

Appendix B
Correspondence



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

REPLY TO
ATTENTION OF:

AUG 01 2001

Construction-Operations Division
Regulatory Branch
009359110

SUBJECT: Elgin-O'Hare Expressway, Schaumburg, Cook County,
Illinois

John P. Kos
Illinois Department of Transportation
Division of Highways
201 W. Center Court
Schaumburg, Illinois 60196

Dear Mr. Kos:

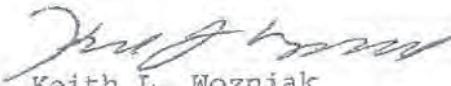
The U.S. Army Corps of Engineers, Chicago District, has completed its review of your Department of the Army (DA) permit for the subject project. We are in receipt of The Conservation Fund letter dated July 18, 2001, which acknowledges payment of \$201,400 as compensation for the unsuccessful compensatory mitigation on the subject project.

This letter is intended to provide a "Final Sign-off" for the subject project. No further action is required by Illinois Department of Transportation in fulfillment of your obligations associated with DA permit 9359110.

Thank you for your assistance with this wetland mitigation project and in bringing this matter to a conclusion.

If you have any questions, please contact Ron Abrant of the Regulatory Branch, West Section at 312/353-6428, extension 4037, FAX 312/353-4110 or via E-mail at ron.j.abrant@usace.army.mil. You can also visit our website at www.usace.army.mil/lrc/co-r for more information on our program.

Sincerely,


Keith L. Wozniak
Chief, West Section
Regulatory Branch

Copies Furnished:

IDOT, Chief Counsel (Edward R. Gower)
IDOT, Bureau of Design (Amy Spies Karhliker)



DEPARTMENT OF THE ARMY

CHICAGO DISTRICT, CORPS OF ENGINEERS

111 NORTH CANAL STREET

CHICAGO ILLINOIS 60606-7208

REPLY TO
ATTENTION OF

13 SEP 1996

Construction-Operations Division
Regulatory Branch

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

SUBJECT: Findings of Site Inspections of Illinois Department of
Transportation/District 1 (IDOT) Projects for Permit Compliance

Mr. Duane P. Carlson, P.E.
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Dear Mr. Carlson:

Representatives of this office, in conjunction with the U.S. Attorney's Office, inspected several IDOT project sites on August 5, 1996, in order to determine compliance with your Department of the Army (DA) permits. Specifically inspected were sites in conjunction with the following projects:

- 1) 199200339 - (FAP 339) Illinois Route (IL RT) 62 near South Barrington, Cook County;
- 2) 199200100 - (FAP 872) IL RT 83 at Gilmer Road in Long Grove, Lake County; and
- 3) 9359110 - (FAP 345) Elgin-O'Hare Expressway Mitigation Sites in DuPage and Cook Counties.

During these recent inspections, and several previous inspections with your staff and IDOT Central Office, we have determined that typical erosion control measures used for these projects are not effective and/or are not properly maintained. The numerous erosion control inspection reports, for example, submitted by the IDOT Resident Engineer for IL RT 62 repeatedly identify problems but the same problems continue to persist. As a result of soil erosion from IDOT projects, severe adverse impacts have developed in several wetland and creek areas. This is a violation of both the DA permit and the Illinois Environmental Protection Agency's 401 water quality certification conditions.

In accordance with the provisions of 33 CFR 326.4, you are hereby ordered to comply with the conditions of your permit within 30 days of receipt of this letter. Specifically, effective and appropriate soil erosion control measures must be installed, repaired, and/or maintained along the project corridors; and you must provide this office with a written proposal identifying the measures you will perform to remedy the specific impacts and situations referenced below.

Permit 199200339
(FAP 339) IL RT 62 - Algonquin Road

Severe unchecked erosion along bridge at Paul Douglas Forest Preserve on south side of roadway at Lexington Drive. No erosion control in place. Severe erosion along south slope of roadway with plume of silt extending several hundred feet into wetlands and flowing into East Branch of Poplar Creek.

- Install and maintain erosion control measures. Construction is on-going, or already complete in many areas, without any erosion control measures having been put in place. Straw bale and silt fence ditch checks are consistently clogged with eroded material and continue to be overtopped with accumulated silt forcing water to flow around barrier.
- Clean out storm sewers. Numerous storm sewers along construction corridor blocked or filled with silt. The sewer located on the north side of roadway and just West of Little City was filled with more than 12 inches of fresh black topsoil and silt.
- Clean silt and debris from roadway ditches. Ditches and sediment basins are choked with accumulated eroded material and are compounding the erosion problem by forcing water to flow around obstructions and cut a new course through easily erodible soils. Utility lines have been undercut and exposed as result of water seeking path of least resistance around debris choked structures.

