accommodations, as well as transportation management strategies. During the alternatives development process, we will be coordinating closely with the other transportation providers such as the Illinois Tollway, Pace, Metra and the CTA as well as interest groups such as the Chicagoland Bicycle Federation through our Transportation Task Force. The goal of the project is to determine a comprehensive multi-modal transportation solution for the study area.

At this time, we have not identified any alternatives. We will take a fresh look at a wide range of options and are committed to extensive stakeholder involvement to assist in alternative development. We acknowledge your concern regarding potential impacts to area communities, and will work to ensure that all reasonable methods for minimizing community and environmental impacts are considered.

You have been added to the project mailing list so that you will be kept informed of key project milestones through periodic newsletters as well as upcoming public involvement events. We hope you continue to stay involved in the Elgin O'Hare - West Bypass project, and we encourage you to visit the project web site often ([www.elginohare-westbypass.org](http://www.elginohare-westbypass.org)), as it provides current project information. The site will be updated regularly throughout the study.

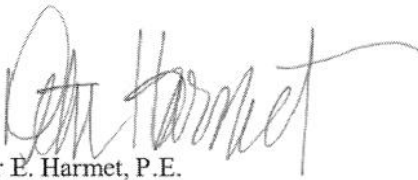


D. Domain  
January 22, 2008  
Page 2

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

Very truly yours,

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

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

bcc: Brian Carlson  
Lidia Pilecky  
Ron Krall



# Illinois Department of Transportation

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

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

January 16, 2008

Mr. Guy Filippelli  
601 Diana Court  
Bensenville, IL 60106

Dear Mr. Filippelli:

Thank you for your recent comment on the Elgin O'Hare – West Bypass project. We appreciate your suggestion that overhead or underpass roads be considered to minimize interruption and inconvenience to the communities impacted by the project.

The Illinois Department of Transportation is just beginning an assessment of the current and future transportation needs in the study area. This assessment represents an important first step in the study process. Once this task is complete, we will then begin developing and evaluating transportation system alternatives to address identified needs. Alternatives will include consideration of improvements to roadways, transit facilities, bicycle and pedestrian accommodations, as well as transportation management strategies. At this time, we have not identified any alternatives. We will take a fresh look at a wide range of options and are committed to extensive stakeholder involvement to assist in alternative development. We acknowledge your concern regarding potential impacts to area communities, and will work to ensure that all reasonable methods for minimizing community and environmental impacts are considered.

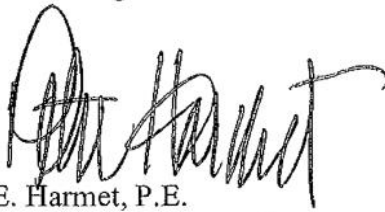
You have been added to the project mailing list so that you will be kept informed of key project milestones through periodic newsletters as well as upcoming public involvement events. We hope you continue to stay involved in the Elgin O'Hare – West Bypass project, and we encourage you to visit the project web site often ([www.elginohare-westbypass.org](http://www.elginohare-westbypass.org)), as it provides current project information. The site will be updated regularly throughout the study.

Mr. Guy Filippelli  
January 16, 2008  
Page 2

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

Very truly yours,

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

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

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bcc: Brian Carlson  
Lidia Pilecky  
Ron Krall

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# Illinois Department of Transportation

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

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

February 25, 2008

Mr. Al Hutchison  
1009 Dolores Drive  
Bensenville, IL 60106

Dear Mr. Hutchison:

Thank you for your comments on the Elgin O'Hare – West Bypass project. It is IDOT's commitment that we fully engage the public from the outset of the project, and the goal of the first Public Information Meeting was to gather as much information as possible from the project stakeholders.

The Illinois Department of Transportation is engaged in an in-depth assessment of the current and future transportation needs in the study area. This assessment represents an important first step in the study process. Once this task is complete, we will then begin developing and evaluating transportation system alternatives to address identified needs. Alternatives will include consideration of improvements to roadways, transit facilities, bicycle and pedestrian accommodations, as well as transportation management strategies. At this time, we have not identified any alternatives. We will take a fresh look at a wide range of options and are committed to extensive stakeholder involvement to assist in alternatives development. We acknowledge your concern regarding potential impacts to area communities, and will work to ensure that all reasonable methods for minimizing community and environmental impacts are considered.

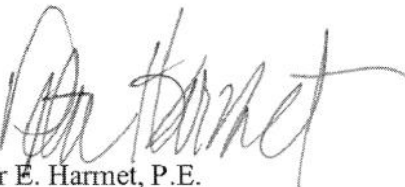
You have been added to the project mailing list so that you will be kept informed of key project milestones through periodic newsletters as well as upcoming public involvement events. We hope you continue to stay involved in the Elgin O'Hare – West Bypass project, and we encourage you to visit the project web site often ([www.elginohare-westbypass.org](http://www.elginohare-westbypass.org)), as it provides current project information. The site will be updated regularly throughout the study.

Mr. Al Hutchison  
February 25, 2008  
Page Two

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

Very truly yours,

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

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

bcc: Brian Carlson  
Lidia Pilecky  
Ron Krall

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# Illinois Department of Transportation

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

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

February 25, 2008

Mr. Donald Hoskinson  
3010 Derrough Ave  
Northlake, IL 60164

Dear Mr. Hoskinson:

Thank you for your comments on the Elgin O'Hare – West Bypass project. It is IDOT's commitment that we fully engage the public from the outset of the project, and the goal of the first Public Information Meeting was to gather as much information as possible from the project stakeholders.

