

**Appendix B**  
**Correspondence**

---



# Illinois Department of Transportation

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

July 8, 2011

«Full\_Name»  
«Title»  
«CompanyAgency»  
«Office»  
«Address1»  
«Address2»  
«Address3»  
«City», «State» «PostalCode»

Dear «Alt\_Salutation»:

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA) and Federal Aviation Administration (FAA), is initiating the Tier Two Environmental Impact Statement (EIS) for the Elgin O'Hare – West Bypass (EOWB) project. The project is located in Cook and DuPage Counties and consists of an east-west and north-south corridor selected by FHWA in Tier One. The east-west corridor consists of the Thorndale Avenue/Elgin O'Hare Expressway corridor, between the O'Hare Airport on the east and US Route 20 (Lake Street) on the west. The north-south corridor is on the west edge of the O'Hare Airport between I-90 on the north and I-294 on the south.

Tier One resulted in the selection of a preferred transportation plan that defined the type and location of transportation improvements for the area. The preferred transportation system concept is inclusive of roadway improvements as well as transit and bicycle/pedestrian improvements. During Tier Two, preliminary engineering plans, a design study report, an Access Justification Report, a Tier Two Draft EIS and a Final EIS, and Record of Decision (ROD) will be prepared. Consistent with major project guidance under Section 1904 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a financial plan and a project management plan will also be prepared.

Similar to Tier One, Tier Two will apply a Context Sensitive Solutions (CSS) based public involvement process. Technical engineering and environmental analyses will be conducted to refine project features that are determined to be the best performing and least environmentally damaging. Detailed evaluations of design options will occur in the Draft EIS, leading to the identification of the preferred alternative(s) in the Final EIS, and the selected alternative in the ROD.

IDOT, FHWA, and FAA, as joint lead agencies for this project, are responsible for identifying Federal, tribal, State and local agencies that may have an interest in the project and inviting those entities to be Participating Agencies. Pursuant to Section 6002 of SAFETEA-LU, Participating Agencies are responsible

«Full\_Name»

July 8, 2011

Page Two

for identifying, as early as possible, any issues of concern regarding the project's potential environmental and socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

IDOT, FHWA, and FAA identified «CompanyAgency» as an agency that may have an interest in the project. Therefore, with this letter, IDOT, FHWA and the FAA invite «CompanyAgency» to become a *Participating Agency* in the development of the EIS for the EOWB project. The designation does not imply that your agency supports the proposal or has any special expertise with respect to evaluation of the project.

IDOT, FHWA, and FAA propose that your agency's role in the development of the EOWB project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis.
2. Participate in coordination meetings and joint field reviews, as appropriate.

Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be a Participating Agency prior to August 5, 2011. If your agency declines to be a Participating Agency, the response should state your reason for declining the invitation. If your agency does not accept the invitation to be a Participating Agency, then IDOT, FHWA and the FAA will not consider «CompanyAgency» to be a Participating Agency.

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

Very truly yours,



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

cc: Norman R. Stoner, FHWA Illinois Division Administrator  
Amy Hanson, US Department of Transportation, FAA

bcc: Diane O'Keefe  
John Fortmann  
Scott Stitt, D&E  
CH2M Hill  
File

S:\WP\dark2011-07-07 - Draft Participating Agency letter - non\_FED.docx



Mr. John S. Gates, Jr  
Chairperson  
Regional Transportation Authority  
175 W. Jackson Blvd.  
Suite 1550  
ChicagoIL60604

Mr. Dan Cronin  
Chairman of the Board  
DuPage County  
421 North County Farm Road  
WheatonIL60187-3978

Ms. Kelsey Musich  
Resource Conservationalist  
Kane-DuPage Soil & Water Conservation District  
3 S 580 Naperville Road  
WheatonIL60175

Ms. Toni Preckwinkle  
President of the Cook County Board  
Cook County  
118 North Clark Street, Room 537  
ChicagoIL60602

Mr. Alan Larson  
Village President  
Village of Schaumburg  
101 Schaumburg Court  
SchaumburgIL60193

Mr. Barrett F. Pedersen  
Village President  
Village of Franklin Park  
9500 West Belmont Avenue  
Franklin ParkIL60131

Mr. Jeff Pruyn  
Village President  
Village of Itasca  
550 West Irving Park Road  
ItascaIL60143-2018

The Honorable Craig Johnson  
Mayor  
Village of Elk Grove Village  
901 Wellington Avenue  
Elk Grove Villagell60007

Mr. Rodney S. Craig  
Village President  
Village of Hanover Park  
2121 West Lake Street  
Hanover ParkIL60133-4215

The Honorable Annunziato Pulice  
Mayor  
City of Wood Dale  
404 North Wood Dale Road  
Wood DaleIL60191

The Honorable Arlene Mulder  
Mayor  
Village of Arlington Heights  
33 South Arlington Heights Road  
Arlington HeightsIL60005

The Honorable Frank Soto  
Mayor  
Village of Bensenville  
12 South Center Street  
BensenvilleIL60106

The Honorable Gayle A. Smolinski  
Mayor  
Village of Roselle  
31 South Prospect Street  
RoselleIL60172

The Honorable Irvana K. Wilks  
Mayor  
Village of Mount Prospect  
50 South Emerson Street  
Mount ProspectIL60056

The Honorable Jeffrey T. Sherwin  
Mayor  
City of Northlake  
East North Avenue  
Northlake IL 60164-2489

The Honorable Larry Hartwig  
Mayor  
Village of Addison  
One Friendship Plaza  
Addison IL 60101

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

Mr. D. Dewey Pierotti  
President  
Forest Preserve District of DuPage County  
P.O. Box 5000  
Wheaton IL 60189

Mr. Larry Huggins  
Vice Chairman  
METRA  
547 West Jackson Boulevard  
13th Floor  
Chicago IL 60661

Mr. Randy Blankenhorn  
Executive Director  
Chicago Metropolitan Agency for Planning  
233 S. Wacker Drive  
Suite 800  
Chicago IL 60606

Mr. Richard Kwasneski  
Chairman  
PACE  
Suburban Bus Service  
9 W. Algonquin Road  
Wilmington Heights IL 60005-4412

Mr. Rick McAndless  
Resource Conservationist  
North Cook County Soil and  
Water Conservation District  
P.O. Box 407  
Streamwood IL 60107-0407

Mr. William Gradle  
State Conservationist  
Illinois Natural Resources Conservation Service  
2118 W. Park Court  
Champaign IL 61821

Ms. Anne Haaker  
Deputy State Historic Preservation Officer  
Illinois Historic Preservation Agency  
Preservation Services  
One Old State Capitol Plaza  
Springfield IL 62701

Ms. Lisa Bonnett  
Interim Director  
Illinois Environmental Protection Agency  
1021 N. Grand Ave. East  
P.O. Box 19276  
Springfield IL 62794-9276

Mr. Kenneth A. Kits  
Director of Engineering  
Metropolitan Water Reclamation District  
of Greater Chicago  
100 East Erie Street  
Chicago IL 60611

Mr. Terry Peterson  
Chairman  
Chicago Transit Authority  
567 W. Lake Street  
Chicago IL 60661

The Honorable Martin J. Moylan  
Mayor  
City of Des Plaines  
1420 Miner Street  
Des Plaines IL 60016

Mr. Michael Boland  
First Deputy Director  
O'Hare Modernization Program  
P.O. Box 66848  
10510 W. Zemke Road  
ChicagoIL60666

Mr. John Beissel  
Chief Engineer  
Cook County  
Highway Department  
69 West Washington Street, 21st Floor  
ChicagoIL60602

Mr. John P. Kos, P.E.  
Director of Transportation  
DuPage County  
Division of Transportation  
421 North County Farm Road  
WheatonIL60187

Mr. Tom Cuculich  
Deputy Director of Administration  
DuPage County  
Forest Preserve District  
P.O. Box 5000  
WheatonIL60189

Mr. Tim Oakley  
City Manager  
City of Des Plaines  
1420 Miner Street/Northwest Highway  
Des PlainesIL60016

Mr. Thomas P. Borchert  
City Manager  
City of Elmhurst  
209 North York Street  
ElmhurstIL60126-2759

Mr. Jeff Mermuys  
City Manager  
City of Wood Dale  
404 North Wood Dale Road  
Wood DaleIL60191

Mr. Joseph E. Block, Jr.  
Village Manager  
Village of Addison  
One Friendship Plaza  
AddisonIL60101

Mr. William Dixon  
Village Manager  
Village of Arlington Heights  
33 S. Arlington Heights Road  
Arlington HeightsIL60005

Mr. Mike Cassidy  
Village Manager  
Village of Bensenville  
12 S. Center Street  
BensenvilleIL60106

Mr. Ray Rummel  
Village Manager  
Village of Elk Grove Village  
901 Wellington Avenue  
Elk Grove VillagelL60007

Mr. Evan Teich  
Village Administrator  
Village of Itasca  
550 West Irving Park Road  
ItascaIL60143-1795

Mr. Michael E. Janonis  
Village Manager  
Village of Mount Prospect  
50 South Emerson Street  
Mt. ProspectIL60056

Mr. Jeffrey O'Dell  
Village Administrator  
Village of Roselle  
31 South Prospect Street  
RoselleIL60172-2097

Mr. Jeff Eder  
Director of Community Development  
Village of Franklin Park  
100 W. Belmont Ave.  
Franklin Park IL 60131

Mr. Ron Moser  
Interim Village Manager  
Village of Hanover Park  
2121 West Lake Street  
Hanover Park IL 60133





# ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 North Grand Avenue East, P.O. Box 19276, Springfield, Illinois 62794-9276 • (217) 782-2829  
James R. Thompson Center, 100 West Randolph, Suite 11-300, Chicago, IL 60601 • (312) 814-6016

PAT QUINN, GOVERNOR

217-782-9540

August 4, 2011

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

Dear Ms. O'Keefe:

Thank you for the invitation to be a Participating Agency in the Environmental Impact Statement (EIS) for the Elgin O'Hare-West Bypass (EOWB) project.

Illinois Environmental Protection Agency would like to be a Participating Agency. Further correspondence may be directed to: Illinois Environmental Protection Agency, Attn: Sherrie Elzinga, Office of the Director (MC 1), 1021 North Grand Ave. East, P O Box 19276, Springfield, IL 62794-9276.

Sincerely,

Lisa Bonnett  
Interim Director



*The Illinois Tollway  
2700 Ogden Avenue  
Downers Grove, Illinois 60515-1703  
Phone: 630/241-6800  
Fax: 630/241-6100  
TTY: 630/241-6898*

November 10, 2011

Norman R. Stoner, P.E.  
Division Administrator  
U.S. Department of Transportation  
Federal Highway Administration  
3250 Executive Park Drive  
Springfield, IL 62703

**RE: Elgin O'Hare-West Bypass Lead Agency Participation**

Dear Mr. Stoner:

Thank you for your October 19, 2011 letter requesting that the Illinois Tollway (Tollway) becomes a joint lead agency for the National Environmental Policy Act (NEPA) process for the Elgin O'Hare West Bypass project. The Tollway agrees to be a joint lead agency and will continue to work with the Federal Highway Administration (FHWA), Federal Aviation Administration (FAA) and Illinois Department of Transportation (IDOT) to obtain a Record of Decision.

The Tollway and IDOT are in the process of developing a Memorandum of Understanding between the two agencies to outline how we will jointly proceed with this project with IDOT continuing to lead the NEPA process. As you are aware, the Tollway Board recently adopted the Move Illinois capital program which includes \$3.1-billion for the Elgin O'Hare West Bypass project. The current plan is to begin implementing the \$3.4-billion Initial Construction Phase as soon as 2013. The Tollway is also working with DuPage County, IDOT and local stakeholder communities to address a \$300-million funding gap for the Initial Construction Phase. This gap may be closed in numerous ways including; additional federal, state or local funding, in-kind contributions or identifying opportunities to lower the cost of the Initial Construction Plan while adhering to the overall purpose and need. The Tollway will continue to work with FHWA, FAA, IDOT and the stakeholder groups to advance this project.

Additionally, the Tollway will be seeking FHWA approval of a Section 129 Agreement in the near future to allow addition of tolls on the existing Elgin O'Hare Expressway. Tolling the existing roadway is necessary for the financial viability of the entire project and the Tollway will be seeking your guidance and support in developing a Section 129 Agreement that addresses our mutual needs.

Thank you for continued support of the Tollway's capital plan. I look forward to continued cooperation and commitment to implementing this project of regional and national significance.

Sincerely,



Kristi Lafleur  
Executive Director

Cc: Ms. Amy Hanson, Federal Aviation Administration  
Mr. Scott Stitt, Bureau of Design and Environment, IDOT  
Ms. Diane O'Keefe, Region 1, IDOT





# Illinois Department of Transportation

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

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

January 31, 2012

Mr. Gregory Kuhs  
Executive Director  
Wood Dale Park District  
111 East Foster Avenue  
Wood Dale, IL 60191

Dear Mr. Kuhs:

As you may know, the Illinois Department of Transportation (IDOT) has been studying improvements to Thorndale Avenue and its cross-streets as part of the Elgin O'Hare–West Bypass (EO-WB) project since Fall 2007. The purpose of this letter is to request your review of the planned scope of work on Wood Dale Park District property, specifically the regrading of the entrance to Salt Creek Golf Course. After considering the proposed action, we request your concurrence that the temporary easement required on Wood Dale Park District property would have no adverse impacts or interference with park activities. An engineering drawing that covers the subject area is enclosed.

The EO-WB project includes improvements along Prospect Avenue. To better blend the profiles of the entrance to the Salt Creek Golf Club and the new pavement on Prospect Avenue, IDOT proposes to regrade the entrance to the golf club. Proposed fee simple right-of-way acquisition is not necessary; rather, a temporary easement would be obtained during construction. Access to the golf club will remain open during construction.

We would like your concurrence that the temporary easement required to match the profile of the Salt Creek Golf Course driveway with that of Prospect Avenue would not result in adverse impacts or interference with park activities. Please return a copy of the enclosed concurrence sheet with your response at your earliest convenience. A second copy of this letter and concurrence sheet along with a self-addressed/stamped envelope for returning the signed copy to us is also enclosed.

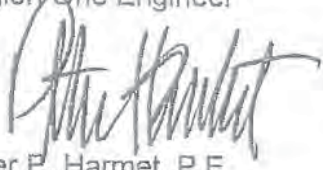


Mr. Gregory Kuhs  
January 31, 2012  
Page 2

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

Enclosures

cc: Annunziato Pulice, Mayor  
Jeffrey Mermuys, City Manager

Project: Elgin O'Hare – West Bypass

Concur with the Illinois Department of Transportation that regrading the entrance to the Salt Creek Golf Club is of temporary duration on Wood Dale Park District property and that there are no adverse impacts to or interference with the operations of the Salt Creek Golf Club during construction.

\* Concur: YES (please see request below)

Do not Concur:

Signature:



Title: Executive Director

Date: February 10, 2012

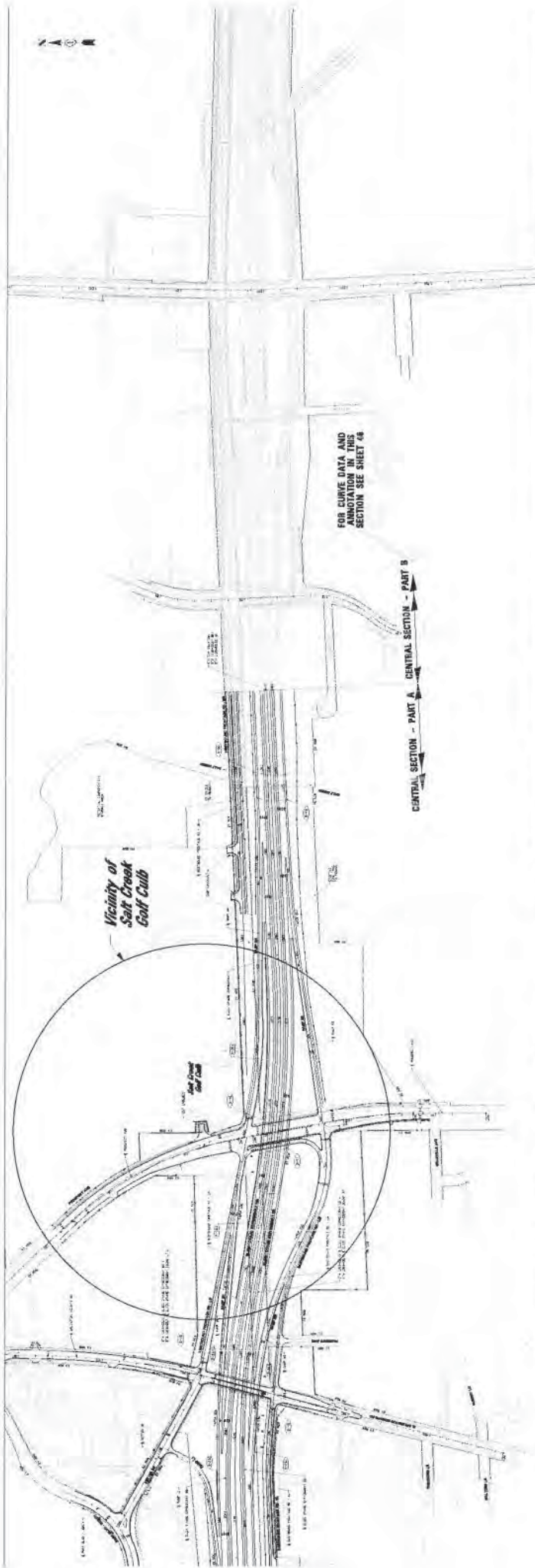
\* Wood Dale Park District respectfully requests that the re-grading of the entrance to Salt Creek Golf Club and any other construction activities that may affect customers entering or leaving the Salt Creek Golf Course be scheduled and completed between November 1 and April 1.

Re-grading and construction work near the entrance to Salt Creek during this period of time would have less of an impact or interference with the operations of Salt Creek Golf Club.

Please confirm that this request can be honored. Thank you.

Sincerely,

Greg Kuhs  
Executive Director  
Wood Dale Park District



ELGIN (STATE EXPRESSWAY)		AMINGTON HEIGHTS ROAD TO WOOD DALE ROAD	
Station	Station	Station	Station
0+00	0+00	0+00	0+00
1+00	1+00	1+00	1+00
2+00	2+00	2+00	2+00
3+00	3+00	3+00	3+00
4+00	4+00	4+00	4+00
5+00	5+00	5+00	5+00
6+00	6+00	6+00	6+00
7+00	7+00	7+00	7+00
8+00	8+00	8+00	8+00
9+00	9+00	9+00	9+00
10+00	10+00	10+00	10+00
11+00	11+00	11+00	11+00
12+00	12+00	12+00	12+00
13+00	13+00	13+00	13+00
14+00	14+00	14+00	14+00
15+00	15+00	15+00	15+00
16+00	16+00	16+00	16+00
17+00	17+00	17+00	17+00
18+00	18+00	18+00	18+00
19+00	19+00	19+00	19+00
20+00	20+00	20+00	20+00
21+00	21+00	21+00	21+00
22+00	22+00	22+00	22+00
23+00	23+00	23+00	23+00
24+00	24+00	24+00	24+00
25+00	25+00	25+00	25+00
26+00	26+00	26+00	26+00
27+00	27+00	27+00	27+00
28+00	28+00	28+00	28+00
29+00	29+00	29+00	29+00
30+00	30+00	30+00	30+00
31+00	31+00	31+00	31+00
32+00	32+00	32+00	32+00
33+00	33+00	33+00	33+00
34+00	34+00	34+00	34+00
35+00	35+00	35+00	35+00
36+00	36+00	36+00	36+00
37+00	37+00	37+00	37+00
38+00	38+00	38+00	38+00
39+00	39+00	39+00	39+00
40+00	40+00	40+00	40+00
41+00	41+00	41+00	41+00
42+00	42+00	42+00	42+00
43+00	43+00	43+00	43+00
44+00	44+00	44+00	44+00
45+00	45+00	45+00	45+00
46+00	46+00	46+00	46+00
47+00	47+00	47+00	47+00
48+00	48+00	48+00	48+00
49+00	49+00	49+00	49+00
50+00	50+00	50+00	50+00
51+00	51+00	51+00	51+00
52+00	52+00	52+00	52+00
53+00	53+00	53+00	53+00
54+00	54+00	54+00	54+00
55+00	55+00	55+00	55+00
56+00	56+00	56+00	56+00
57+00	57+00	57+00	57+00
58+00	58+00	58+00	58+00
59+00	59+00	59+00	59+00
60+00	60+00	60+00	60+00
61+00	61+00	61+00	61+00
62+00	62+00	62+00	62+00
63+00	63+00	63+00	63+00
64+00	64+00	64+00	64+00
65+00	65+00	65+00	65+00
66+00	66+00	66+00	66+00
67+00	67+00	67+00	67+00
68+00	68+00	68+00	68+00
69+00	69+00	69+00	69+00
70+00	70+00	70+00	70+00
71+00	71+00	71+00	71+00
72+00	72+00	72+00	72+00
73+00	73+00	73+00	73+00
74+00	74+00	74+00	74+00
75+00	75+00	75+00	75+00
76+00	76+00	76+00	76+00
77+00	77+00	77+00	77+00
78+00	78+00	78+00	78+00
79+00	79+00	79+00	79+00
80+00	80+00	80+00	80+00
81+00	81+00	81+00	81+00
82+00	82+00	82+00	82+00
83+00	83+00	83+00	83+00
84+00	84+00	84+00	84+00
85+00	85+00	85+00	85+00
86+00	86+00	86+00	86+00
87+00	87+00	87+00	87+00
88+00	88+00	88+00	88+00
89+00	89+00	89+00	89+00
90+00	90+00	90+00	90+00
91+00	91+00	91+00	91+00
92+00	92+00	92+00	92+00
93+00	93+00	93+00	93+00
94+00	94+00	94+00	94+00
95+00	95+00	95+00	95+00
96+00	96+00	96+00	96+00
97+00	97+00	97+00	97+00
98+00	98+00	98+00	98+00
99+00	99+00	99+00	99+00
100+00	100+00	100+00	100+00

CENTRAL SECTION - PART 1



# Illinois Department of Transportation

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

BUREAU OF PROGRAMMING  
RECEIVED

FEB - 8 2012

DISTRICT #1

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

February 7, 2012

Mr. Ross Klicker  
Planning and Economic Development Coordinator  
City of Wood Dale  
Community Development Department  
404 North Wood Dale Road  
Wood Dale, IL 60191

Dear Mr. Klicker:

This letter is a follow up to your September 30, 2011 phone conversation with Aimee King, of CH2M HILL, regarding the potential temporary rerouting of the Salt Creek Greenway Trail along Mittel Boulevard/Mittel Drive as part of the Elgin O'Hare-West Bypass project. After considering the proposed action, we request your concurrence that the temporary rerouting of the trail, if necessary, would not result in an adverse impact or interference with the trail. A sheet for indicating concurrence is enclosed.

As Ms. King mentioned, improvements are proposed along Mittel Boulevard/Mittel Drive in addition to the Elgin O'Hare Expressway extension over Mittel Boulevard/Mittel Drive. During most of the construction period, it is anticipated that the trail will be open in its existing location or will be rerouted to the opposite side of the street. However, for safety or logistical reasons, the trail may need to be rerouted to adjacent roadways (e.g., Wood Dale Road) for short periods of time. The existing bike path and potential detour route are shown on the attached exhibit. Any rerouting of the trail would occur for a period less than the duration of construction. The trail is expected to remain in operation throughout the construction period either in its existing location, along the opposite side of the street, or along the detour route. Following construction, the Salt Creek Greenway Trail would be improved as a continuous trail via grade separation from the roadway.



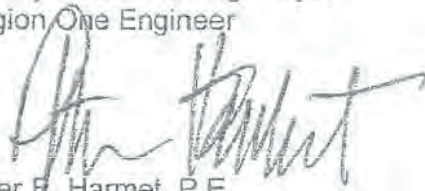
Mr. Ross Klicker  
February 7, 2012  
Page 2

We request your concurrence that the proposed action would not result in adverse impacts or interference with the trail. Please return a copy of the enclosed concurrence sheet with your response at your earliest convenience. A second copy of the letter and concurrence sheet along with a self-addressed/stamped envelope for returning the signed copy to us is also enclosed.

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

Attachment

cc: Nunzio Pulice, Mayor  
Jeffrey Mermuys, City Manager

Project: Elgin O'Hare – West Bypass

Concur with the Illinois Department of Transportation that the temporary involvement with the Salt Creek Greenway Trail along Mittel Boulevard/Mittel Drive would not result in an adverse impact or interference with the trail.

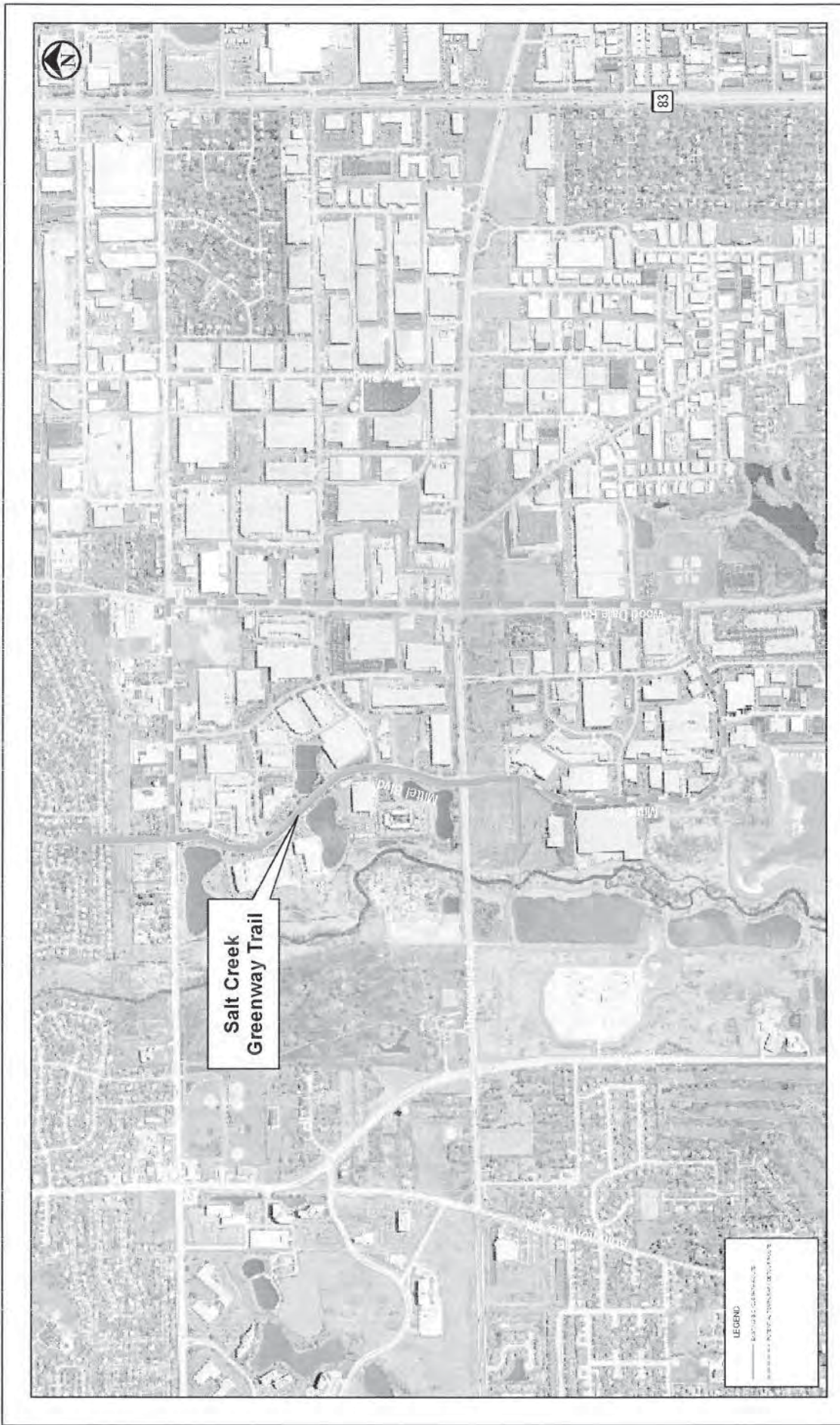
Concur: X

Do not Concur: \_\_\_\_\_

Signature: Rose Kline

Title: Planning/Economic Development Coordinator

Date: 2-7-12



Elgin O'Hare - West Bypass Project  
 Potential Temporary Salt Creek Greenway Trail Detour Route







# Illinois Department of Transportation

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

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

February 7, 2012

Mr. Richard Bascomb  
Senior Transportation Planner  
Village of Schaumburg  
Department of Transportation  
101 Schaumburg Court  
Schaumburg, IL 60193

Dear Mr. Bascomb:

This letter is a follow up to your September 30, 2011 phone conversation with Aimee King, of CH2M HILL, regarding the potential temporary rerouting of the Schaumburg Bike Paths along Springinsguth Road and Wright Boulevard during the construction of the Elgin O'Hare–West Bypass project. After considering the proposed action, we request your concurrence that the temporary rerouting of the bike paths, if necessary, would have no adverse impact or interference with the bike paths. A sheet for indicating concurrence is enclosed.

As Ms. King mentioned, improvements are proposed along Springinsguth Road and Wright Boulevard as well as along the portion of the Elgin O'Hare Expressway that extends over the two roadways. During most of the construction period, it is anticipated that the bike paths will be open in their existing locations or will be rerouted to the opposite side of the street. However, for safety or logistical reasons, the bike paths may need to be temporarily rerouted to adjacent roadways such as those discussed during your conversation with Ms. King (e.g., Wise Road, Rodenburg Road) for short periods of time. The existing bike paths and potential detour routes are shown on the attached exhibit.



Mr. Richard Bascomb  
February 7, 2012  
Page 2


Any rerouting of the bike paths would occur for a period less than the duration of construction. The bike paths are expected to remain in operation throughout the construction period either in their existing location, along the opposite side of the street, or along the detour routes. Following construction, the Schaumburg bicycle path along Springinsguth Road would be reinstated in its current location and the path along Wright Boulevard would be improved as a continuous bike path separate from the roadway.

We request your concurrence that the proposed action would not result in adverse impacts or interference with the bike paths. Please return a copy of the enclosed concurrence sheet with your response at your earliest convenience. A second copy of the letter and concurrence sheet along with a self-addressed/stamped envelope for returning the signed copy to us is also enclosed.

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

Attachment

cc: Al Larson, Village President  
June Johnson, Director of Transportation

Project: Elgin O'Hare - West Bypass

Concur with the Illinois Department of Transportation that the temporary involvement with the Schaumburg Bike Paths along Springinsguth Road and Wright Boulevard would not result in an adverse impact or interference with the bike paths.

Concur:  \_\_\_\_\_

Do not Concur:  \_\_\_\_\_

Signature: [Handwritten Signature]

Title: Asst Village Mgr

Date: 2/9/12



Elgin O'Hare - West Bypass Project  
 Potential Temporary Schaumburg Bike Path Detour Routes







# Illinois Department of Transportation

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

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

February 23, 2012

Ms. Julie Fitzgerald  
Community Development Director  
Village of Schaumburg  
101 Schaumburg Court  
Schaumburg, Illinois 60193

Dear Ms. Fitzgerald:

The Illinois Department of Transportation (IDOT) and the Illinois Tollway are nearing completion of preliminary engineering and environmental studies (Phase I) for the Elgin O'Hare – West Bypass (EO-WB) project, which began in the Fall of 2007. IDOT, along with the Illinois Tollway, are proposing improvements along the existing Elgin O'Hare Expressway/Thorndale Avenue corridor and construction of a new Bypass corridor on the west side of O'Hare Airport. The Illinois Tollway will be the implementing agency for the construction of the proposed improvements. This project is included in the Illinois Tollway's 2012 to 2026 capital improvement program, *Move Illinois: The Illinois Tollway Driving the Future*.

As part of the environmental studies, traffic noise levels after construction of the proposed improvements were predicted for design year 2040 at locations along the project corridor, including undeveloped lands. The predicted traffic noise levels on undeveloped land in your community are included as an attachment to this letter (see Table 2) for your consideration.

Future traffic noise levels near the proposed roadway improvements were predicted in accordance with the latest Federal Highway Administration's (FHWA)-approved Traffic Noise Model (TNM2.5). IDOT considers a traffic noise impact to occur when levels approach or exceed the FHWA Noise Abatement Criteria (NAC). See Table 1 (attached) for a description of FHWA's NACs. The predicted future traffic noise levels are provided to help determine the appropriateness of noise levels for different land uses. In order to aid future development of the site, the approximate distance from the existing centerline to where the future noise levels are predicted to approach NAC levels for Activity Categories B, C, and E were identified as shown in Table 2.

We hope this information will be useful to you in planning and permitting future development in your area. We recommend that you carefully consider the future predicted noise levels to avoid potential issues of public concern over incompatible noise levels and planned development.