The Illinois Department of Transportation is engaged in an in-depth assessment of the current and future transportation needs in the study area. This assessment represents an important first step in the study process, and will identify both current and predicted future transportation needs in the year 2030, the project planning horizon. Future transportation needs will be evaluated on the basis of a set of baseline conditions regarding what the transportation system will look like in the year 2030. Thus, the transportation performance benefits of committed and planned improvements near the study area, including the Illinois Tollway's planned widening of I-294 north of Dempster Avenue and widening of I-90 from I-294 to the west, will already be reflected in these analyses.

Once we have completed the needs assessment, we will then begin developing and evaluating transportation system alternatives to address identified needs. Alternatives will include consideration of improvements to existing highways and roadways, new roadway facilities, transit facilities, bicycle and pedestrian accommodations, as well as transportation management strategies. At this time, we have not identified any alternatives. We will take a fresh look at a wide range of options and are committed to extensive stakeholder involvement to assist in the alternatives development. We acknowledge your concern regarding potential impacts to area communities, and will work to ensure that all reasonable methods for minimizing community and environmental impacts are considered.





# 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

March 18, 2008

Ms. Kathy Lane  
4N181 Ridgewood Ave.  
Bensenville, IL 60106

Dear Ms. Lane:

Thank you for your comments on the Elgin O'Hare – West Bypass project. It is IDOT's commitment that we fully engage the public from the outset of the project and the goal of the first Public Information Meeting was to gather as much information as possible from the project stakeholders.

The Illinois Department of Transportation is nearing completion of an in-depth assessment of the current and future transportation needs in the study area. This assessment represents an important first step in the study process. Once this task is complete, we will then begin developing and evaluating transportation system alternatives to address identified needs. Alternatives will include consideration of improvements to roadways, transit facilities, bicycle and pedestrian accommodations, as well as transportation management strategies. At this time, we have not identified any alternatives. We will take a fresh look at a wide range of options and are committed to extensive stakeholder involvement to assist in alternatives development.

We acknowledge your concern that fundamental assumptions regarding the future configuration of O'Hare Airport be clearly communicated to the public. The O'Hare Modernization Program (OMP) is a federally approved action, evidenced by the Federal Aviation Administration's approved Environmental Impact Statement. The full build-out of the OMP is an integral component of the regional long-range transportation plan and of the regionally endorsed 2030 socio-economic forecasts for the Chicago metropolitan region. Additionally, the City of Chicago is currently proceeding with implementation of the OMP. Therefore, our project fundamentally must assume full build-out of the OMP and our project will be developed to complement the planned improvements to O'Hare Airport.

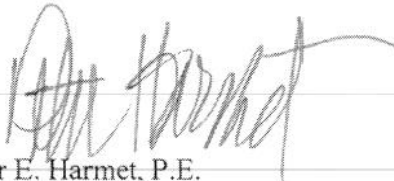
Ms. Kathy Lane  
March 18, 2008  
Page Two

You have been added to the project mailing list so that you will be kept informed of key project milestones through periodic newsletters as well as upcoming public involvement events. We hope you continue to stay involved in the Elgin O'Hare – West Bypass project, and we encourage you to visit the project web site often ([www.elginohare-westbypass.org](http://www.elginohare-westbypass.org)), as it provides current project information. The site will be updated regularly throughout the study.

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

Very truly yours,

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

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

bcc: Brian Carlson  
Lidia Pilecky  
Ron Krall



# Illinois Department of Transportation

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

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

February 29, 2008

Mr. Joe Meznaric  
3111 N. La Porte  
Melrose Park, IL 60164

Dear Mr. Meznaric:

Thank you for your comments on the Elgin O'Hare – West Bypass project. It is IDOT's commitment that we fully engage the public from the outset of the project, and the goal of the first Public Information Meeting was to gather as much information as possible from the project stakeholders.

The Illinois Department of Transportation is engaged in an in-depth assessment of the current and future transportation needs in the study area. This assessment represents an important first step in the study process. Once this task is complete, we will then begin developing and evaluating transportation system alternatives to address identified needs. Alternatives will include consideration of improvements to existing highways and local roadways, new roadway facilities, transit facilities, bicycle and pedestrian accommodations, as well as transportation management strategies. At this time, we have not identified any alternatives. We will take a fresh look at a wide range of options and are committed to extensive stakeholder involvement to assist in alternatives development. We acknowledge your concern regarding potential impacts to area communities, and will work to ensure that all reasonable methods for minimizing community and environmental impacts are considered.

You have been added to the project mailing list so that you will be kept informed of key project milestones through periodic newsletters as well as upcoming public involvement events. We hope you continue to stay involved in the Elgin O'Hare – West Bypass project, and we encourage you to visit the project web site often ([www.elginohare-westbypass.org](http://www.elginohare-westbypass.org)), as it provides current project information. The site will be updated regularly throughout the study.




Mr. Joe Meznaric  
February 29, 2008  
Page Two

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

Very truly yours,

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

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

bcc: Brian Carlson  
Lidia Pilecky  
Ron Krall

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# Illinois Department of Transportation

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

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

March 14, 2008

Ms. Stephanie Nelson  
936 Hartford Lane  
Elk Grove Village, IL 60007

Dear Ms. Nelson:

Thank you for your comment on the Elgin O'Hare – West Bypass project. It is IDOT's commitment that we fully engage the public from the outset of the project, and the goal of the first Public Information Meeting was to gather as much information as possible from the project stakeholders.

The Illinois Department of Transportation is nearing completion of an in-depth assessment of the current and future transportation needs in the study area. This assessment represents an important first step in the study process. Once this task is complete, we will then begin developing and evaluating transportation system alternatives to address identified needs. Alternatives will include consideration of improvements to roadways, transit facilities, bicycle and pedestrian accommodations, as well as transportation management strategies. At this time, we have not identified any alternatives. We will take a fresh look at a wide range of options and are committed to extensive stakeholder involvement to assist in alternatives development. We acknowledge your concern regarding potential impacts to area communities, and will work to ensure that all reasonable methods for avoiding or minimizing community and environmental impacts are considered. We will also work closely with area transportation providers, including Metra, CTA, and Pace, to identify effective multi-modal transportation solutions with the goal of increasing the availability and use of mass transit in the study area.

As you may be aware, we have invited all communities in the study area, as well as various agencies and interest groups to appoint representatives to the project task forces. Based on the size of the area and the number of communities involved, the task forces are rather large. We appreciate and encourage your interest in getting involved in the planning process. However, based on the size of the task forces, we cannot accommodate additional members at this time. Nevertheless, you are welcomed to attend all task force meetings as an observer. If you are interested in this option, please contact our office.

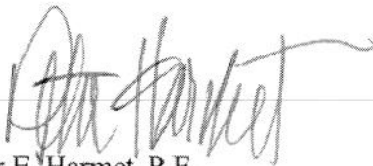
Ms. Stephanie Nelson  
March 14, 2008  
Page Two

You have been added to the project mailing list so that you will be kept informed of key project milestones through periodic newsletters as well as upcoming public involvement events. We hope you continue to stay involved in the Elgin O'Hare – West Bypass project, and we encourage you to visit the project website often ([www.elginohare-westbypass.org](http://www.elginohare-westbypass.org)), as it provides current project information. The site will be updated regularly throughout the study.

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

Very truly yours,

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

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

bcc: Brian Carlson  
Lidia Pilecky  
Ron Krall



# Illinois Department of Transportation

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

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

March 12, 2008

Mr. Robert Pautsch  
135 Hilltop Drive  
Schaumburg, IL 60193

Dear Mr. Pautsch:

Thank you for your comments on the Elgin O'Hare – West Bypass project. It is IDOT's commitment that we fully engage the public from the outset of the project, and the goal of the first Public Information Meeting was to gather as much information as possible from the project stakeholders.

We are completing an in-depth assessment of the current and future transportation needs in the study area and will begin the alternatives development process in the coming weeks. We anticipate that the initial alternatives will include consideration of improvements to roadways, transit facilities, bicycle and pedestrian accommodations, as well as transportation management strategies. During this time, we will be coordinating closely with the other transportation service providers such as the Illinois Tollway, Pace, Metra and the CTA as well as transportation interest groups such as the Chicagoland Bicycle Federation through our Transportation Task Force. At this time, we have not identified any alternatives. We will take a fresh look at a wide range of options and are committed to extensive stakeholder involvement to assist in alternatives development.

As you may be aware, we have invited all communities in the study area, as well as various agencies and interest groups (including the Chicagoland Bicycle Federation) to appoint representatives to the project task forces. Based on the size of the area and the number of communities involved, the task forces are rather large, particularly the Transportation Task Force. We appreciate and encourage your interest in getting involved in the planning process. However, based on the size of the Transportation Task Force, we cannot accommodate additional members at this time. Nevertheless, you are welcomed to attend all task force meetings as an observer. If you are interested in this option, please contact our office.



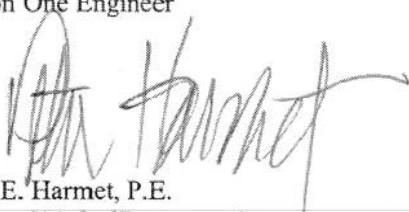
Mr. Robert Pautsch  
March 12, 2008  
Page Two

You have been added to the project mailing list so that you will be kept informed of key project milestones through periodic newsletters as well as upcoming public involvement events. We hope you continue to stay involved in the Elgin O'Hare – West Bypass project, and we encourage you to visit the project web site often ([www.elginohare-westbypass.org](http://www.elginohare-westbypass.org)), as it provides current project information. The site will be updated regularly throughout the study.

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

Very truly yours,

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

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

---

bcc: Brian Carlson  
Lidia Pilecky  
Ron Krall



# Illinois Department of Transportation

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

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

February 14, 2008

Ms. Alice Plutz  
1051 S. Center St.  
Bensenville, IL 60106

Dear Ms. Plutz:

Thank you for your recent comment on the Elgin O'Hare – West Bypass project. It is IDOT's commitment that we fully engage the public from the outset of the project, and the goal of the first Public Information Meeting was to gather as much information as possible from the project stakeholders.