Ms. Julie Fitzgerald  
February 23, 2012  
Page 2

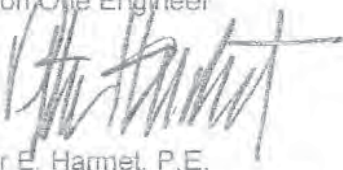
To help with your future planning and discernment regarding permitting and development decisions, we encourage you to obtain the FHWA publication titled *Entering the Quiet Zone: Noise Compatible Land Use Planning*. This publication can be obtained from the FHWA website:  
[http://www.fhwa.dot.gov/environment/noise/noise\\_compatible\\_planning/federal\\_approach/land\\_use/quietezon.pdf](http://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/land_use/quietezon.pdf)

For additional information regarding traffic noise, regulations and policy, noise analyses or noise abatement, we encourage you to visit the Department's web site at <http://www.dot.il.gov/>. Click on the "Environment" link and then click on the "Traffic Noise" link to access this information.

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

Very truly yours,

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

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

Attachments

cc: June Johnson, Director of Transportation

TABLE 1  
Noise Abatement Criteria  
*Hourly A-Weighted Sound Level-decibels (dB[A])*

Activity Category	$L_{eq}(h)$ <sup>a</sup>	Evaluation Location	Activity Description
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67	Exterior	Residential.
C	67	Exterior	Active sport areas, amphitheatres, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, daycare centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	--- <sup>b</sup>	--- <sup>b</sup>	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	--- <sup>c</sup>	--- <sup>c</sup>	Undeveloped lands that are not permitted.

Source: Title 23 Code of Federal Regulations (23 CFR Part 772)

Note: The NAC are noise impact thresholds for considering abatement. (Abatement must be considered when predicted traffic noise levels for the design year approach [i.e., within 1 decibel] or exceed the NAC, or when the predicted traffic noise levels are substantially higher [i.e., more than 14 decibels greater] than the existing noise level.)

<sup>a</sup>  $L_{eq}$  = Equivalent sound level

<sup>b</sup> No noise analysis is required for these locations.

<sup>c</sup> There are no NAC for undeveloped lands.

TABLE 2

Undeveloped Lands and Distance to NAC under Future Build Condition

Approximate Distance from Existing Centerline to NAC Approach Leq (66 dB[A]) for Activity Categories B and C	Approximate Distance from Existing Centerline to NAC Approach Leq (71 dB[A]) for Activity Category E
133 feet from the Irving Park Road centerline	60 feet from the Irving Park Road centerline



**LEGEND**

- Undeveloped Land
- Project Corridor

Source:  
- Aerial photography: City of Chicago, 2009



**Elgin O'Hare-West  
Bypass Project**  
Undeveloped Noise Levels







# Illinois Department of Transportation

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

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

February 23, 2012

Mr. Patrick Watkins  
Director of Community Development  
Village of Roselle  
31 South Prospect Street  
Roselle, IL 60172

Dear Mr. Watkins:

The Illinois Department of Transportation (IDOT) and the Illinois Tollway are nearing completion of preliminary engineering and environmental studies (Phase I) for the Elgin O'Hare – West Bypass (EO-WB) project, which began in the Fall of 2007. IDOT, along with the Illinois Tollway, are proposing improvements along the existing Elgin-O'Hare Expressway/Thorndale Avenue corridor and construction of a new Bypass corridor on the west side of O'Hare Airport. The Illinois Tollway will be the implementing agency for the construction of the proposed improvements. This project is included in the Illinois Tollway's 2012 to 2026 capital improvement program, Move Illinois; *The Illinois Tollway Driving the Future*.

As part of the environmental studies, traffic noise levels after construction of the proposed improvements were predicted for design year 2040 at locations along the project corridor, including undeveloped lands. The predicted traffic noise levels on undeveloped land in your community are included as an attachment to this letter (see Table 2) for your consideration.

Future traffic noise levels near the proposed roadway improvements were predicted in accordance with the latest Federal Highway Administration's (FHWA)-approved Traffic Noise Model (TNM2.5). IDOT considers a traffic noise impact to occur when levels approach or exceed the FHWA Noise Abatement Criteria (NAC). See Table 1 (attached) for a description of FHWA's NACs. The predicted future traffic noise levels are provided to help determine the appropriateness of noise levels for different land uses. In order to aid future development of the site, the approximate distance from the existing centerline to where the future noise levels are predicted to approach NAC levels for Activity Categories B, C, and E were identified as shown in Table 2.

Mr. Patrick Watkins  
February 23, 2012  
Page 2

We hope this information will be useful to you in planning and permitting future development in your area. We recommend that you carefully consider the future predicted noise levels to avoid potential issues of public concern over incompatible noise levels and planned development.

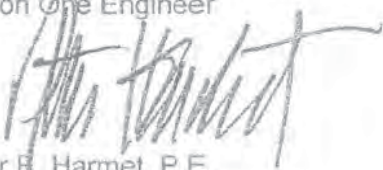
To help with your future planning and discernment regarding permitting and development decisions, we encourage you to obtain the FHWA publication titled *Entering the Quiet Zone: Noise Compatible Land Use Planning*. This publication can be obtained from the FHWA website:  
[http://www.fhwa.dot.gov/environment/noise/noise\\_compatible\\_planning/federal\\_approach/land\\_use/quietzon.pdf](http://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/land_use/quietzon.pdf)

For additional information regarding traffic noise, regulations and policy, noise analyses or noise abatement, we encourage you to visit the Department's web site at <http://www.dot.il.gov/>. Click on the "Environment" link and then click on the "Traffic Noise" link to access this information.

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

Very truly yours,

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

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

Attachments

cc: Bob Zimmerer, Planner

TABLE 1  
Noise Abatement Criteria  
*Hourly A-Weighted Sound Level-decibels (dB[A])*

Activity Category	$L_{eq}(h)$ <sup>a</sup>	Evaluation Location	Activity Description
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67	Exterior	Residential.
C	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, daycare centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	-- <sup>b</sup>	-- <sup>b</sup>	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	-- <sup>c</sup>	-- <sup>c</sup>	Undeveloped lands that are not permitted.

Source: Title 23 Code of Federal Regulations (23 CFR Part 772)

Note: The NAC are noise impact thresholds for considering abatement. (Abatement must be considered when predicted traffic noise levels for the design year approach [i.e., within 1 decibel] or exceed the NAC, or when the predicted traffic noise levels are substantially higher [i.e., more than 14 decibels greater] than the existing noise level.)

<sup>a</sup>  $L_{eq}$  = Equivalent sound level

<sup>b</sup> No noise analysis is required for these locations.

<sup>c</sup> There are no NAC for undeveloped lands.

TABLE 2  
Undeveloped Lands and Distance to NAC under Future Build Condition

Approximate Distance from Existing Centerline to NAC Approach Leq (66 dB[A]) for Activity Categories B and C	Approximate Distance from Existing Centerline to NAC Approach Leq (71 dB[A]) for Activity Category E
--	--

Predicted noise levels do not reach 66 or 71 dB(A) on this site due to shielding effects from the proposed ramp.





**LEGEND**

- Undeveloped Land
- Project Corridor

Source:  
- Aerial photography, City of Chicago, 2009



**Elgin O'Hare-West  
Bypass Project**  
Undeveloped Noise Levels





# Illinois Department of Transportation

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

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

February 23, 2012

Mr. Herman Brewer  
Director of Planning and Development  
Cook County  
69 W. Washington, Suite 900  
Chicago, Illinois 60602

Dear Mr. Brewer:

The Illinois Department of Transportation (IDOT) and the Illinois Tollway are nearing completion of preliminary engineering and environmental studies (Phase I) for the Elgin O'Hare – West Bypass (EO-WB) project, which began in the fall of 2007. IDOT, along with the Illinois Tollway, are proposing improvements along the existing Elgin O'Hare Expressway/Thorndale Avenue corridor and construction of a new Bypass corridor on the west side of O'Hare Airport. The Illinois Tollway will be the implementing agency for the construction of the proposed improvements. This project is included in the Illinois Tollway's 2012 to 2026 capital improvement program, *Move Illinois: The Illinois Tollway Driving the Future*.

As part of the environmental studies, traffic noise levels after construction of the proposed improvements were predicted for design year 2040 at locations along the project corridor, including undeveloped lands. The predicted traffic noise levels on undeveloped land within unincorporated Cook County are included as an attachment to this letter (see Table 2) for your consideration.

Future traffic noise levels near the proposed roadway improvements were predicted in accordance with the latest Federal Highway Administration's (FHWA)-approved Traffic Noise Model (TNM2.5). IDOT considers a traffic noise impact to occur when levels approach or exceed the FHWA Noise Abatement Criteria (NAC). See Table 1 (attached) for a description of FHWA's NACs. The predicted future traffic noise levels are provided to help determine the appropriateness of noise levels for different land uses. In order to aid future development of the site, the approximate distance from the existing centerline to where the future noise levels are predicted to approach NAC levels for Activity Categories B, C, and E were identified as shown in Table 2.

We hope this information will be useful to you in planning and permitting future development in your area. We recommend that you carefully consider the future predicted noise levels to avoid potential issues of public concern over incompatible noise levels and planned development.

Mr. Herman Brewer  
February 23, 2012  
Page 2

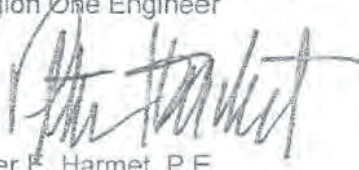
To help with your future planning and discernment regarding permitting and development decisions, we encourage you to obtain the FHWA publication titled *Entering the Quiet Zone: Noise Compatible Land Use Planning*. This publication can be obtained from the FHWA website:  
[http://www.fhwa.dot.gov/environment/noise/noise\\_compatible\\_planning/federal\\_approach/land\\_use/quietzone.pdf](http://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/land_use/quietzone.pdf)

For additional information regarding traffic noise, regulations and policy, noise analyses or noise abatement, we encourage you to visit the Department's web site at <http://www.dot.il.gov/>. Click on the "Environment" link and then click on the "Traffic Noise" link to access this information.

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

Very truly yours,

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

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

Attachments

cc: John J. Beissel, P.E., Assistant Superintendent of Highways



TABLE 1  
Noise Abatement Criteria  
*Hourly A-Weighted Sound Level-decibels (dB[A])*

Activity Category	L <sub>eq</sub> (h) <sup>a</sup>	Evaluation Location	Activity Description
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67	Exterior	Residential.
C	67	Exterior	Active sport areas, amphitheatres, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, daycare centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	--- <sup>b</sup>	--- <sup>b</sup>	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	--- <sup>c</sup>	--- <sup>c</sup>	Undeveloped lands that are not permitted.

Source: Title 23 Code of Federal Regulations (23 CFR Part 772)

Note: The NAC are noise impact thresholds for considering abatement. (Abatement must be considered when predicted traffic noise levels for the design year approach [i.e., within 1 decibel] or exceed the NAC, or when the predicted traffic noise levels are substantially higher [i.e., more than 14 decibels greater] than the existing noise level.)

<sup>a</sup> L<sub>eq</sub> = Equivalent sound level

<sup>b</sup> No noise analysis is required for these locations.

<sup>c</sup> There are no NAC for undeveloped lands.

TABLE 2  
Undeveloped Lands and Distance to NAC under Future Build Condition

Approximate Distance from Existing Centerline to NAC Approach Leq (66 dB[A]) for Activity Categories B and C	Approximate Distance from Existing Centerline to NAC Approach Leq (71 dB[A]) for Activity Category E
175 feet from the Roselle Road centerline; 415 feet from the Elgin-O'Hare Expressway centerline	75 feet from the Roselle Road centerline; 270 feet from the Elgin-O'Hare Expressway centerline



**LEGEND**

- Undeveloped Land
- Project Corridor

Source:  
- Aerial photography: City of Chicago, 2009



**Elgin O'Hare-West  
Bypass Project**  
Undeveloped Noise Levels







# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

March 8, 2012

Mr. Pete E. Harmet  
Bureau Chief, Programming  
IDOT District 1  
201 W. Center Court  
Schaumburg, IL 60196

*via email attachment (.pdf)*

Re: Status of Elgin O'Hare-West Bypass Preliminary Environmental Site Assessment (PESA) reports

Dear Mr. Harmet:

The IDOT Bureau of Design and Environment (BDE), Geologic and Waste Assessment Unit has completed review of the Elgin O'Hare-West Bypass PESA reports completed by CH2M Hill and received by BDE between February 4, 2010 and February 2012. The PESAs were created in support of the draft EIS. This letter provides a listing of the reports and BDE's review status.

The size of the EO-WB project corridor is large, approximately 27 miles, so the corridor was originally divided into six separate geographic areas called Volumes that covered the entire project corridor.

#### Status of original six PESA report Volumes

- Volume 1 – Final report is dated June 10, 2010.
- Volume 2 – Final report is dated January 31, 2012
- Volume 2A – Final report is dated December 22, 2011.
- Volume 3 – Final report is dated January 31, 2012
- Volume 4 – Final report is dated December 22, 2011.
- Volume 5 – Final report is dated February 24, 2012.

Due to design modifications, addendum PESA reports were necessary to accommodate changes to the project limits.

#### Status of five addendum PESA report Volumes

- Volume 1 Addendum – Draft report is dated January 31, 2012 and is considered final.
- Volume 2 Addendum – Draft report is dated January 31, 2012 and is considered final.
- Volume 2A Addendum – Draft report is dated January 31, 2012 and is considered final.

- Volume 3 Addendum – Draft report is dated January 31, 2012 and is considered final.
- Volume 4 Addendum – Draft report is dated January 31, 2012 and is considered final.

This letter serves as IDOT BDE's acceptance of the six original and five addendum PESA volumes, as listed above.

Should you have any questions, please contact me (217/558-4653).

Sincerely,

*James R. Curtis*

James R. Curtis  
Chief, Geologic and Waste Assessment Unit

cc: Walt Zyznieuski/IDOT  
Sam Mead/IDOT  
Ron Krall/IDOT





# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

July 24, 2012

Mr. Patrick Malone  
Illinois Department of Natural Resources  
Division of Resource Review and Coordination  
One Natural Resources Way  
Springfield, Illinois 62702-1271

**CONCUR**  
By *Patrick Malone*  
Division of Impact Analysis  
IWA IDNR 8-8-12

RE: Elgin O'Hare West Bypass EIS  
Job No. P-91-443-06 (Seq. 15237, 15237A, 15237B, and 15237C)  
City of Chicago  
Cook and DuPage Counties

Dear Mr. Malone:

The purpose of this letter is to coordinate wetland impacts for the above project. Due to portions of this project being on new alignment, it is being processed as a Standard Review Action, in accordance with the IDOT Wetlands Action Plan, and thus coordinated with your office. Some coordination with IDNR, USFWS, and USACOE has occurred previously with respect to wetlands. Wetland delineations are attached.

A total of 23.7 acres of wetlands shall be impacted, as well as 2.45 ac of WOUS impacts. Please see attached table for details of wetland impacts and mitigation. (Please note that WOUS Site 6W impacts have changed from 0.12 to 0.14 ac per email and revised WIE plan sheets received July 10, 2012 from District One.)

Wetland mitigation is proposed at locations within the Des Plaines River Watershed (i.e., Hydrologic Unit Code # 07120004). Potential mitigation sites are currently under review by federal and state resource agencies. Final mitigation site selection will be made later in coordination with these agencies.

The mitigation ratio for off-site in-basin mitigation is 2:1 for a Standard Action and 4:1 for individual wetlands with impacts greater than 0.5 acre. Thus, Wetland Sites 27, 49, 50, 64, 71, 84, 134, 140, 142, 152, 164, 178, 181, 187, and 189 shall be mitigated at a 4:1 ratio, since impacts to each of those wetlands exceeds 0.5 ac. Mitigation acreage for in-basin off-site mitigation is thus 80.62 acres.

In the event that off-site in-basin mitigation is unavailable, the mitigation ratio for off-site out-of-basin mitigation is 3:1 for a Standard Action and 5.5:1 for individual wetlands with impacts greater than 0.5 acre. Thus, Wetland Sites 27, 49, 50, 64, 71, 84, 134, 140, 142, 152, 164, 178, 181, 187, and 189 shall be mitigated at a 5.5:1 ratio, since impacts to each of those wetlands exceeds 0.5 ac. Mitigation acreage for in-basin off-site mitigation is thus 112.62 acres.

For your information, impacts to other WOUS (i.e., streams) total 2.45 acres. IDOT will compensate for the loss of these waters with approximately 3.68 acres of replacement wetlands, at a mitigation ratio of 1.5:1.0.

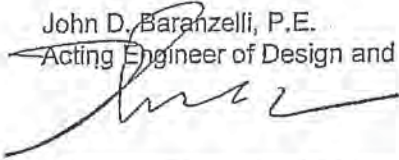
**RECEIVED**  
AUG 09 2012  
ENVIRONMENT  
SECTION



We request your concurrence on the wetland delineations, unavoidable wetland impacts, and the concepts outlined above for mitigation. When the mitigation plan is available, it shall be coordinated with you at that time for your concurrence. If there are questions, please call Susan Hargrove at 217/785-0150.

Sincerely,

John D. Baranzelli, P.E.  
Acting Engineer of Design and Environment



---

By:  
Thomas C. Brooks  
Natural Resources Unit Chief

Attachments



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

October 9, 2012

Mr. Pete E. Harmet  
Bureau Chief, Programming  
IDOT District 1  
201 W. Center Court  
Schaumburg, IL 60196

*via email attachment (.pdf)*

Re: Status of Elgin O'Hare-West Bypass PESA Validation Report

Dear Mr. Harmet:

The Preliminary Environmental Site Assessment (PESA) reports performed by CH2M HILL for the Illinois Department of Transportation (IDOT) were submitted to IDOT between June 10, 2010 and February 24, 2012. The final PESA reports were approved by IDOT on March 8, 2012 via email/letter. IDOT informed CH2M HILL on August 29, 2012 that the data used to prepare the PESA reports for the Elgin O'Hare - West Bypass project is due for "validation" by mid-September. Therefore, according to IDOT policy (Bureau of Design and Environment Manual [BDE], Chapter 27, Environmental Surveys), the PESA reports required an update or validation. The validation is necessary before the agency will agree to be a signatory on the Final Environmental Impact Statement (FEIS).

For purposes of this effort, "validation" is described in the Scope of Work section of CH2M HILL's Technical Memorandum dated September 28, 2012. IDOT accepted the validation technical approach on October 2, 2012 via memorandum. The validation confirms the PESA information for an additional six months, which will carry through the signing of the Final EIS, Record of Decision (ROD), and receipt of Design Approval, based upon the current NEPA schedule. The completion of those actions signals the completion of the Phase I/NEPA process and IDOT's formal involvement in the project.

IDOT BDE, Geologic and Waste Assessment Unit, has completed review of the Elgin O'Hare-West Bypass PESA validation report received via email attachment on September 28, 2012. This letter serves as IDOT BDE's acceptance of the PESA Volumes 1 through 5 and five associated PESA Addendum reports.

Should you have any questions, please contact me at 217/558-4653.

Sincerely,

*James R. Curtis*

James R. Curtis  
Chief, Geologic and Waste Assessment Unit

cc: Walt Zyznieuski/IDOT, Sam Mead/IDOT, Ron Krall/IDOT



CITY OF NORTHLAKE  
**OFFICE OF THE MAYOR**  
NORTHLAKE, 60164

JEFFREY T. SHERWIN  
MAYOR

July 13, 2011

Illinois Department of Transportation  
Attn: Diane O'Keefe  
201 W. Center Court  
Schaumburg, IL 60196-1096

Dear Ms. O'Keefe:

The City Of Northlake accepts your invitation to be a Participating Agency in the development of the EOWB Project.

Please feel free to contact me if you need any additional information.

Yours truly,

Jeffrey T. Sherwin  
Mayor

JTS:enb



**PETER J. ROSKAM**

5th DISTRICT, ILLINOIS

DEPUTY WHIP

COMMITTEE ON WAYS AND MEANS

SUBCOMMITTEES

OVERSIGHT

INCOME SECURITY AND FAMILY SUPPORT

SELECT REVENUE MEASURES



**Congress of the United States**

**House of Representatives**

**Washington, DC 20515-1306**

507 CANNON HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-4561  
(202) 225-7166 FAX

150 S. BLOOMINGDALE ROAD  
SUITE 200  
BLOOMINGDALE, IL 60108  
(630) 893-9670  
(630) 893-9735 FAX

[www.roskam.house.gov](http://www.roskam.house.gov)

June 22, 2010

Deputy Director Diane O'Keefe  
Illinois Department of Transportation  
2300 S. Dirksen Parkway  
Springfield, IL 62764

Dear Deputy Director O'Keefe,

In recent months I have had the opportunity to meet with the municipalities that are involved with the Elgin O'Hare West Bypass project. As you may be aware, the majority of this project lies within the boundaries of my Congressional district. As a result of our meetings the municipalities authored a resolution which I fully support that requests IDOT to continue the tier two process in constructing "Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process."

The following communities assisted in both authoring the resolution as well as passing the agreed upon resolution through each of their governing boards:

- Village of Addison
- Village of Bloomingdale
- City of Des Plaines
- Elk Grove Village
- City of Elmhurst
- Village of Franklin Park
- Village of Hanover Park
- Village of Itasca
- Village of Roselle
- Village of Schaumburg
- City of Wood Dale
- Elk Grove Township

Since that time we have witnessed overwhelming support for this resolution, and resolutions were also received by my office from the following:

- Cook County
- DuPage County

- DuPage Mayors and Managers Conference (represents 33 communities in the West Suburbs)
- Northwest Municipal Conference (represents 45 communities in the Northwest Suburbs)
- West Central Municipal Conference (represents 41 communities in the West Suburbs)
  
- Elk Grove Chamber of Commerce (represents over 150 businesses)
- Roselle Chamber of Commerce and Industry (represents over 150 businesses)
  
- Greater O'Hare Association

Enclosed, please find copies of resolutions from each of the listed supporting entities.

If I can provide any further insight or assistance regarding the Elgin-O'Hare West Bypass project, please contact my District Representative, Kitty Weiner, in my district office via phone at 630-893-9670 or via e-mail at [kitty.weiner@mail.house.gov](mailto:kitty.weiner@mail.house.gov).

Very truly yours,



Peter J. Roskam  
Member of Congress

**Congressman Peter J. Roskam - Letter Dated June 23, 2010**

*Distribution list in its entirety*

*Letter with attachments*

The Honorable Pat Quinn  
Governor of the State of Illinois

Secretary Ray LaHood  
U.S. Department of Transportation

Congressman Daniel Lipinski  
Illinois' 3<sup>rd</sup> Congressional District

Chairperson Paula Wolff  
Illinois Tollway Board of Directors

Deputy Director Diane O'Keefe  
Illinois Department of Transportation

*Letter only*

Mayor Lorenz Hartwig  
Village of Addison

President Robert Iden  
Village of Bloomingdale

Mayor Martin J. Moylan  
City of Des Plaines

Mayor Craig Johnson  
Elk Grove Village

Mayor Peter DiCianni  
City of Elmhurst

Mayor Barrett Pedersen  
Village of Franklin Park

President Rodney S. Craig  
Village of Hanover Park

Mayor Jeff Pruyt  
Village of Itasca

Mayor Gayle Smolinski  
Village of Roselle

Mayor Al Larson  
Village of Schaumburg

Mayor Kenneth Johnson  
City of Wood Dale

President Nancy Vanderweel  
Elk Grove Township

Board President Todd Stroger  
Cook County

Board Chairman Robert J. Schillerstrom  
DuPage County

President David Brummel  
DuPage Mayors and Managers Conference

President Jerry Tully  
Northwest Municipal Conference

President Marilyn May  
West Central Municipal Conference

President Shirianne Lemm  
Elk Grove Chamber of Commerce/  
Greater O'Hare Association

Executive Director Gail Croson  
Roselle Chamber of Commerce and Industry



State Senator Dan Cronin  
Illinois' 21<sup>st</sup> Senate District

State Representative Bob Biggins  
Illinois' 41<sup>st</sup> Representative District

State Senator Michael Noland  
Illinois' 22<sup>nd</sup> Senate District

State Representative Fred Crespo  
Illinois' 44<sup>th</sup> Representative District

State Senator Carol Pankau  
Illinois' 23<sup>rd</sup> Senate District

State Representative Franco Coladipietro  
Illinois' 45<sup>th</sup> Representative District

State Senator John Millner  
Illinois' 28<sup>th</sup> Senate District

State Representative Dennis Reboletti  
Illinois' 46<sup>th</sup> Representative District

State Senator Susan Garrett  
Illinois' 29<sup>th</sup> Senate District

State Representative Harry R. Ramey, Jr.  
Illinois' 55<sup>th</sup> Representative District

State Senator Dan Kotowski  
Illinois' 33<sup>rd</sup> Senate District

State Representative Paul D. Froehlich  
Illinois' 56<sup>th</sup> Representative District

State Senator Don Harmon  
Illinois' 39<sup>th</sup> Senate District

State Representative Elaine Nekritz  
Illinois' 57<sup>th</sup> Representative District

State Representative Rosemary Mulligan  
Illinois' 65<sup>th</sup> Representative District

State Representative Mark L. Walker  
Illinois' 66<sup>th</sup> Representative District

State Representative Angelo "Skip" Saviano  
Illinois' 77<sup>th</sup> Representative District

RESOLUTION R-10- 09

A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF TRANSFORMATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF THE ELGIN-O'HARE WEST BYPASS

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and,

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and,

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and,

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D, and,

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and,

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and



WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF ADDISON, DU PAGE COUNTY, ILLINOIS, AS FOLLOWS:

**SECTION ONE: Location:** The impacted communities hereby request that any construction of Elgin-O'Hare West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, and attached here as Exhibit "A".

**SECTION TWO: Illinois State Toll Highway Authority:** If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D to serve said communities without significant financial obligation to said communities;
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

**SECTION THREE: Purpose and Need:** The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

**SECTION FOUR:** The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.



SECTION FIVE: A copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

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

PASSED THIS 15<sup>th</sup> day of March 2010.

Ayes: Trustees Hundley, Laine, Lynch, Mr. Rermott, Theodore & Keestra

Nays: None

Absent: Mayor Hartwig

APPROVED THIS 15<sup>th</sup> day of March 2010.

[Signature]  
Deputy Mayor

ATTEST: [Signature]  
Village Clerk

**RESOLUTION NO. 2010-R-04**

**A RESOLUTION SUPPORTING THE COMPLETE  
CONSTRUCTION OF TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D"  
AS REGIONALLY SUPPORTED BY PARTICIPATING STAKEHOLDERS  
AS PART OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION TIER  
ONE STUDY OF THE ELGIN-O'HARE WEST BYPASS**

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and,

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and,

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and,

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and,

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and,

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and,

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D.

**NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF BLOOMINGDALE, DU PAGE, ILLINOIS, a home rule municipality in the exercise of its home rule powers, as follows:**



**Section 1: Location:** The impacted communities hereby request that any construction of Elgin-O'Hare West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto as Exhibit "A."

**Section 2: Illinois State Toll Highway Authority:** If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities;
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and,
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

**Section 3: Purpose and Need:** The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

**Section 4:** The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

**Section 5:** A copy of this resolution supporting the construction of Build Alternative 203, Option D, as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

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



ADOPTED this 8th day of March, 2010.

AYES: Trustees Gebis, Bolen, King, Von Huben, Dolce and Czernek

NAYS: None

ABSENT: None

ABSTAIN: None

APPROVED this 8th day of March, 2010.

A handwritten signature in black ink, appearing to read "Robert G. Iden", written over a horizontal line.

Robert G. Iden, Village President

Attest:

A handwritten signature in black ink, appearing to read "Susan L. Bartucci", written over a horizontal line.

Susan L. Bartucci, Village Clerk

CITY OF DES PLAINES

RESOLUTION R - 36 - 10

**A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF THE ELGIN-O'HARE WEST BYPASS.**

---

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin-O'Hare West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Records of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may



be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D;

**NOW, THEREFORE, BE IT RESOLVED**, by the City Council of the City of Des Plaines, County of Cook, Illinois in the exercise of its home rule powers, as follows:

**SECTION 1: Location:** The impacted communities hereby request that any construction of Elgin-O'Hare West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto and made a part hereof as Exhibit "A."

**SECTION 2: Illinois State Toll Highway Authority:** If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Highway Authority partner with them to perform the following:

- Include within their construction plans full interchange access at the locations identified in the Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities;
- Include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- Provide for appropriate space and accommodations within the expressway envelope for future transit development; and,
- Provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

**SECTION 3: Purpose and Need:** The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:



- Ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- Foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

**SECTION 4:** The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

**SECTION 5:** A copy of this resolution supporting the construction of Build Alternative 203, Option D, as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

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

PASSED this 5<sup>th</sup> day of April, 2010.


APPROVED this 5<sup>th</sup> day of April, 2010.

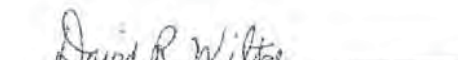
VOTE: AYES 6 NAYS 2 ABSENT 0

  
MAYOR

ATTEST:

Approved as to form:

  
CITY CLERK

  
David R. Wiltse, City Attorney

Legal\Res\2010\Resolution Supporting the Elgin-O'Hare West Bypass





RESOLUTION NO. 14-10

**A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF  
TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY  
SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE  
ILLINOIS DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF THE  
ELGIN O'HARE-WEST BYPASS**

---

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and,

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and,

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and,

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and,

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and,

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and,

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D.



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

**Section 1: Location:** The impacted communities hereby request that any construction of Elgin O'Hare-West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto as Exhibit "A."

**Section 2: Illinois State Toll Highway Authority:** If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin O'Hare-West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities; and
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads; and
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

**Section 3: Purpose and Need:** The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

**Section 4:** The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

**Section 5:** A copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study shall

immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

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

VOTE:      AYES: 5   NAYS: 0   ABSENT: 1

PASSED this 9<sup>th</sup> day of March 2010

APPROVED this 9<sup>th</sup> day of March 2010

APPROVED:

Mayor Craig B. Johnson  
Village of Elk Grove Village

ATTEST:

Judith M. Keegan, Village Clerk







R-10-2010

A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF  
TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY  
SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS  
DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF THE ELGIN-O'HARE  
WEST BYPASS

---

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and,

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and,

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and,

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and,

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and,

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D.

Copies To All  
Elected Officials

3-11-10



NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Elmhurst, in the Counties of Cook and DuPage, Illinois:

Section 1: Location: The impacted communities hereby request that any construction of Elgin-O'Hare West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto as Exhibit "A".

Section 2: Illinois State Toll Highway Authority: If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities;
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and,
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

Section 3: Purpose and Need: The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

Section 4: The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

Section 5: A copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

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

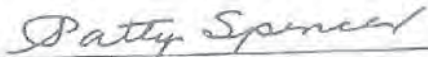
Approved this 15<sup>th</sup> day of March, 2010



Peter P. DiCianni III, Mayor

Adopted this 15<sup>th</sup> day  
of March, 2010

Ayes: 13 Nays: 0



Patty Spencer, City Clerk



---

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

---

**RESOLUTION**

**NUMBER 0910-R-53**

---

**A RESOLUTION OF THE VILLAGE OF FRANKLIN PARK, COOK COUNTY,  
ILLINOIS SUPPORTING THE COMPLETE CONSTRUCTION OF TRANSPORTION  
“BUILD ALTERNATIVE 203, OPTION D” AS REGIONALLY SUPPORTED BY  
PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS DEPARTMENT OF  
TRANSPORTATION TIER ONE STUDY OF THE ELGIN-O’HARE WEST BYPASS**

---

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

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

**RESOLUTION NUMBER 0910-R-53**

**A RESOLUTION OF THE VILLAGE OF FRANKLIN PARK, COOK COUNTY, ILLINOIS SUPPORTING THE COMPLETE CONSTRUCTION OF TRANSPORTION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF THE ELGIN-O'HARE WEST BYPASS**

---

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

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and



WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D.

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

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



**Section 2. Location.** The Village and impacted communities hereby request that any construction of Elgin-O'Hare West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto and made a part hereof as Exhibit A.

**Section 3. Illinois State Toll Highway Authority.** If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- 1) include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities;
- 2) include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- 3) provide for appropriate space and accommodations within the expressway envelope for future transit development; and
- 4) provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

**Section 4. Purpose and Need.** The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

- 1) ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and

- 2) foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

**Section 5.** The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

**Section 6.** The Village Clerk is hereby directed to mail a certified copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study to the Governor, Congressman Peter J. Roskam, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

**Section 7.** If any section, paragraph, clause or provision of this Resolution shall be held invalid, the invalidity thereof shall not affect any other provision of this Resolution.

**Section 8.** All ordinances, resolutions, motions or orders in conflict with this Resolution are hereby repealed to the extent of such conflict.

**Section 9.** This Resolution shall be in full force and effect upon its passage, approval and publication as provided by law.