The Illinois Department of Transportation has begun an in-depth assessment of the current and future transportation needs in the study area. This assessment represents an important first step in the study process. Once this task is complete, we will then begin developing and evaluating transportation system alternatives to address identified needs. Alternatives will include consideration of improvements to roadways, transit facilities, bicycle and pedestrian accommodations, as well as transportation management strategies. At this time, we have not identified any alternatives. We will take a fresh look at a wide range of options and are committed to extensive stakeholder involvement to assist in alternatives development. We acknowledge your concern regarding potential impacts to area communities, and will work to ensure that all reasonable methods for minimizing community and environmental impacts are considered.

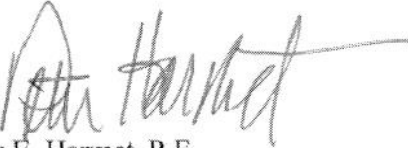
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Ms. Alice Plutz  
February 15, 2008  
Page Two

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

Very truly yours,

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

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

bcc: Brian Carlson  
Lidia Pilecky  
Ron Krall

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# Illinois Department of Transportation

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

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

February 19, 2008

Mr. Robert Prohaska  
1412 Saddleridge Place  
Bartlett, IL 60103

Dear Mr. Prohaska:

Thank you for your comment on the Elgin O'Hare – West Bypass project. We have begun an in-depth assessment of the current and future transportation needs in the study area. When that task is complete, we will begin developing initial alternatives which includes consideration of improvements to roadways, transit facilities, bicycle and pedestrian accommodations, as well as transportation management strategies. Regarding your comment on the need for western access to O'Hare Airport, this is one of the components of the O'Hare Modernization Program. We will consider alternatives that enhance local and regional access to this location. At this time, we have not identified any alternatives. We will take a fresh look at a wide range of options and are committed to extensive stakeholder involvement to assist in the alternatives development.

Regarding your comment referring to the need to extend the Elgin O'Hare Expressway both to the east and west, please note that an improved highway connection between Elgin and O'Hare Airport does remain as the regional long range plan for the roadway. However, the current study we are engaged in will only address the eastern portion of the extension. We are currently looking into extending the existing expressway facility from the current eastern terminus, just west of I-290, east to the west side of O'Hare Airport.

You have been added to the project mailing list so that you will be kept informed of key project milestones through periodic newsletters as well as upcoming public involvement events. We hope you continue to stay involved in the Elgin O'Hare – West Bypass project, and we encourage you to visit the project web site often ([www.elginohare-westbypass.org](http://www.elginohare-westbypass.org)), as it provides current project information. The site will be updated regularly throughout the study.




Mr. Robert Prohaska  
February 19, 2008  
Page Two

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

Very truly yours,

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

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

bcc: Brian Carlson  
Lidia Pilecky  
Ron Krall

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# Illinois Department of Transportation

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

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

February 25, 2008

Ms. Elaine Reiland  
253 South Church Road  
Bensenville, IL 60106

Dear Ms. Reiland:

Thank you for your comments on the Elgin O'Hare – West Bypass project. It is IDOT's commitment that we fully engage the public from the outset of the project, and the goal of the first Public Information Meeting was to gather as much information as possible from the project stakeholders.

The Illinois Department of Transportation engaged in an in-depth assessment of the current and future transportation needs in the study area. This assessment represents an important first step in the study process. Once this task is complete, we will then begin developing and evaluating transportation system alternatives to address identified needs. Alternatives will include consideration of improvements to roadways, transit facilities, bicycle and pedestrian accommodations, as well as transportation management strategies. At this time, we have not identified any alternatives. We will take a fresh look at a wide range of options and are committed to extensive stakeholder involvement to assist in the alternatives development. We acknowledge your concern regarding potential impacts to area communities, and will work to ensure that all reasonable methods for minimizing community and environmental impacts are considered.

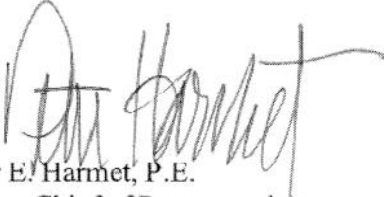
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Ms. Elaine Reiland  
February 25, 2008  
Page Two

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

Very truly yours,

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

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

bcc: Brian Carlson  
Lidia Pilecky  
Ron Krall

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# Illinois Department of Transportation

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

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

February 25, 2008

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

Dear Mr. Spencer:

Thank you for your comments on the Elgin O'Hare – West Bypass project. It is IDOT's commitment that we fully engage the public from the outset of the project, and the goal of the first Public Information Meeting was to gather as much information as possible from the project stakeholders.

The Illinois Department of Transportation is engaged in an in-depth assessment of the current and future transportation needs in the study area. This assessment represents an important first step in the study process. Once this task is complete, we will then begin developing and evaluating transportation system alternatives to address identified needs. Alternatives will include consideration of improvements to roadways, transit facilities, bicycle and pedestrian accommodations, as well as transportation management strategies. At this time, we have not identified any alternatives. We will take a fresh look at a wide range of options and are committed to extensive stakeholder involvement to assist in the alternatives development. We acknowledge your concern regarding potential impacts to area communities, and will work to ensure that all reasonable methods for minimizing community and environmental impacts are considered.