*(Intentionally Left Blank)*

**PASSED** by the President and Board of Trustees of the Village of Franklin Park, Cook County, Illinois this 15th day of March 2010, pursuant to a roll call vote, as follows:

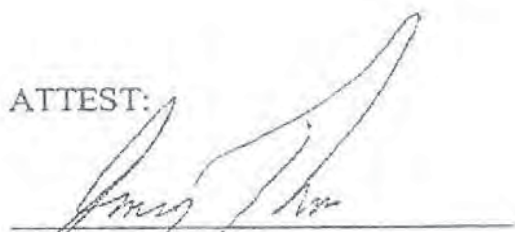
	YES	NO	ABSTAIN	ABSENT	PRESENT
ACEVEDO	X				
BELLENDIR	X				
BRIMIE	X				
JOHNSON	X				
MCLEAN				X	
RODRIGUEZ	X				
PRESIDENT PEDERSEN					
<b>TOTAL</b>	5			1	

**APPROVED** by the President of the Village of Franklin Park, Cook County, Illinois on this 15th day of March 2010.



BARRETT F. PEDERSEN  
VILLAGE PRESIDENT

ATTEST:



TOMMY THOMSON  
VILLAGE CLERK



Village of Hanover Park

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

Rodney S. Craig  
Village President

Eira L. Corral  
Village Clerk

630-372-4200  
Fax 630-372-4215



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

I, EIRA L. CORRAL, the Municipal Clerk for the Village of Hanover Park in the Counties of Cook and DuPage, in the State of Illinois, do hereby certify that the following, hereinafter described, is a true and correct copy of the original document which is part of the official records of the Village of Hanover Park:

*Resolution No. R-10-05: A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF THE ELGIN-O'HARE WEST BYPASS.*

I, hereby subscribed my name as Municipal Clerk and affix the Official Corporate

Seal of the Village of Hanover Park on this 19<sup>th</sup> day of March, 2010.

Eira L. Corral, Village Clerk

(SEAL)

RESOLUTION NO. R-10-05

**A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF  
TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY  
SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS  
DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF THE ELGIN-  
O'HARE WEST BYPASS**

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and,

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and,

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and,

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and,

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and,

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and,

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D.



NOW, THEREFORE, BE IT RESOLVED by the Village President and Board of Trustees of the Village of Hanover Park, in the Counties of Cook and DuPage, Illinois, a home rule unit of local government:

**Section 1: Location:** The impacted communities hereby request that any construction of Elgin-O'Hare West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto as Exhibit "A."

**Section 2: Illinois State Toll Highway Authority:** If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities;
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and,
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

**Section 3: Purpose and Need:** The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

**Section 4:** The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

**Section 5:** A copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

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



ADOPTED this 18<sup>th</sup> day of March, 2010 pursuant to a roll call vote as follows:

Trustees:

AYES: Nicolosi, Zimel, Carter, Cannon, Roberts, Kaiser

NAYS: NONE

ABSENT: NONE

ABSTENTION: NONE

Approved: \_\_\_\_\_



Village President

Attest: \_\_\_\_\_



Village Clerk

RESOLUTION NO. 503-10

A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF  
TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY  
SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS  
DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF  
THE ELGIN-O'HARE WEST BYPASS

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and,

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and,

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and,

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and,

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and,

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and,

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Board of Trustees of the Village of Itasca in the County of DuPage, Illinois:

Section I: Location: The impacted communities hereby request that any construction of Elgin-O'Hare West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto as Exhibit "A."



**Section 2: Illinois State Toll Highway Authority:** If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities;
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and,
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

**Section 3: Purpose and Need:** The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

**Section 4:** The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

**Section 5:** A copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

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

AYES: Trustees: Aiani, Hower, Latoria, Leahy, Madaras and Santorsola


NAYS: None

ABSENT: None

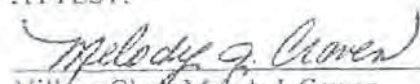
ABSTAIN: None

APPROVED and ADOPTED by the Village President and Board of Trustees of the Village of Itasca this 2nd day of March, 2010.

APPROVED:

  
\_\_\_\_\_  
President Jeffrey J. Pruy

ATTEST:

  
\_\_\_\_\_  
Village Clerk Melody J. Craven

Resolution #503-10



RESOLUTION NO. 2010-1572

A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF  
TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY  
SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE  
ILLINOIS DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF  
THE ELGIN-O'HARE WEST BYPASS

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D, and

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D.

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

ADOPTED this 8th day of March 2010

AYES: Rhode, Maglio, Wittman, Hochstadt, Sass  
NAYS: None  
ABSENT: Atkinson

  
\_\_\_\_\_  
Gayle A. Smolinski, Village President

ATTEST:

  
\_\_\_\_\_  
Patricia E. Burns, Village Clerk

S:Resolutions/2010/Elgin O'Hare West Bypass



RESOLUTION NO. 2010-1572

A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF  
TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY  
SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE  
ILLINOIS DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF  
THE ELGIN-O'HARE WEST BYPASS

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D



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

**Section 1: Location:** The impacted communities hereby request that any construction of Elgin-O'Hare West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto as Exhibit "A."

**Section 2: Illinois State Toll Highway Authority:** If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities;
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and,
- provide for the needs of pedestrians and bicyclists in planning, programming, design and construction of transportation facilities associated with the project.

**Section 3: Purpose and Need:** The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

**Section 4:** The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

**Section 5:** A copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

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

ADOPTED this 8th day of March 2010


AYES: Rhode, Maglio, Wittman, Hochstadt, Sass

NAYS: None

ABSENT: Atkinson

ATTEST:

  
\_\_\_\_\_  
Patricia E. Burns, Village Clerk

  
\_\_\_\_\_  
Gayle A. Smolinski, Village President

S:\Resolutions\2010\Elgin O'Hare West Bypass



VILLAGE OF SCHAUMBURG

MUNICIPAL CENTER / 101 SCHAUMBURG COURT / SCHAUMBURG, IL 60193-1899  
847.895.4500 / TDD 847.923.4435 / FAX 847.895.7806 / WWW.CI.SCHAUMBURG.IL.US

STATE OF ILLINOIS     )  
                                  )  
COUNTY OF COOK       ) SS  
                                  )  
COUNTY OF DuPAGE    )

I, MARILYN J KARR, Clerk of the Village of Schaumburg, Cook County and DuPage County, Illinois, DO HEREBY CERTIFY that the attached and foregoing is a true and correct copy of

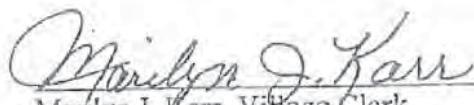
RESOLUTION NO. R-10-040

A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF THE ELGIN-O'HARE WEST BYPASS

passed and adopted the 13<sup>th</sup> day of April, 2010.

I DO FURTHER CERTIFY that the original of which the attached and foregoing is a true and correct copy is now on file in my office.

WITNESS my hand and the corporate seal of the Village of Schaumburg, Illinois this 15<sup>th</sup> day of April, 2010.

  
Marilyn J. Karr, Village Clerk  
Village of Schaumburg



**RESOLUTION NO R-10-040**

**A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF  
TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY  
SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS  
DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF  
THE ELGIN-O'HARE WEST BYPASS**

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and,

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and,

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and,

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and,

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and,

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and,

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D.



A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF  
TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY  
SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS  
DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF  
THE ELGIN-O'HARE WEST BYPASS

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES  
OF THE VILLAGE OF SCHAUMBURG

**SECTION 1. LOCATION:** The impacted communities hereby request that any construction of Elgin-O'Hare West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto as Exhibit "A."

**SECTION 2. ILLINOIS STATE OF TOLL HIGHWAY AUTHORITY:** If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities;
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and,
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

**SECTION 3. PURPOSE AND NEED** The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

**SECTION 4:** The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

**SECTION 5:** A copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF  
TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY  
SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS  
DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF  
THE ELGIN-O'HARE WEST BYPASS

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

AYES: (6) Trustees Kozak, Connelly, Sullivan, Curcio, Madej, President Pro-tem Dunham

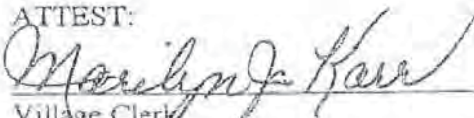
NAYS: (0) None

ABSENT: (0) None

PASSED AND APPROVED this 13<sup>th</sup> day of April, 2010.

  
\_\_\_\_\_  
Village President  
Pro-tem

ATTEST:

  
\_\_\_\_\_  
Village Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Assistant Village Attorney

MAP



S:\Transportation\  
Norma E\RESOLTN5\



RESOLUTION NO. R-10-06

**A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF  
TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY  
SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS  
DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF THE ELGIN-O'HARE  
WEST BYPASS**

**WHEREAS**, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and,

**WHEREAS**, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and,

**WHEREAS**, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and,

**WHEREAS**, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and,

**WHEREAS**, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and,

**WHEREAS**, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and,

**WHEREAS**, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D.

**NOW, THEREFORE, BE IT RESOLVED** by the Mayor and City Council of the City of Wood Dale, in the County of DuPage, Illinois:

**Section 1: Location:** The impacted communities hereby request that any construction of Elgin-O'Hare West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the



Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto as Exhibit "A."

**Section 2: Illinois State Toll Highway Authority:** If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities;
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and,
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

**Section 3: Purpose and Need:** The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

**Section 4:** The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

**Section 5:** A copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

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

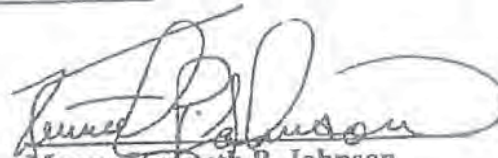
**AYES:** Aldermen Kadala, Kolz, Lewitan, Pulice, Shawke, E. Wesley, R. Wesley, and Winger

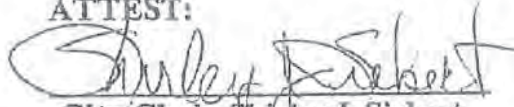
**NAYS:** None

**ABSENT:** None

PASSED this 18 day of March 2010

APPROVED this 18 day of March 2010

  
Mayor, Kenneth P. Johnson  
City of Wood Dale

**ATTEST:**  
  
City Clerk, Shirley J. Siebert  
City of Wood Dale





# ELK GROVE TOWNSHIP

2400 S. Arlington Heights Road     Arlington Heights, Illinois 60005

## TO WHOM IT MAY CONCERN

This letter is in support of the complete construction of transportation "build Alternative 203, option D" as regionally supported by participating stakeholders as part of the Illinois Department of Transportation Tier One Study of the Elgin-O'Hare West Bypass.

- The Illinois Department of Transportation, in consultation with the Federal Highway Administration, has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois.
- The IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative.
- Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support.
- Through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution policy, the Illinois Department of Transportation and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is to Build Alternative 203, Option D.
- The communities most impacted by this project have developed a unified statement in support of Build Alternative 203, option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so.
- Tier Two of the IDOT study will include analysis of finding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships.
- The impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeway, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D.

As the Supervisor of Elk Grove Township, supporting the impacted stakeholder communities, request that any construction of the Elgin-O'Hare West Bypass highway improvements by IDOPT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by the stakeholders and IDOT through the federally mandated process as depicted in the Preferred Build Alternative 203, Option D.

If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities request that the Toll Authority partner with them to perform their construction plans for full interchange access at the locations identified, without significant financial obligation to any of the stakeholder communities.

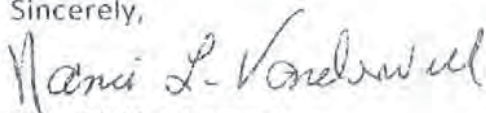
We further request that they shall mitigate associated transportation impacts. Including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvement to remedy increased traffic on local roads, provide for appropriate space and accommodations within the expressway envelope for future transit development.

In addition to provide for the needs of pedestrian and bicyclist in planning, programming, design and construction of transportation facilities associated with the project. Also, ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program and foster further economic development business retention and attraction, and job creation or more than 60,000 new jobs created resulting from the referenced improvement.

The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and the participating stakeholders.

A copy of this letter shall be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

Sincerely,



Nanci L. Vanderweel  
Supervisor



10-R-140  
RESOLUTION

Sponsored by

THE HONORABLE PETER N. SILVESTRI, COUNTY COMMISSIONER

SUPPORTING THE CONSTRUCTION OF THE ELGIN-O'HARE WEST BYPASS  
"BUILD ALTERNATIVE 203; OPTION D"

WHEREAS, the Illinois Department of Transportation (IDOT) in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin-O'Hare West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating that the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, IDOT, and the regional stakeholders have reached consensus that the preferred multimodal transportation system is Build Alternative 203 and Option D; and

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority (ISTHA), and potential public-private partnerships; and

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the ISTHA be authorized to construct all or part of the preferred Build Alternative 203 and Option D; and

WHEREAS, the stakeholder communities recognize the impacts of a national recession on employment in the area, they urge that IDOT, ISTHA, the Governor's Office and the FHWA all work to expedite this project in order to significantly impact job creation and stimulate the economy; and

WHEREAS, national and regional economic circumstances could have an effect on project funding, the stakeholder communities would agree to building the project in stages in order to realize immediate economic benefit, with the understanding and agreement that the entire project must be built as funding is available; and

WHEREAS, the stakeholder communities further support the construction of these roadways because the area designated for these infrastructure improvements is already urbanized and the construction of the roadways will not create additional sprawl but rather mitigate congestion, improve air quality and maximize opportunities within this region; and

WHEREAS, the stakeholder communities further request that the construction of the western access and the western by-pass, Alternative 203 and Option D, be built with the greenest technologies available and with the highest regard for environmental impact; and



**WHEREAS**, the communities most impacted by this project are united in support of build Alternative 203 and Option D, promoting the construction of the preferred alternative and associated improvements.

**NOW, THEREFORE, BE IT RESOLVED**, by the Cook County Board of Commissioners that:

### Section 1: Location

The impacted communities hereby request that any construction of the Elgin-O'Hare West Bypass highway improvements by IDOT or the ISTHA have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, said area being generally north-south along the western edge of the existing O'Hare International Airport property utilizing the 300' set aside corridor as planned by the O'Hare Modernization Program between I-90 (Northwest/Jane Addams Tollway) and I-294 (Tri-State Tollway), and generally east-west along Thorndale Avenue between the current terminus of the Elgin-O'Hare Expressway west of I-290 near Roselle Road and the Bypass to the east.

### Section 2: Illinois State Toll Highway Authority

If the Illinois State Toll Highway Authority shall be authorized to construct all or part of the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

-include within their construction plans full interchange access at the locations identified in Build Alternative 203 and Option D to serve said communities and work and develop with said communities, either collectively or individually, alternative, equitable funding options to ensure that interchanges can be built. Options for funding could include, but are not limited to, deferred payments, waived payments, ability to use federal funds to supplement municipal funds and the ability to pay over time with payments tied to verified increases in the sales tax revenue;

-include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads; and

provide for the needs of pedestrians and bicyclists in planning, programming, design and construction of transportation and transit facilities associated with the project.

### Section 3: Purpose and Need

The construction of the agreed upon preferred Build Alternative 203 and Option D, completed in its entirety, as developed through the federally mandated Tier One process and recommended by IDOT and participating stakeholders is necessary to:

-ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and

-foster further vast regional economic development, business retention and attraction, and jobs creation of more than 60,000 new jobs created resulting from the referenced improvements.

### Section 4

The communities requested that the construction of the referenced Bypass be completed as recommended by the IDOT and participating stakeholders and codified by the FHWA, either in its entirety or in sequences as defined by the consensus of the planning agencies.

Section 5

A copy of this Resolution supporting the construction of Build Alternative 203 and Option D, as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority by the Secretary of the Board of Commissioners.

Approved and adopted this 20th day of April 2010.

TODD H. STROGER, President  
Cook County Board of Commissioners

Attest: DAVID ORR, County Clerk



R E S O L U T I O N

DT-00.3-10

RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION  
OF TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION B" AS  
PREFERENTIALLY SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF  
THE ILLINOIS DEPARTMENT OF TRANSPORTATION TIER ONE STUDY  
OF THE ELGIN-O'HARE WEST BYPASS

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multi-modal transportation solutions for the Elgin-O'Hare-West Bypass study area, comprised of 1.7 square miles and 17 communities in Cook and DuPage Counties, Illinois and,

WHEREAS, the IDOT study is being advanced as a federal-aid, multi-modal process consisting of Tier One, the development of a multi-modal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred multi-modal alternative and,

WHEREAS, Tier One of the IDOT study is set to conclude with the final Board of Decision stating the preferred multi-modal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory policy concerns and stakeholder input and support and,

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Request for Proposals (RFP) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multi-modal transportation system is Build Alternative 203, Option B and,

WHEREAS, the communities most impacted by this project have developed a unified stance in support of Build Alternative 203, Option B, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so and,

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and,

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as multi-lane freeways, but understand that their project may be complete with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Board Alternative 2B, Option B;

AND, THEREFORE, BE IT RESOLVED that the Chairman and Clerk do hereby direct to execute the Resolution in support of Bill Alternative 2B, Option B outlined as follows:

Section 11. Location: The impacted communities hereby request that the instructions of Illinois State Toll Highway Authority regarding route and location conform with the area recommended by IDOT and IDOT through the Federal funded process, as reported in the Preferred Board Alternative 2B, Option B, a copy of which is attached hereto as Exhibit "A."

Section 12. Illinois State Toll Highway Authority: If the Illinois State Toll Highway Authority shall be authorized to construct the Kane-Cove West Bypass, the impacted community hereby request that the Toll Authority partner with them to fulfill the following:

- The State within their construction plans will not include access at the locations identified in Bill Alternative 2B, Option B, to serve said communities without significant financial obligation to said community;
- not use within their construction and reconstruction identified by IDOT and participation stakeholders that shall include associated transportation impacts, including but not limited to, air quality, noise, and land use, elimination of utility conflicts and improvements to comply increased traffic on local roads;
- provide for appropriate space and accommodations within the expressway envelope for future transit developments; and,
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.



Section 3: Purpose and Goals: The construction of the access road at the Santa Ana Airport, Option B, in its entirety, as determined through the federally-mandated Title 23 process and recommended by D. and participating stakeholders, is necessary for:

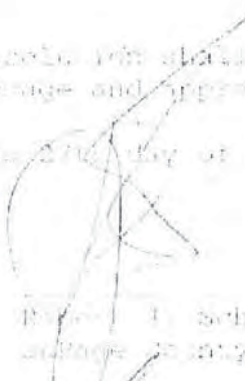
- Maintaining the liability for vehicles traffic on the west side of the Airport with the completion of the program associated with the Federal Reauthorization Program.
- Enabling the economic development, business retention and attraction and the creation of more than 60,000 new jobs directly resulting from the referenced improvements.

Section 4: It is recommended that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

Section 5: A copy of this resolution supporting the construction of the referenced Bypass as developed in concept by the Illinois Department of Transportation for the State, shall be provided to the Governor, the Illinois Secretary of Transportation and each of the members of the Illinois State Toll Highway Authority through the Illinois Department of Transportation.

Section 6: That the Executive Order shall be in full force and effect until the passage and approval according to law.

Section 7: Approve this 27th day of April, 2011 at the County Board.



Gary A. Fung, Chairman  
Sage County Board

Gary A. Fung  
Gary A. Fung, County Clerk

WPA/AM

Agenda Item # 2  
Agenda Item # 2

DUPAGE MAYORS AND MANAGERS CONFERENCE

2009-10-10

A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF  
TRANSPORTATION BUILD ALTERNATIVE 203, OPTION D  
AS REGIONALLY SUPPORTED BY PARTICIPATING STAKEHOLDERS  
AS PART OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION  
TIER ONE STUDY OF THE ELGIN-OLTARE WEST BYPASS

WHEREAS, the DuPage Mayors and Managers Conference adopted a resolution on October 21, 2009 to urge the State of Illinois, the Governor of Illinois, the Illinois General Assembly, and the Illinois Department of Transportation (IDOT) to allocate sufficient funds for the complete construction of both the Western Bypass and the Elgin-Oltare Expressway; and that the State and IDOT determine they are unable to complete the project in a timely manner, then to also support action by the Illinois State Toll Highway Authority (ISTHA) to issue bonds and proceed with financing to construct and complete both the Western Bypass and the Elgin-Oltare Expressway; and

WHEREAS, IDOT, in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin-Oltare West Bypass study area, comprised of 127 square miles and 427 communities in Cook and DuPage Counties in Illinois; and

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments, and stakeholder input and support; and

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution policy, IDOT and the regional stakeholders have reached consensus through the Tier One



process that the preferred multimodal transportation system is Build Alternative 203, Option D, and:

**WHEREAS**, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so, and:

**WHEREAS**, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the ISTHA, and potential public-private partnerships, and:

**WHEREAS**, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the ISTHA be authorized to construct the preferred Build Alternative 203, Option D:

**NOW, THEREFORE, BE IT RESOLVED** by DuPage Mayors and Managers Conference:

**Section 1: Location:** The Conference hereby requests that any construction of Elgin-O'Leary West Bypass highway improvements by IDOT or the ISTHA have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Photos of Build Alternative 203, Option D, and:

**Section 2: Illinois State Toll Highway Authority:** If the ISTHA shall be authorized to construct the Elgin-O'Leary West Bypass, the Conference hereby requests that the ISTHA partner with the impacted communities to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve local communities without significant financial obligation to said communities;
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- provide for appropriate space and accommodations within the expressway envelope for development of future transit and transit supportive infrastructure, especially those projects identified in the *DuPage Area Transit Plan*; and,

approved by the Board of Directors, and authorized to procure property or services and execute any contracts or agreements that may be required for the project.

**Section 3: Other Agencies:** The PSDA is authorized to coordinate the Illinois Tollway's response to the EIS reference study requests that collect data and provide information and planning advice, coordinate with PSDA and the impacted communities to ensure connectivity and interaction with other existing and planned components of the regional highway and transit system.

**Section 4: Purpose and Need:** The construction of the proposed transportation Alternative 303, Option D, in its entirety, as developed through the material-related fact-finding process and recommended by BOE and performing stakeholders, as necessary to:

- ensure regional mobility for commuter traffic on the West side of the Airport with the new platform of the transit system associated with the CC Line Stationing and Property; and
- provide a safe, secure, and convenient transit connection and mode for commuters and other users of the transit system.

Approved by the Board of Directors of the PSDA on the 10<sup>th</sup> day of April, 2010, at a meeting held at the PSDA Boardroom, 1500 North Dearborn Street, Chicago, Illinois 60610.

**Section 6:** Approval of this resolution supersedes the construction of Park Alternative 303 as developed in concept through the Illinois Department of Transportation's fact-finding study shall immediately be assigned to the Governor, the Illinois Secretary of Transportation and each of the Directors of the PSDA.

Adopted by the members of the DuPage Mayor and Municipal Board at a regular meeting thereof held on the 11<sup>th</sup> day of April, 2010, and approved by the DuPage President on the same day.

  
Robert G. Allen, President

  
David Cook, Secretary, Treasurer



NORTHWEST MUNICIPAL CONFERENCE  
RESOLUTION 2010-4

A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION  
OF TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS  
REGIONALLY SUPPORTED BY PARTICIPATING STAKEHOLDERS  
AS PART OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION  
TIER ONE STUDY OF THE ELGIN-O'HARE WEST BYPASS

WHEREAS, the Northwest Municipal Conference (NWMC) is a corporate organization representing municipalities and townships chartered within the State of Illinois and Counties of Cook, DuPage, Lake, Kane and McHenry; and

WHEREAS, Article VII, Section 10 of the Constitution of the State of Illinois, and Chapter 8, Act 226, paragraphs 1 through 8, of the Illinois Compiled Statutes, authorize intergovernmental association and cooperation; and

WHEREAS, the public officials of the Northwest Municipal Conference represent forty-seven local government bodies and a population of over 4.3 million residents; and

WHEREAS, a robust transportation system in the north and northwest suburbs, including highway, transit, and bicycle and pedestrian accommodations has been a long standing priority of the Conference; and

WHEREAS, the Illinois Department of Transportation (IDOT) in consultation with the Federal Highway Administration (FHWA) has conducted a study of alternative multimodal transportation solutions for the Elgin-O'Hare West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage counties, Illinois including nine members of the Northwest Municipal Conference; and

WHEREAS, the IDOT study is being advanced as a federally mandated two tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with FHWA's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for long term; and

WHEREAS, Tier Two of the IDOT study will include analysis of financing strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and



WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as conventional freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D;

NOW, THEREFORE, BE IT RESOLVED that the Northwest Municipal Conference requests that any construction of Elgin-O'Hare West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the locally negotiated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto as Exhibit A, and

BE IT FURTHER RESOLVED, that the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the Northwest Municipal Conference requests that the Toll Authority partners with the impacted communities to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D to serve said communities without significant financial obligation to said communities;
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, round corners, elimination of utility conflict, and improvements to remedy increases in traffic on local roads;
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and,
- provide for interests of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project; and


BE IT FURTHER RESOLVED, that the construction of the proposed open preferred Build Alternative 203, Option D, in its entirety, as developed through the locally negotiated Tier One process, and recommended by IDOT and participating stakeholders, is necessary to:

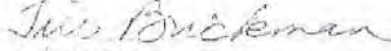
- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster future economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

BE IT FURTHER RESOLVED that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders; and

BE IT FURTHER RESOLVED that a copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

Passed this 21<sup>st</sup> day of April, 2010  
Approved this 21<sup>st</sup> day of April, 2010

  
Gerald Lurry, President  
Northwest Municipal Conference and  
Mayor, Village of Lincolnwood

ATTEST:   
Jill Breckman, Secretary  
Northwest Municipal Conference and  
Supervisor, Southfield Township

**MEMBER COMMUNITIES**

- Bellwood
- Berkley
- Benwyn
- Broadview
- Brookfield
- Clare
- Countryside
- Elmhurst Park
- Forest Park
- Forest View
- Franklin Park
- Harwood Heights
- Hillside
- Hodgkins
- Indian Head Park
- LaGrange
- LaGrange Park
- Leyden Township
- Lyons
- Lyons Township
- Maywood
- McCook
- Menrose Park
- Normal
- Northlake
- North Riverside
- Oak Park
- River Forest
- River Grove
- Riverside
- Rosemont
- Schiller Park
- Stickney
- Stone Park
- Summit
- Westchester
- Western Springs
- Willow Springs

**ASSOCIATE MEMBERS**

- Brookfield Zoo
- Tilton College
- Monon College
- Northwood Park Twp Hwy Dept
- Proviso Twp
- Stickney Twp

**PRESIDENT**

- James Disapel
- LaGrange Park

**VICE PRESIDENT**

- Manlynn May
- River Grove

**TREASURER**

- Roy F. McCampbell
- Bellwood

**PAST PRESIDENT**

- Paul Gattuso
- Westchester

**EXECUTIVE DIRECTOR**

- Richard F. Pellegrino



2000 Fifth Avenue, Building N  
 River Grove, IL 60171  
 ph 708/453-9100 fax 708/453-9101  
 www.westcook.org

**RESOLUTION 10-03**

**SUPPORTING THE CONSTRUCTION OF THE ELGIN-O'HARE WEST BYPASS "BUILD ALTERNATIVE 203; OPTION D"**

WHEREAS, the West Central Municipal Conference (hereinafter "WCMC") a Council of Government comprised of forty four municipalities, townships, community colleges and the Chicago Zoological Society in west suburban Cook County representing a population of nearly 600,000; and

WHEREAS, the Illinois Department of Transportation (IDOT) in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin-O'Hare West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating that the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, IDOT, and the regional stakeholders have reached consensus that the preferred multimodal transportation system is Build Alternative 203 and Option D; and

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources, and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority (ISTHA), and potential public private partnerships; and

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the ISTHA be authorized to construct all or part of the preferred Build Alternative 203 and Option D; and





**MEMBER COMMUNITIES**

- Bellwood
- Bellevue
- Berwyn
- Broadview
- Brookfield
- Cicero
- Countryside
- Elmwood Park
- Forest Park
- Forest View
- Franklin Park
- Harwood Heights
- Highland
- Hoogland
- Indian Head Park
- LaGrange
- LaGrange Park
- Leyden Township
- Lyons
- Lyons Township
- Maywood
- McCook
- Maitland Park
- Norridge
- Northlake
- North Riverside
- Oak Park
- River Forest
- River Grove
- Riverside
- Rosemont
- Schenck Park
- Stickney
- Stone Park
- Summit
- Westchester
- Western Springs
- Willow Springs

**ASSOCIATE MEMBERS**

- Brookfield Zoo
- Tilton College
- Morton College
- Northwood Park Twp Hwy Dept
- Proviso Twp
- Stickney Twp

**PRESIDENT**

- James Discipio  
LaGrange Park

**VICE PRESIDENT**

- Marilyn May  
River Grove

**TREASURER**

- Roy F. McCampbell  
Bellwood

**PAST PRESIDENT**

- Paul Gattuso  
Westchester

**EXECUTIVE DIRECTOR**

- Richard F. Pallagino



2000 Fifth Avenue, Building N  
 River Grove, IL 60171  
 ph 708/453-9100 fax 708/453-9101  
 www.westcook.org

WHEREAS, the stakeholder communities recognize the impacts of a national recession on employment in the area, they urge that IDOT, ISTHA, the Governor's Office and the FHWA all work to expedite this project in order to significantly impact job creation and stimulate the economy; and

WHEREAS, national and regional economic circumstances could have an effect on project funding, the stakeholder communities would agree to building the project in stages in order to realize immediate economic benefit, with the understanding and agreement that the entire project must be built as funding is available; and

WHEREAS, the stakeholder communities further support the construction of these roadways because the area designated for these infrastructure improvements is already urbanized and the construction of the roadways will not create additional sprawl but rather mitigate congestion, improve air quality and maximize opportunities within this region; and

WHEREAS, the stakeholder communities further request that the construction of the western access and the western by-pass, Alternative 203 and Option D, be built with the greenest technologies available and with the highest regard for environmental impact; and

WHEREAS, the communities most impacted by this project are united in support of build Alternative 203 and Option D, promoting the construction of the preferred alternative and associated improvements; and

NOW, THEREFORE, BE IT RESOLVED by the West Central Municipal Conference that:

**Section 1: Location:**

The impacted communities hereby request that any construction of the Elgin-O'Hare West Bypass highway improvements by IDOT or the ISTHA have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, said area being generally north-south along the western edge of the existing O'Hare International Airport property utilizing the 300' set aside corridor as planned by the O'Hare Modernization Program between I-90 (Northwest Jane Addams Tollway) and I-294 (Tri-State Tollway), and generally east-west along Thorndale Avenue between the current terminus of the Elgin-O'Hare Expressway west of I-290 near Roselle Road and the Bypass to the east.





## MEMBER COMMUNITIES

Belwood  
Berkeley  
Berwyn  
Broadview  
Brookfield  
Cora  
Countryside  
Elmwood Park  
Forest Park  
Forest View  
Franklin Park  
Harwood Heights  
Hillside  
Hodgkins  
Indian Head Park  
LaGrange  
LaGrange Park  
Layden Township  
Lyons  
Lyons Township  
Maywood  
McCook  
Melrose Park  
Morridge  
North Ave  
North Riverside  
Oak Park  
River Forest  
River Grove  
Riverside  
Rosemont  
Schiller Park  
Stickney  
Stone Park  
Summit  
Westchester  
Western Springs  
Willow Springs

## ASSOCIATE MEMBERS

Brookfield Zoo  
Triton College  
Morton College  
Arlwood Park Twp Hwy Dept  
Proviso Twp  
Stickney Twp

## PRESIDENT

James Discol  
LaGrange Park

## VICE PRESIDENT

Marilyn May  
River Grove

## TREASURER

Roy F. McCampbell  
Belwood

## PAST PRESIDENT

Paul Gaffano  
Westchester

## EXECUTIVE DIRECTOR

Richard F. Pellegrino



2000 Fifth Avenue, Building N  
River Grove, IL 60171  
ph: 708/453-9100 fax 708/453-9101  
www.westcook.org

### Section 2: Illinois State Toll Highway Authority:

If the Illinois State Toll Highway Authority shall be authorized to construct all or part of the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203 and Option D to serve said communities and work and develop with said communities, either collectively or individually, alternative, equitable funding options to ensure that interchanges can be built. Options for funding could include, but are not limited to, deferred payments, waived payments, ability to use federal funds to supplement municipal funds and the ability to pay over time with payments tied to verified increases in the sales tax revenue.
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to flood mitigation sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads; and
- provide for the needs of pedestrians and bicyclists in planning, programming, design and construction of transportation and transit facilities associated with the project.

### Section 3: Purpose and Need:

The construction of the agreed upon preferred Build Alternative 203 and Option D, completed in its entirety, as developed through the federally mandated Tier One process and recommended by IDOT and participating stakeholders is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further vast regional economic development, business retention and attraction, and jobs creation of more than 60,000 new jobs created resulting from the referenced improvements.

### Section 4:

The communities requested that the construction of the referenced Bypass be completed as recommended by the IDOT and participating stakeholders and codified by the FHWA, either in its entirety or in sequences as defined by the consensus of the planning agencies.

### Section 5:

A copy of This Resolution supporting the construction of Build Alternative 203 and Option D, as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority by the Cook County Clerk.



**MEMBER COMMUNITIES**

- Bellwood
- Berkley
- Barwyn
- Broadview
- Brockfield
- Cicero
- Countryside
- Elmwood Park
- Forest Park
- Forest View
- Franklin Park
- Harwood Heights
- Hillsdale
- Hoopins
- Indian Head Park
- LaGrange
- LaGrange Park
- Leyden Township
- Lyons
- Lyons Township
- Maywood
- McCook
- Melrose Park
- Normal
- Northlake
- North Riverside
- Oak Park
- River Forest
- River Grove
- Riverside
- Rosemont
- Schiller Park
- Stickney
- Stone Park
- Summit
- Westchester
- Western Springs
- Willow Springs

**W C M C**  
**WEST CENTRAL MUNICIPAL CONFERENCE**

124 Fifth Avenue, Building N  
 River Grove, IL 60171  
 ph 708/453-9100 fax 708/453-9101  
 www.westcook.org

Adopted by the members of the West Central Municipal Conference on the 21<sup>st</sup> day of April 2010 and approved by me as President on the same day.