You have been added to the project mailing list so that you will be kept informed of key project milestones through periodic newsletters as well as upcoming public involvement events. We hope you continue to stay involved in the Elgin O'Hare – West Bypass project, and we encourage you to visit the project website often ([www.elginohare-westbypass.org](http://www.elginohare-westbypass.org)), as it provides current project information. The site will be updated regularly throughout the study.

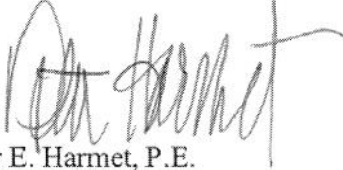


Mr. Tony Spencer  
February 25, 2008  
Page Two

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

Very truly yours,

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

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

bcc: Brian Carlson  
Lidia Pilecky  
Ron Krall

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# Illinois Department of Transportation

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

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

February 25, 2008

Mr. Robert Stare  
930 Summerfield Drive  
Bensenville, IL 60172

Dear Mr. Stare:

Thank you for your comments on the Elgin O'Hare – West Bypass project. It is IDOT's commitment that we fully engage the public from the outset of the project, and the goal of the first Public Information Meeting was to gather as much information as possible from the project stakeholders.

The Illinois Department of Transportation is engaged in an in-depth assessment of both the current and future transportation needs in the study area. This assessment represents an important first step in the study process. Once this task is complete, we will then begin developing and evaluating transportation system alternatives to address identified needs. Alternatives will include consideration of improvements to roadways, transit facilities, bicycle and pedestrian accommodations, as well as transportation management strategies.

During the alternatives development process, we will be coordinating closely with the other transportation service providers such as the Illinois Tollway, Pace, Metra and the CTA as well as regional planning agencies such as CMAP and the RTA. The goal of the project is to determine a comprehensive multi-modal transportation solution for the study area. Our goal is to identify an effective and reasonable multi-modal transportation system solution within the study area that adequately accommodates the needs of vehicular traffic while optimizing opportunities for increased use of mass transit. At this time, we have not identified any alternatives. We will take a fresh look at a wide range of options and are committed to extensive stakeholder involvement to assist in the alternatives development.

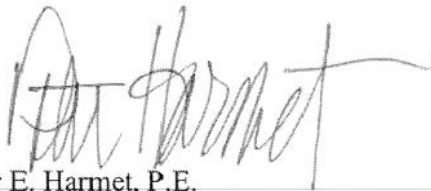
Mr. Robert Stare  
February 25, 2008  
Page Two

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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

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bcc: Brian Carlson  
Lidia Pilecky  
Ron Krall



# Illinois Department of Transportation

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

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

February 25, 2008

Mr. David Tomzik  
702 Braden Place  
Wheeling, IL 60090

Dear Mr. Tomzik:

Thank you for your comments on the Elgin O'Hare – West Bypass project. We are engaged in an in-depth assessment of the current and future transportation needs in the study area. When that task is complete, we will begin developing initial alternatives, which includes consideration of improvements to roadways, transit facilities, bicycle and pedestrian accommodations, as well as transportation management strategies. During this time, we will be coordinating closely with the other transportation service providers such as the Illinois Tollway, Pace, Metra and the CTA as well as transportation interest groups such as the Chicagoland Bicycle Federation. This coordination effort is to ensure that our plans are both compatible with and complement their existing and planned networks and do not preclude any initiatives in which any of these agencies are involved. At this time, we have not identified any alternatives. We will take a fresh look at a wide range of options and are committed to extensive stakeholder involvement to assist in the alternatives development.

You have been added to the project mailing list so that you will be kept informed of key project milestones through periodic newsletters as well as upcoming public involvement events. We hope you continue to stay involved in the Elgin O'Hare – West Bypass project, and we encourage you to visit the project web site often ([www.elginohare-westbypass.org](http://www.elginohare-westbypass.org)), as it provides current project information. The site will be updated regularly throughout the study.

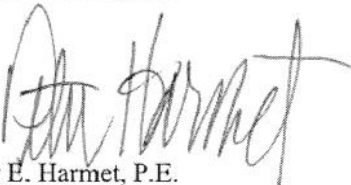


Mr. David Tomzik  
February 25, 2008  
Page Two

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

Very truly yours,

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

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

bcc: Brian Carlson  
Lidia Pilecky  
Ron Krall



# Illinois Department of Transportation

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

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

February 25, 2008

Mr. John R. Warner  
100 George Street #216  
Bensenville, IL 60106

Dear Mr. Warner:

Thank you for your comments on the Elgin O'Hare – West Bypass project. It is IDOT's commitment that we fully engage the public from the outset of the project, and the goal of the first Public Information Meeting was to gather as much information as possible from the project stakeholders.

The Illinois Department of Transportation is engaged in an in-depth assessment of the current and future transportation needs in the study area. This assessment represents an important first step in the study process. Once this task is complete, we will then begin developing and evaluating transportation system alternatives to address identified needs. Alternatives will include consideration of improvements to roadways, transit facilities, bicycle and pedestrian accommodations, as well as transportation management strategies. At this time, we have not identified any alternatives. We will take a fresh look at a wide range of options and are committed to extensive stakeholder involvement to assist in the alternatives development. We acknowledge your concern regarding potential impacts to area communities, and will work to ensure that all reasonable methods for minimizing community and environmental impacts are considered.