Dr. James DiScipio  
 President, West Central Municipal Conference  
 President, Village of La Grange Park

ATTEST



Richard F. Pellegrino, Executive Director  
 West Central Municipal Conference

**ASSOCIATE MEMBERS**

- Bloomfield ZTA
- Tilton College
- Morton College
- Northwood Park Twp Hwy Dept
- Proviso Twp
- Stickney Twp

**PRESIDENT**

- James DiScipio
- LaGrange Park

**VICE PRESIDENT**

- Marilyn May
- River Grove

**TREASURER**

- Roy F. McCampbell
- Bellwood

**PAST PRESIDENT**

- Paul Gattuso
- Westchester

**EXECUTIVE DIRECTOR**

- Richard F. Pellegrino







## RESOLUTION

### A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF THE ELGIN O'HARE-WEST BYPASS

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and,

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and,

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and,

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and,

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and,

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and,

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D.

1

P.O. Box 756 - Elk Grove Village, IL 60009-0756  
Toll Free: 1-877-ELEGROV (355-4768) - Fax: (630) 773-2945





NOW, THEREFORE, BE IT RESOLVED that Elk Grove Chamber of Commerce:

**Section 1: Location:** The impacted communities hereby request that any construction of Elgin O'Hare-West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto as Exhibit "A."

**Section 2: Illinois State Toll Highway Authority:** If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities; and
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads; and
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

**Section 3: Purpose and Need:** The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

**Section 4:** The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.





**Section 5:** A copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

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

Approved this 26<sup>th</sup> day of May 2010.

  
Larry Minutiello  
Chairman of the Board

  
Shirlanne Lemm  
President





ROSELLE CHAMBER OF COMMERCE & INDUSTRY  
RESOLUTION  
May 25, 2010

A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF  
TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY  
SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE  
ILLINOIS DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF  
THE ELGIN-O'HARE WEST BYPASS

WHEREAS, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA) has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois, and

WHEREAS, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative, and

WHEREAS, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support, and

WHEREAS, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D, and

WHEREAS, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so, and

WHEREAS, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships, and

WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D.

**NOW, THEREFORE, BE IT RESOLVED** by the Roselle Chamber of Commerce & Industry Board of Directors:

**Section 1: Location:** The impacted communities hereby request that any construction of Elgin-O'Hare West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto as Exhibit "A."

**Section 2: Illinois State Toll Highway Authority:** If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin-O'Hare West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities;
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads;
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and,
- provide for the needs of pedestrians and bicyclists in planning, programming, design and construction of transportation facilities associated with the project.

**Section 3: Purpose and Need:** The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:

- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

**Section 4:** The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

**Section 5:** A copy of this resolution supporting the construction of Build Alternative 203 as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority

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

ADOPTED this 25th day of May 2010

A handwritten signature in black ink, appearing to read "Terrence D. Wittman". The signature is written in a cursive style and is positioned above a horizontal line.

Terrence D. Wittman, President  
Roselle Chamber of Commerce & Industry





## RESOLUTION

### A RESOLUTION SUPPORTING THE COMPLETE CONSTRUCTION OF TRANSPORTATION "BUILD ALTERNATIVE 203, OPTION D" AS REGIONALLY SUPPORTED BY PARTICIPATING STAKEHOLDERS AS PART OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION TIER ONE STUDY OF THE ELGIN O'HARE-WEST BYPASS

**WHEREAS**, the Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, comprised of 127 square miles and 27 communities in Cook and DuPage Counties in Illinois; and,

**WHEREAS**, the IDOT study is being advanced as a federally mandated two-tiered process consisting of Tier One, the development of a multimodal transportation concept for the study area, and Tier Two, detailed engineering and environmental studies for elements of the preferred build alternative; and,

**WHEREAS**, Tier One of the IDOT study is set to conclude with the FHWA Record of Decision stating the preferred multimodal transportation system selected based upon consideration of transportation performance, environmental impacts, regulatory agency comments and stakeholder input and support; and,

**WHEREAS**, through an extensive public outreach and stakeholder involvement program consistent with IDOT's Context Sensitive Solution (CSS) policy, the Illinois Department of Transportation (IDOT) and the regional stakeholders have reached consensus through the Tier One process that the preferred multimodal transportation system is Build Alternative 203, Option D; and,

**WHEREAS**, the communities most impacted by this project have developed a unified statement in support of Build Alternative 203, Option D, promoting the construction of the preferred alternative and associated improvements and identifying financing strategies and funding for doing so; and,

**WHEREAS**, Tier Two of the IDOT study will include analysis of funding strategies, funding sources and the availability of project funding including, but not limited to, Federal and State funding, tolling through the Illinois State Toll Highway Authority, and potential public-private partnerships; and,



WHEREAS, the impacted stakeholder communities would prefer that the proposed expressway facilities be constructed as non-tolled freeways, but understand that this project may be completed with greater expediency should the Illinois State Toll Highway Authority be authorized to construct the preferred Build Alternative 203, Option D,

NOW, THEREFORE, BE IT RESOLVED that Greater O'Hare Association:

**Section 1: Location:** The impacted communities hereby request that any construction of Elgin O'Hare-West Bypass highway improvements by IDOT or the Illinois State Toll Highway Authority have a route and location consistent with the area recommended by stakeholders and IDOT through the Federally mandated process, as depicted in the Preferred Build Alternative 203, Option D, a copy of which is attached hereto as Exhibit "A."

**Section 2: Illinois State Toll Highway Authority:** If the Illinois State Toll Highway Authority shall be authorized to construct the Elgin O'Hare-West Bypass, the impacted communities hereby request that the Toll Authority partner with them to perform the following:

- include within their construction plans full interchange access at the locations identified in Build Alternative 203, Option D, to serve said communities without significant financial obligation to said communities; and
- include within their construction plans those improvements identified by IDOT and participating stakeholders that shall mitigate associated transportation impacts, including but not limited to, flood mitigation, sound barriers, elimination of utility conflicts and improvements to remedy increased traffic on local roads; and
- provide for appropriate space and accommodations within the expressway envelope for future transit development; and
- provide for the needs of pedestrians and bicyclists in planning, programming, design, and construction of transportation facilities associated with the project.

**Section 3: Purpose and Need:** The construction of the agreed upon preferred Build Alternative 203, Option D, in its entirety, as developed through the federally-mandated Tier One process and recommended by IDOT and participating stakeholders, is necessary to:


- ensure operational stability for vehicular traffic on the west side of the Airport with the completion of the improvements associated with the O'Hare Modernization Program; and
- foster further economic development, business retention and attraction, and job creation of more than 60,000 new jobs created resulting from the referenced improvements.

**Section 4:** The communities request that financing and construction of the referenced Bypass be completed in its entirety as recommended by the Illinois Department of Transportation and participating stakeholders.

**Section 5:** A copy of this resolution supporting the construction of Build Alternative 2 as developed in concept through the Illinois Department of Transportation's Tier One study shall immediately be forwarded to the Governor, the Illinois Secretary of Transportation and each of the Directors of the Illinois State Toll Highway Authority.

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

Approved this 13<sup>th</sup> day of May 2010.

  
\_\_\_\_\_  
Mary DeLuca  
Chairwoman of the Board

  
\_\_\_\_\_  
Shirlanne Lemm  
President



## Village of Hanover Park

Municipal Building  
347 West Lake Street  
Hanover Park, Illinois  
60133-4708

630-372-4200  
Email: [Village@hanoverpark.org](mailto:Village@hanoverpark.org)

Debby A. Young  
Village President

John A. Craig  
Village Clerk

Barbara A. Moser  
Village Manager

July 19, 2011



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

Dear Deputy Director O'Keefe:

I am writing in response to your letter identifying the Village of Hanover Park as an agency that has an interest in the Elgin O'Hare – West Bypass (EOWB) project. As your letter requested, I am responding and accepting your invitation to be a Participating Agency in this project.

If you need further information, please contact me at 630-372-4211.

Sincerely,



Ronald A. Moser  
Village Manager

cc: Rodney Craig, Village President  
Board of Trustees  
Bill Beckman, Director of Engineering

## Village of Hanover Park

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

630-372-4200  
Fax 630-372-4215

Rodney S. Craig  
Village President

Eira L. Corral  
Village Clerk

Ronald A. Moser  
Village Manager

July 19, 2011



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

Dear Ms. O'Keefe:

The Village received your July 8, 2011 correspondence regarding the Elgin O'Hare West Bypass Project. The Village accepts your invitation to become a participating agency in the project, and we look forward to assisting this project in moving forward to completion.

Sincerely,



Rodney S. Craig  
Village President

ck

cc: Ron Moser, Village Manager  
William Beckman, Village Engineer  
Peter Harmet, Illinois Department of Transportation  
Norman Stoner, FHWA Illinois Division Administrator  
Amy Hanson, US Department of Transportation, FAA





# VILLAGE OF BENSENVILLE

## Village Board

### President

Frank Soto

### Trustees

Moms Bartlett

Robert "Bob" Jarecki

Martin O'Connell

Oronzo Peconic

JoEllen Ridder

Henry Wesseler

July 19, 2011

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

Deputy Director of Highways

Region One Engineer

Division of Highways/Region 1/District 1

201 West Center Court

Schaumburg, IL 60196-1096

### Village Manager

Michael J. Cassidy

Dear Ms. O'Keefe,

We are in receipt of your letter received July 13<sup>th</sup> regarding the initiation of the Tier 2 Environmental Impact Statement for the Elgin O'Hare-West Bypass project. As you know the Village is very supportive of this transportation and environmental improvement plan as currently proposed.

We accept the role of advocates for our residents and businesses who will be impacted by the construction and ultimately the convenience and safety of the improved EOWB project. We will continue to provide input on the process and design as the State considers alternatives. We will also continue to participate in coordination meetings and joint field reviews.

On behalf of the Bensenville community, please accept my appreciation for the efforts of the Illinois Department of Transportation staff in developing this project of national significance.

Sincerely,

Frank Soto

Mayor

Village of Bensenville



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

**PETER "PETE" DICIANNI**  
MAYOR  
**PATTY SPENCER**  
CITY CLERK  
**DAVID DYER**  
CITY TREASURER  
**JAMES A. GRABOWSKI**  
CITY MANAGER

July 20, 2011

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

Dear Ms. O'Keefe:

In your letter dated July 8, 2011 to Mayor Peter P. DiCianni, III, you invited the City of Elmhurst to become a Participating Agency in the development of the Tier Two Environmental Impact Statement (EIS) for the Elgin O'Hare – West Bypass (EOWB) project. As Elmhurst has a vested interest in the EOWB project, we welcome the opportunity to serve as a Participating Agency. Please consider this letter our acceptance of your invitation.

Please update your records to indicate that James A. Grabowski is the current City Manager for the City of Elmhurst. Please carbon copy Mr. Grabowski on any future correspondence to Mayor DiCianni in regards to the EOWB project.

If you need any additional information please contact me directly at (630)530-3015 or contact City Manager Grabowski at (630)530-3010.

Sincerely,

Erin K. Van De Walle  
Deputy City Clerk, City of Elmhurst

Terrence J. O'Brien  
*President*  
Barbara J. McGowan  
*Vice President*  
Cynthia M. Santos  
*Chairman of Finance*  
Michael A. Alvarez  
Frank Avila  
Patricia Horton  
Kathleen Therese Meany  
Debra Shore  
Maryana T. Spyropoulos

**Metropolitan Water Reclamation District of Greater Chicago**

100 EAST ERIE STREET CHICAGO, ILLINOIS 60611-3154 312.751.5600

**Kenneth A. Kits, P.E., S.E.**  
Director of Engineering  
312.751.7905 f: 312.751.5681

July 22, 2011

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

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

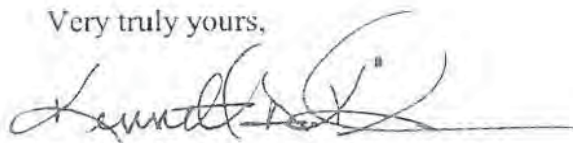
Dear Ms. O'Keefe:

Subject: Elgin O'Hare-West Bypass Project, Invitation to Be a Participating Agency

Reference is made to your letter dated July 8, 2011, concerning the subject matter. The Metropolitan Water Reclamation District of Greater Chicago (District) accepts the invitation to be a Participating Agency in the Elgin O'Hare-West Bypass Project. Please inform us of future meetings as the project develops.

The principal contact at the District will be Mr. Joe Schuessler, Principal Civil Engineer, at 312-751-3236.

Very truly yours,



Kenneth A. Kits  
Director of Engineering

WSS:KMF:JMS





550 West Algonquin Road, Arlington Heights, Illinois 60005-4412 (847) 364-8130

[www.pacebus.com](http://www.pacebus.com)

July 25, 2011

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

Dear Ms. O'Keefe:

We wish to thank you for inviting PACE to become a *Participating Agency* in the development of the EIS for the EOWB project. We recognize that this designation does not imply that our agency supports the proposal or has any special expertise with respect to evaluation of the project.

We recognize that our agency's role in the development of the EOWB project should include the following as they relate to your area of expertise: first, to provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; second, to participate in coordination meetings and joint field reviews, as appropriate.

We have designated Michael Bolton, Deputy Executive Director, Strategic Services, to serve on the Tier Two Process. We believe that it is important to maintain continuity during this planning process and expect that the knowledge gained during the Tier One process will make our participation more relevant.

Sincerely,

A handwritten signature in black ink that reads "Richard A. Kwasneski".

Richard A. Kwasneski  
Chairman

**BOARD OF DIRECTORS**

**Richard A. Kwasneski, Chairman**

Kyle R. Hastings   Al Larson   Thomas D. Marcucci   Frank C. Mitchell   Anna Moritana   Alan P. Nowaczyk  
Jeffery D. Schielke   Aaron T. Shepley   Vernon T. Squires   Karen Tamley   Terry R. Wells   Richard Welton

**Thomas J. Ross**  
**Executive Director**

101 NORTH WOODDALE ROAD  
WOODDALE, IL 60191

July 25, 2011

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

RE: EOWB Tier Two Participating Agency Invitation

Dear Ms. O'Keefe:

In response to your letter dated July 8, 2011 regarding the EOWB Tier Two Participating Agency invitation, the City of Wood Dale gratefully accepts this invitation. The City of Wood Dale has enjoyed the CSS based process that has been employed during the EOWB thus far and we have been very appreciative of the opportunities to participate and comment on the process. We look forward to our continued working with IDOT, FWHA and the FAA on this extremely important project that will provide a positive economic impact for not only the adjacent communities, but the entire region, state and quite possibly the nation.

If you have any questions or need additional information, please contact Ross Klicker, Planning/Economic Development Coordinator, at (630)787-3731.

Sincerely,



Nunzio Pulice  
Mayor  
City of Wood Dale

Director  
Sean P. Dorsey



Deputy Director  
Jason H. Leib

## Mount Prospect Public Works Department

1700 W. Central Road, Mount Prospect, Illinois 60056-2229

July 28, 2011


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

RE: Elgin O'Hare – West Bypass Project

Dear Ms. O'Keefe:

The Village of Mount Prospect would like to express its gratitude for the invitation to be a Participating Agency relative to the referenced project. We accept your invitation and look forward to involvement with the development of the Tier Two activities. I will serve as the representative for Mount Prospect so please direct any future correspondence to me at the above address. My e-mail address is [jwulbeck@mountprospect.org](mailto:jwulbeck@mountprospect.org).

Sincerely,

  
Jeffrey A. Wulbecker, P.E.  
Village Engineer

Cc: Michael E. Janonis, Village Manager  
Sean P. Dorsey, Public Works Director  
Brian Simmons, Deputy Director of Community Development

H:\Engineering\Agencies\IDOT\PROJECTS\Ohare Bypass\ParticipatingAgencyLt





# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

voice 312-454-0400  
fax 312-454-0411  
www.cmap.illinois.gov

July 29, 2011

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

Dear Ms. O'Keefe:

Per your correspondence of July 8, 2011 regarding an invitation to be a Participating Agency in the development of the Environmental Impact Statement for the Elgin-O'Hare/West Bypass project, the Chicago Metropolitan Agency for Planning accepts this invitation to be a participant. We look forward to working with the Department on this important project.

If you have any questions please contact me or Don Kopec, Deputy Director for Planning and Programming at (312) 386-8725.

Sincerely,

Randall S. Blankenhorn  
Executive Director

RSB/jls

Board Members

- Gerald Bennett,  
Chair
- Frank Beal
- Alan Bennett
- Susan Campbell
- Roger Claar
- Joe Deal
- Michael Gorman
- Elliott Hartstein
- Al Larson
- Marilyn Michelini
- Raul Raymundo
- Rick Reinbold
- Rae Rupp Srch
- Don Shea
- Nigel Telman

Executive Director  
Randy Blankenhorn



# Village of Addison

July 29, 2011

Diane M. O'Keefe, P.E., Deputy Director of Highways  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, IL 60196-1095

Dear Ms. O'Keefe:

In response to your letter dated July 8, 2011, the Village of Addison is accepting the invitation to become a Participating Agency in the Elgin/Ohare - West Bypass (EOWB) project.