You have been added to the project mailing list so that you will be kept informed of key project milestones through periodic newsletters as well as upcoming public involvement events. We hope you continue to stay involved in the Elgin O'Hare – West Bypass project, and we encourage you to visit the project website often ([www.elginohare-westbypass.org](http://www.elginohare-westbypass.org)), as it provides current project information. The site will be updated regularly throughout the study.

Mr. John R. Warner  
February 25, 2008  
Page Two

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

Very truly yours,

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

A handwritten signature in black ink, appearing to read "Peter E. Harnet", with a long horizontal line extending to the right from the end of the signature.

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

bcc: Brian Carlson  
Lidia Pilecky  
Ron Krall

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Lidia Pilecky



# 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

April 3, 2008

Mr. David C. Williams  
Village Administrator  
Village of Itasca  
550 West Irving Park Road  
Itasca, IL 60143-1795

Dear Mr. Williams:

Thank you for the comments and materials you and other Village representatives submitted at the Public Information Meeting for the Elgin O'Hare – West Bypass project in November, 2007. We appreciate all your input regarding issues of concern for the Village of Itasca and Hamilton Partners, and will continue to work closely with you to identify a preferred transportation solution. Although much activity has occurred since the Initial Public Meeting, we wanted to take this opportunity to formally address your comments.

As you are aware, the Illinois Department of Transportation is completing an in-depth assessment of the current and future transportation needs in the study area. This assessment represents an important first step in the study process. We have also begun developing and evaluating transportation system alternatives to address identified needs. The stakeholder events held on February 13, 2008, February 21, 2008 and March 13, 2008 served to initiate the alternatives development process, and extensive stakeholder involvement has been a primary component. Project alternatives will be developed to be compatible with the planned full build-out of the O'Hare Modernization Program (OMP), as reflected in the 2030 Regional Transportation Plan and in the regionally endorsed 2030 socio-economic forecasts for the Chicago metropolitan region.

We offer the following replies to you and other Village representative's submitted comments based on where we are in the study process:



Light Rail/Transit:

The Department acknowledges the Village's desire to provide viable transit solutions throughout the project study area, but particularly within the Thorndale corridor. As we have noted previously, the Department is committed to developing and evaluating complete multi-modal solution alternatives that encompass all transportation modes. The stakeholder events from February and March 2007 have begun this process.

Access-Hamilton Lakes/Corridor/Economic Enhancement/Emergency Vehicle:

The Department acknowledges the importance of this as well as the transportation needs along the Thorndale corridor. As we enter into the alternatives development portion of the study, we will continue to work closely with the Village. We also acknowledge and recognize the importance of emergency vehicle access and its need in serving to protect and enhance public safety. Please note that as the alternatives are developed, evaluated, and refined, additional detail will be applied to help determine a preference alternative.

Municipal Access to the Project, the Planning Process, and Project Information:

We recognize the Village as a key stakeholder and have sought your input on a frequent basis, and will continue to do so.

Quality of Life/Environmental Considerations:

In accordance with State and Federal requirements, we must follow a process that seeks to avoid or minimize impacts to the natural and human environment. In addition, we will request input from stakeholders regarding design concepts in terms of impacts, potential benefits, and possible mitigation concepts for unavoidable impacts that may be associated with the alternatives.

Western Access Built to Coincide with the OMP:

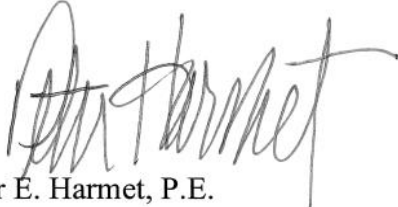
As part of the Department's coordination efforts, we are working and with the City of Chicago to ensure project compatibility in both design and implementation timelines. As our project moves forward, we plan to identify key improvements needed to be in place to coincide with the timeline that OMP has developed.

Mr. David C. Williams  
April 3, 2008  
Page Three

We look forward to continuing to work closely with the Village of Itasca throughout the study process. If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103.

Very truly yours,

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

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

cc: Claudia "Gigi" Gruber, Mayor  
Nicole Aranas, Community Development  
Scott Heher, Chief of Police  
Al Stefan, Village Engineer, Baxter & Woodman

bcc: Diane M. O'Keefe  
Brian Carlson  
Lidia Pilecky  
Ron Krall



# Illinois Department of Transportation

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

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

February 15, 2008

Mr. Terry Wilson  
Towne Centre Condominiums  
100 W. Roosevelt Avenue, Unit 201  
Bensenville, IL 60106

Dear Mr. Wilson:

Thank you for your comment on the Elgin O'Hare – West Bypass project. It is IDOT's commitment that we fully engage the public from the outset of the project, and the goal of the first Public Information Meeting was to gather as much information as possible from the project stakeholders.

The Illinois Department of Transportation has begun an in-depth assessment of the current and future transportation needs in the study area. This assessment represents an important first step in the study process. Once this task is complete, we will then begin developing and evaluating transportation system alternatives to address identified needs. Alternatives will include consideration of improvements to roadways, transit facilities, bicycle and pedestrian accommodations, as well as transportation management strategies. At this time, we have not identified any alternatives. We will take a fresh look at a wide range of options and are committed to extensive stakeholder involvement to assist in alternatives development. We acknowledge your concern regarding potential impacts to area communities, and will work to ensure that all reasonable methods for minimizing community and environmental impacts are considered.