If you have any other questions or need any other information, please contact me.

Sincerely,

VILLAGE OF ADDISON

Joseph E. Block  
Village Manager

# North Cook County Soil & Water Conservation District

Mailing address: P.O. Box 407, Streamwood, Illinois 60107  
Phone: 847-468-0071, Fax: 847-608-8302, email: r.mcandless@northcookswcd.org  
Street location: 899 Jay Street, Elgin, Illinois

August 2, 2011

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

Re: Invitation to become a Participating Agency in the Tier Two Environmental Impact Statement for the Elgin - O'Hare-West Bypass Project

Dear Ms. O'Keefe,

The North Cook County Soil & Water Conservation District Board of Directors voted to accept the invitation to become a Participating Agency in the Tier Two Environmental Impact Statement for the Elgin - O'Hare-West Bypass Project. Our District may provide input from both district staff and board members. The one caveat that we include is that due to budget constraints we are working on a reduced workweek, but will attempt to participate to the fullest extent possible.

Regards,



Rick McAndless  
Resource Conservationist





567 West Lake Street  
Chicago, Illinois 60661-1498  
TEL 312 664-7200  
[www.transitchicago.com](http://www.transitchicago.com)

August 4, 2011

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

Dear Ms. O'Keefe:

The Chicago Transit Authority (CTA) accepts your offer to participate in the Tier Two Environmental Impact Statement (EIS) for the Elgin O'Hare-West Bypass project.

I will be the CTA designee for this project on behalf of Chairman Terry Peterson and President Forrest Claypool. Please do not hesitate to contact me at [mmclaughlin@transitchicago.com](mailto:mmclaughlin@transitchicago.com) or 312-681-2840 to notify me of meetings regarding the Tier Two EIS. The CTA looks forward to participating in this important project.

Sincerely,

A handwritten signature in cursive script that reads "Michael McLaughlin".

Michael McLaughlin  
Vice President  
Strategic Planning and Policy

*Committed to our future.....inspired by our past.*



550 W. Irving Park Road • Itasca, Illinois 60143-2018  
630.773.0835 • Fax 630.773.2505 • www.itasca.com

August 5, 2011

Ms. Diane O'Keefe  
Deputy Director of Highways  
Division of Highways/Region I/District I  
201 West Center Court  
Schaumburg, IL 60196

RE: Tier Two Participating Agency Designation

Dear Ms. O'Keefe:

I am in receipt of your correspondence, dated July 8, 2011, in regards to the Tier Two Environmental Impact Statement for the Elgin O'Hare - West Bypass Project. On behalf of the Village of Itasca I am writing to accept your invitation to designate the Village a Participating Agency in IDOT's Tier Two planning process. The potential construction of the Elgin O'Hare Expressway is of critical importance to the Village of Itasca and accordingly, we appreciate the opportunity to serve as a participating agency in IDOT's planning process.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeffery J. Pruyn", is written over a light blue horizontal line.

Jeffery J. Pruyn  
Mayor  
Village of Itasca

cc: Pete Harnet, Bureau Chief of Programming, IDOT  
Evan Teich, Village Administrator  
Nicole Aranas, Community Development Director



## VILLAGE OF SCHAUMBURG

MUNICIPAL CENTER / 101 SCHAUMBURG COURT / SCHAUMBURG, IL 60193-1899  
847 / 895-4500 / TDD 923-4435 / FAX 895-7806 / WWW.CI.SCHAUMBURG.IL.US

August 5, 2011

Illinois Department of Transportation  
Division of Highways  
District 1  
201 West Center Court  
Schaumburg, IL 60196

Attn: Diane M. O'Keefe, P.E.  
Deputy Director of Highways

Dear Ms. O'Keefe:

Thank you for your letter dated July 8, 2011 regarding the Elgin O'Hare – West Bypass (EOWB) project. Please let this letter serve as our written acceptance of your invitation to be a Participating Agency in the development of the EIS for the EOWB. It is our understanding that this does not imply that the Village of Schaumburg supports the proposal or has any special expertise with respect to evaluation of the project. It is also our understanding that the Village of Schaumburg's role in the development of the EOWB project should include the following as they relate to our areas of expertise:

1. Provide meaningful and early input of defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis.
2. Participate in coordination meetings and joint field reviews, as appropriate.

If you have any questions or need additional information, please continue to work with June Johnson, Director of Transportation for the Village of Schaumburg. Ms. Johnson can be reached at 847-923-3859.

Sincerely,

VILLAGE OF SCHAUMBURG

A handwritten signature in black ink, appearing to read "Al Larson".

Al Larson  
Village President

pc: Ken Fritz, Village Manager  
June Johnson, Director of Transportation  
Steve Weinstock, Director of Engineering and Public Works





Village of Franklin Park  
9500 Belmont Ave.  
Franklin Park, IL 60131  
847-671-4800

August 5, 2011

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

Reference: Tier Two EIS  
Elgin O'Hare – West Bypass (EOWB)  
Participating Agency

Dear Ms. O'Keefe:

The Village of Franklin Park is in receipt of your July 8, 2011 letter regarding notification as a participating agency in the tier two EIS process. The Village accepts the role as a participating agency and looks forward to participating in the EIS process.

The Village has been actively participating in the planning process for this valuable project and wants to continue that involvement.

Sincerely,

Barrett F. Pedersen  
Village President

From: Andrea Hoyt [<mailto:Ahoyt@dupageforest.com>]

Sent: Wednesday, August 10, 2011 11:48 AM

To: Harmet, Pete E

Cc: Flo Orlik

Subject: EIS for Elgin O'Hare

Mr. Harmet,

Please include the Forest Preserve District of DuPage County for participation on development of the project in coordination meetings.

You can contact me regarding involvement in the project.

Andrea Hoyt

Director

Office of Planning

Forest Preserve District of DuPage County

(630) 933-7243

[www.dupageforest.org](http://www.dupageforest.org)

[www.dupageforest.com](http://www.dupageforest.com)

**Save a tree.** Please consider the environment before printing this e-mail.

**CONFIDENTIALITY NOTICE:** This e-mail message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential, privileged or other information, protected by law. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.

# Elk Grove Village Alternative Elgin O'Hare West Bypass Proposal

- Elgin O'Hare West Bypass Program construction costs are \$3.4 billion
- Illinois Tollway has allocated \$3.1 billion for the Elgin O'Hare West Bypass Project
- Total project contains a \$300 million shortfall

The Elk Grove Alternative would accomplish the following:

- Eliminate any funding shortfalls
- Shorten the timeframe by at least 3 years for the completed project
- Eliminate any need for local contribution
- Generate \$358 million surplus.



**Proposed Elgin O’Hare West Bypass Project:**

	<b>Project</b>	<b>Project Limits</b>	<b>Construction Period</b>	<b>Project Cost Present Value (millions)</b>	<b>Project Cost Escalated (millions)</b>
System Expansion of the Elgin O’Hare West Bypass	Rehab 4 Lanes and Add 2 Lanes	Existing Elgin O’Hare Expressway	2013	\$48.0	\$53.0
	Construct 4 New Lanes	Construction of Elgin O’Hare Extension	2014-2017	\$725.0	\$881.0
		Construct WB – South Leg	2018-2022	\$674.0	\$1,046.0
		Construct WB – North Leg	2023-2025	\$453.0	\$854.0
	Toll Collection	US 20 to West Bypass I-294 to I-90	2013-2025	\$165.0	\$265.0
				<b>\$2,065.0</b>	<b>\$3,099.0</b>

As proposed by the Illinois Tollway’s Move Illinois Program, there exists a funding shortfall in the current Elgin O’Hare West Bypass Program of approximately **\$300 million**.

**Elk Grove Village’s Alternative Elgin O’Hare West Bypass Program:**

	<b>Project Cost Present Value (millions)</b>	<b>Future Project Cost (millions)</b>	<b>Additional Costs Not Identified By IL Tollway (millions)</b>	<b>Total Cost (millions)</b>	<b>Surplus/(Shortfall) from IL Tollway Commitment (millions)</b>
Total EOWB Cost	\$2,065.0	\$3,099.0	\$300.0	\$3,399.0	(\$300.0)
Proposed Cost Savings	(\$292.0)	(\$658.0)			
Revised EOWB Project Costs	\$1,773.0	\$2,441.0	\$300.0	\$2,741.0	\$358.0

## **Elk Grove Village's Alternative Construction Proposal Saves Time and Money:**

In conjunction with our consultants and engineers, we have estimated the order of magnitude costs for arterial highway improvement projects that could be constructed in exchange for the construction of the Northern Leg of the West Bypass. These arterial highway improvements are projects that would be required to serve our community and provide our Business Park with an appropriate level of access during and following the completion of the Illinois Tollway's 14-year Capital Program.

These projects also include as a given - the construction of a full interchange at Elmhurst Road and I-90 as part of the Jane Addams Memorial Tollway reconstruction to be completed by 2016.

The construction cost/foot unit prices that were used for the arterial highway improvement project estimates were developed from a recent IDOT bid opening for a U.S. Route 30 project. The costs for the projects listed below assumed a worst case of complete roadway reconstruction and thus, should be on the conservative side if some of these roadways are widened and resurfaced rather than reconstructed. The required projects would be as follows:

- **Preserve Property for the Future Northern Leg of the West Bypass – 2012**

It is required that IDOT or the Tollway, move forward with the acquisition of private property along the proposed route of the northern leg of the West Bypass. If need arises down the road, the right-of-way will be preserved and available for use. Current negotiations between IDOT/Tollway, the Northern Leg Municipalities, and impacted property owners should proceed as some municipalities are beginning public hearings for the relocation of those impacted businesses. Funds have already been earmarked within IDOT's existing Federal earmark to pay for this.

**Estimate of Cost:**           \$0 - Already assumed and being paid for out of Federal earmark

- **Higgins Road/Touhy Avenue/Elmhurst Road Intersection Improvements – 2014**

This project would consist of the construction of a 1-legged Continuous Flow Intersection (CFI) improvement at the intersection of Higgins Road, Touhy Avenue and Elmhurst Road. It would include improving Higgins Road/Touhy Avenue from west of Landmeier Road to east of Elmhurst Road, as well as a 6-lane improvement of Elmhurst Road from south of Touhy Avenue to Landmeier Road.

**Estimate of Cost:**           \$35,000,000 Roadway Reconstruction  
\$8,000,000 Phase I, II, & III Engineering  
\$12,000,000 ROW Acquisition  
**\$55,000,000 TOTAL**

- **Elmhurst Road Improvements between Thorndale Avenue and Higgins Road - 2015**

This project would consist of widening Elmhurst Road to the east between Devon Avenue and the southern limit of the Higgins/Touhy/Elmhurst intersection improvement to provide 6 travel lanes. The 6-lane cross section would extend south to Thorndale Avenue. It is assumed that the widening of Elmhurst Road to 6 lanes north of Landmeier Road would occur as part of the proposed I-90 interchange improvement at Elmhurst Road as thus those costs have not been included in these estimates.

**Estimate of Cost**           \$38,000,000 Roadway Reconstruction  
\$9,000,000 Phase I, II & III Engineering  
\$5,000,000 ROW Acquisition  
**\$52,000,000 TOTAL**



- **Landmeier Road Improvements from Busse Road to Elmhurst Road – 2016**  
This project would consist of widening Landmeier Road to provide a continuous bi-directional center median between Busse Road and Elmhurst Road, as well as channelization improvements at the Higgins Road and Elmhurst Road intersections.

**Estimate of Cost:**       \$12,000,000 Roadway Reconstruction  
                                   \$3,000,000 Phase I, II & III Engineering  
                                   \$2,000,000 ROW Acquisition  
                                   **\$17,000,000 TOTAL**

- **IL Route 83 Improvements from Thorndale Avenue to Devon Avenue – 2017**  
This project would consist of widening IL Route 83 to provide 8 travel lanes from south of Thorndale Avenue to north of Devon Avenue.

**Estimate of Cost:**       \$30,000,000 Roadway Reconstruction  
                                   \$7,000,000 Phase I, II & III Engineering  
                                   \$0 ROW Acquisition  
                                   **\$37,000,000 TOTAL**

**Total Project Costs: \$161 million**

**Savings Come From:**

	Project Cost Present Value (millions)	Future Project Cost (millions)	Additional Costs Not Identified By IL Tollway (millions)	Total Cost (millions)	Surplus/(Shortfall) from IL Tollway Commitment (millions)
Total EOWB Cost	\$2,065.0	\$3,099.0	\$300.0	\$3,399.0	(\$300.0)
Less the Northern Leg	(\$453.0)	(\$354.0)			
Plus Arterial Projects	\$161.0	\$196.0			
Revised EOWB Project Costs	\$1,773.0	\$2,441.0	\$300.0	\$2,741.0	\$358.0

As previously stated by the Tollway, the Northern Leg of the West Bypass is revenue neutral.

With the addition of the four arterial highway improvement projects and the removal of the Northern Leg of the West Bypass, the Elk Grove Village Alternative Elgin O'Hare West Bypass Proposal will result in \$658 million in savings to the Elgin O'Hare West Bypass Project. Furthermore, the Tollway would not have to buy down the existing lease or remove the Des Plaines Oasis.

Should the Tollway undertake the advanced projects, the entire Elgin O'Hare West Bypass Project could be completed by 2022 (three years early) with NO local cost participation to be borne by any municipality, and generate a surplus of \$358 million to the Tollway.



## Elk Grove Village Alternative Elgin O'Hare West Bypass Proposal Summary Report

- Proposed Elgin O'Hare West Bypass Program costs approximately \$3.4 billion.
- Illinois Tollway has allocated \$3.1 billion for the Elgin O'Hare West Bypass Project.
- Total project contains a \$300 million shortfall.

This consideration would accomplish the following:

- **Eliminate any funding shortfalls**
- **Shorten the timeframe by at least 3 years for a completed project**
- **Eliminate any need for local contribution**
- **Generate \$358 million surplus for the Tollway**

The Elk Grove Village Alternative Elgin O'Hare West Bypass Proposal will create the desired outcome that we are all working to achieve, by undertaking the following projects within the defined time periods:

- Preserve Property for the Future Northern Leg of the West Bypass – 2012
- Higgins Road/Touhy Avenue/Elmhurst Road Intersection Improvements – 2014
- Elmhurst Road Improvements between Thorndale Avenue and Higgins Road – 2015
- Elmhurst Road/I-90 Full Interchange – 2016
- Landmeier Road Improvements from Busse Road to Elmhurst Road – 2016
- IL Route 83 Improvements from Thorndale Avenue to Devon Avenue – 2017

Only if the following projects are completed within the designated timeframe, the Village of Elk Grove would recommend the elimination of the revenue neutral Northern Leg of the West Bypass Project.

**This is a Win-Win Proposal. The Tollway will be able to achieve its goals, the communities would be able to achieve their goals, and this 30 year dream finally could become a reality.**

Mayor  
ERIC B. JOHNSON  
Village Clerk  
JUDITH M. KEEGAN  
Village Manager  
RAYMOND R. RUMMEL



Village Trustees  
NANCY J. CZARNIK  
PATTON L. FECHTER  
JEFFREY C. FRANK  
SAMUEL L. LISSNER  
JAMES P. PETRI  
CHRIS PROCLINO

August 3, 2012

Mr. John Fortmann, P.E.  
Acting Deputy Director of Highways  
Region One Engineer  
Illinois Department of Transportation  
201 West Center Court  
Schaumburg, Illinois 60196-1096

Attn: Mr. Peter E. Harmet  
Bureau Chief of Programming

SUBJECT: ELGIN O'HARE WEST BYPASS PROJECT  
ILLINOIS ROUTE 72 AND ELMHURST ROAD INTERSECTION

Dear Mr. Fortmann:

The Village appreciates the State's efforts in the evaluation of alternative designs for the needed improvements to the Illinois Route 72 and Elmhurst Road intersection. We concur with the selection of the Old Higgins Road alignment as the preferred improvement plan. As discussed in our recent meeting, driveway access to properties adjacent to Old Higgins Road is of the utmost importance to the Village and its businesses. During the further development of the intersection improvement design, we are confident that access may be provided to these adjacent properties.

The continued collaborative efforts of the State, Tollway and Village will be needed to ensure the implementation of this much needed regional transportation improvement. Village staff is committed to assisting the State and Tollway to achieve this objective.

We look forward to working with you on this regional transportation enhancement. Please contact me at (847) 734-8044 if you have any questions or need additional information.

Sincerely:

Vito P. Sammarco, P.E.  
Director of Public Works

C: Ms. Lidia Pilecky, CH2M Hill