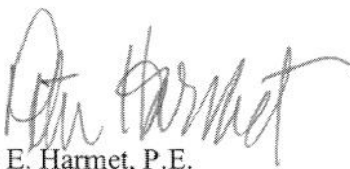
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Mr. Terry Wilson  
February 15, 2008  
Page Two

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

Very truly yours,

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

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

bcc: Brian Carlson  
Lidia Pilecky  
Ron Krall

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# Illinois Department of Transportation

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

*Ken Krall*  
*RAK 5/9/08*  
*& PIM #1 file*

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

May 7, 2008

Mr. Alan J. Boffice, P.E.  
Director of Engineering and Community Development  
Village of Elk Grove Village  
901 Wellington Avenue  
Elk Grove Village, IL 60007-3499

Dear Mr. Boffice:

Thank you for the comments and questions submitted at the Public Informational Meeting for the Elgin O'Hare – West Bypass project in November, 2007. Although the planning process has advanced since the Public Informational Meeting, and we have met with the Village on a number of occasions, we wanted to take this opportunity to provide written responses to your concerns.

As you are aware, we have completed a comprehensive assessment of transportation needs in the study area, which has been based upon a combination of technical analysis and stakeholder insights. The alternatives development portion of our study was also recently initiated, with an early focus on roadway improvement strategies.

### **Commitment to the 300 foot Corridor East of York Road on O'Hare Property**

We received many suggestions at the March 13, 2008 Stakeholder Workshop, and as we have noted, each of the roadway improvement strategies under consideration addresses the Village's basic concern. All of the roadway improvement strategies along the west side of O'Hare Field involve either widening York Road or proposing a new roadway within the 300 foot corridor. We will continue to reach out to the Village as we refine and evaluate these strategies.

### **Route of the Ring Road South of O'Hare**

The March 13<sup>th</sup> Stakeholder Workshop yielded many suggestions regarding the potential route for the West O'Hare Bypass south of O'Hare Field. We are currently engaged in a process of screening these suggestions to identify unreasonable alternatives that should be dropped from further consideration. This information will be presented and discussed at upcoming stakeholder events, as will refinements to those options that remain.

Mr. Alan J. Boffice, P.E.

May 7, 2008

Page Two

### **The Benefits of Western Access**

For the purposes of our study, we are addressing the year 2030 travel demands associated with the proposed western terminal. As documented in our project Purpose and Need Statement, we propose a variety of travel performance evaluation measures, including travel times to the west side of O'Hare Field. Specific operational questions related to the proposed terminal complex should be directed to the City of Chicago.

### **Impact to York/Elmhurst Road**

The OMP is an approved Federal action, and is considered a given for the purposes of our study. Therefore, we have not developed any scenarios that assume a partial build out of the OMP. In addition, we have not developed any roadway improvement strategies that end an access controlled highway at the York and Thorndale intersection.

### **Truck Access to Industrial Parks**

As we have discussed in various stakeholder events, and as documented in our Draft Transportation System Performance Report, over 90% of the roadway network is congested. Our approach is based primarily upon addressing the needs of the overall transportation system, rather than directing travel to a particular location. In addition, our initial roadway strategies are focused upon improving major routes, which carry the majority of truck travel in the study area. We will evaluate these strategies to determine their relative effectiveness at relieving congestion along these improved routes, as well as the overall transportation system.

### **Full interchange at Elmhurst Road/I-90:**

As part of the alternatives analysis, several existing partial access interchange locations will be examined for potential build out into a full interchange. The Elmhurst Road interchange was identified as one of the locations by stakeholders to study. This process is currently moving forward.

### **Elk Grove Village Endorsement of the Elgin O'Hare as a Limited Access Facility**

We acknowledge the Village's endorsement of a limited access facility.

### **Mass Transit Options:**


The proposed Star Line is part of our 2030 Baseline, so it is assumed to be in place regardless of any other major improvements. Our stakeholder workshops have yielded a wide variety of transit improvement suggestions, and we will begin to incorporate them into our analysis of alternatives at upcoming stakeholder events.

Mr. Alan J. Boffice, P.E.  
May 7, 2008  
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We look forward to continuing to work closely with Elk Grove Village throughout the study process. 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,  
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By:   
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cc: The Honorable Craig Johnson, Mayor  
Matt Roan, Assistant Village Administrator

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SECTION 5C

**Public Input - Display Maps**

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**Elgin O'Hare – West Bypass**  
**Transcriptions from PIM #1 Exhibits (11/14/07)**

***Transit / Roadway Issues***

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- Route bypass down York Road to Green Street over to Franklin Avenue, then south. [Map A]
- Route bypass on airport property to Irving Park Road, and east on Irving Park Road to Mannheim. [Map A]
- Develop IL 83 as high type road with build-out of Thorndale Avenue. [Map A]
- Put bypass on airport property (10 attendees agree). [Map A]
- Route bypass on airport property to rail road, then east to I-294. [Map A]
- Consider more mass transit improvements, develop use defining element. [Map A]
- Keep expressway in Cook County. Build terminals on north / west side, and access from north. [Map A]
- Connect I-190 in a straight line to the Elgin O'Hare. [Map A]
- Build tiered highways, i.e. IL 83, and Thorndale Avenue. [Map A]
- Build an east-west expressway along Devon to the northwest corner of O'Hare, thus keeping the project on Cook County property. [Map A]
- Wood Dale @ Thorndale – Poor traffic flow, fatalities. [Map A]
- IL-19 @ Wood Dale rail road crossing – Safety Issue. [Map A]
- Public transportation Bensenville / Wood Dale Metra. Industrial Center @ I-290 / Church. [Map A]
- You must consider traffic impacts to Green Street / Franklin Avenue. The road is in no condition to handle the heavy load that will be created with the relocation of Irving Park Road. [Map A]
- The intersection at York Road and Irving Park Road (RT 19) consistently has major traffic congestion due to long trains, causing traffic buildups for up to a mile east / west of intersection and left turn lane on York Road for eastbound Irving Park Road. [Map A]
- Is Mayor Daley thinking of light rail (underground) system between the existing terminals & western terminals / parking? [Map A]
- Widen existing tollways and improve interchange access (IL 64, IL 19, I-90 at York / Elmhurst, I-90 at Lee). [Map A]
- I-294 northbound needs an exit ramp at Irving Park Road. [Map A]
- Consider a full interchange at Elmhurst / I-90, and improving Thorndale in lieu of bypass. [Map B]
- The Ring Road should be on airport property. [Map B]

- Any access to airport needs to be within O'Hare footprint and not to interfere with 2 cemeteries. [Map B]
- Push electric rail; promote a green alternative instead of building more roads. [Map B]
- Extend the commuter railroad from O'Hare to Rockford with stops at main points in between. [Map B]
- Alternative fuel usage: bus; electric, magnetic – rail; people power – bikeway trails. [Map C]
- Please consider: subsurface rail development; pedestrian & bikeways should not be directly adjacent to emissions: VOC, CO, NOx, particulates. [Map C]
- Passenger Rail: Need north - south connection for rail systems between “spokes” to / from Chicago. [Map C]
- Incorporate bike / ped into an east-west corridor. Develop an east-west expressway to avoid a barrier to north-south bike / ped paths. [Map C]
- Need a north-south rail connection instead of transferring downtown to then re-board trains for north or south suburbs. [Map C]
- Use Metra train stop at ORD. Make it simple with connecting bus, etc. [Map C]
- Put new airport modernization layout on map. [Map C]
- If western access to O'Hare gets built and passengers are shuttled down York Road and Irving Park Road, what is impact on traffic on York Road and Irving Park and Green Street? [Map C]
- Consider public transit as the primary means for accessing the west terminal. [Map C]

### **Socio – Economic Issues**

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- A bypass would displace many businesses and jobs along the Franklin Park / Bensenville border along County Line Road. [Map A]
- Preserve downtown Bensenville. [Map A]
- Maintain access to businesses along Thorndale Ave. [Map A]
- Avoid Mt. Emblem Cemetery, which is located at County Line Road & Grand Avenue. [Map A]
- Avoid Church Road, i.e. has many community resources such as Jr. High, library, golf course. [Map A]
- Avoid cemeteries and churches on Church Road. [Map A]
- What will be the tax for houses that are left? [Map B]
- Enhance neighborhood & natural resource connectivity to achieve public safety. [Map B]
- Church Road, major community center and is important to preserve. [Map B]
- Avoid a project that divides the community. [Map B]

- A bypass dissecting Bensenville will devastate our community: economically, socially, spiritually, and civically. [Map B]
- 125 year old homes, schools and businesses in this area. (Northeast Elmhurst) [Map B]

### ***Environmental***

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- Consider more green initiatives in lieu of roadways. [Map A]
- Consider opportunities to reduce air emissions: VOCs, NOx, CO, Particulate Matter. [Map B]
- Consider green infrastructure. [Map B]
- Salt Creek: aquatic resources currently impaired. Do not disturb further. Opportunities for reclaiming floodplain zones back to wetlands, riparian habitats, flood storage, and greenway / blueway corridors. [Map B]
- Salt Creek Park Forest Preserve storm water storage at capacity. [Map B]
- Caution! Very sensitive natural area can be neutrally affected by off-site hydrology containments. [Map B]
- Swift Prairie Forest Preserve has critical wetlands and federally endangered species documented to occur. Sensitive hydric soils. Requires 4(f) evaluation. [Map B]
- Impaired aquatic resources along the east branch of DuPage River. [Map B]
- Study area up gradient to east branch forest preserve. [Map B]
- Songbird Slough Forest Preserves. Grassland bird community of conservative species. Ground nest ivy birds require low stressors from anthropogenic impacts. [Map B]
- Important natural areas are: [Map B]
  - Fischer Woods FP
  - Wood Dale Grove FP
  - Flatwoods Amphibian Refuge
  - Perched vernal pools
  - Cricket Creek FP
  - Fouston Woods FP
  - Busse Woods FP – Headways of Salt Creek

### ***Miscellaneous***

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- Consider additional noise abatement for homes set-back from right-of-way. i.e. home insulation. [Map A]
- This whole project is a big mistake. Don't make things worse – Use airport property! [Map A]