Permit 199200100
(FAP 339) IL RT 83 at Gilmer Road
Wetland Mitigation Site

Site has long history of problems.

- Still waiting for the set of AS-BUILTS PLANS for site.
- "Final" site elevations are questionable since the water levels do not correspond to plans; off by more than a few vertical feet.

- Debris and trash brought in with what IDOT refers to as "top soil" is prevalent throughout most of the site. Compost material brought on site for finished grade top soil is not suitable for sustaining wetland plant growth.
- Severe erosion has occurred on west side of constructed channel and has produced deltas of sediment into water course. Erosion from slopes continues to enter waterway. "Quick" areas exist in channel as result of sediment load. Remove deltas of sediments and stabilize slopes.
- Unauthorized modifications of site plans; berm on east side of channel to keep Indian Creek from overtopping is greater than proposed.
- "Spring" or drain tile arising from south end of site near Oakwood Road continues to severely erode site when water intersects the surface. Eroded gullies are greater than three feet deep in some areas. The quality of this water appears to be much better than the water that enters the site from Indian Creek and could be put to good use on the site if controlled.

Permit 009359101
 (FAP 345) Elgin-O'Hare Expressway
 Wetland Mitigation Site

- Erosion along EOM6 (Elgin-O'Hare Mitigation site 5). Within 15 days, submit your plan to correct the erosion problem occurring along the dripline of the south face of the bridge. It is causing sloughing of the bank of the north edge of EOM6 wetland. This problem was previously identified during field visits with your staff and IDOT Central Office on September 15, 1995. Erosion persists and has become much worse.

Erosion along EOM5. Slope on south edge of wetlands continues to erode. Muskrat tunnels compound the erosion and vegetation problems on the site. Eroded material should be pulled out of the wetland and slopes stabilized. As was discussed on several site visits with your staff over the past few years, the site should be burned to reduce continued spread of Salix interior and other invasive, undesirable plant species. Lythrum salicaria continues to spread unchecked throughout the site.

Erosion along EOM4. North slope of embankment continues to erode across access road and sediment flows into wetland. Stabilize access road and side slopes. Pull material out of the wetlands, stabilize shoreline, and replant vegetation. Still waiting for Burn Plan. This site also has continued spread of Salix interior and

Lythrum salicaria. IDOT did a good job rocking the north side double culvert under the entrance ramp, but water continues to flow along path of least resistance and cuts severe (> 12 inches) gullies elsewhere along ramp slope. Provide explanation for the placement of the large rocks into the wetland and why the access road continues to be devoid of any vegetation.

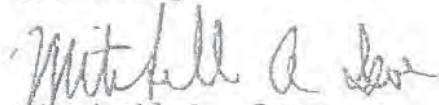
It was also noted during the inspections, that your wetland mitigation continues to fail to meet the performance standards. Within 30 days, provide your intention to either improve site conditions or, in consideration of the repeated failed attempts for site improvements, abandon the site and mitigate elsewhere.

Within 15 days, contact this office to schedule a meeting to be held at the Chicago District office to address these issues.

We will continue to inspect IDOT projects to ensure that you comply with the conditions of your DA permit. If you fail to comply, we will refer your case to the U.S. Attorney for legal action.

If you have any questions, please contact Mr. Ron Abrant of the Enforcement/Compliance Section at 312/353-6400, extension 4037.

Sincerely,



Mitchell A. Isoc
Chief, Regulatory Branch

Copies Furnished:

United States Attorney's Office (Ryczak)
United States Environmental Protection Agency (Pierard)
United States Fish & Wildlife Service (Rogner)
Illinois Department of Natural Resources/NRRC (Schanzle)
Illinois Environmental Protection Agency (Yurdin)
Illinois Department of Natural Resources/OWR (Jereb)
Illinois Department of Transportation/Division of Highways (Slifer)
Illinois Department of Transportation/Springfield (Gould)
Illinois Department of Transportation/Springfield (Perino)
Illinois Department of Transportation/District 1 (Macander)
Illinois Department of Transportation/District 1 (Wanner)
Illinois Department of Transportation/District 1 (Weaver)
Illinois Department of Transportation/District 1 (Waisbrot)
Forest Preserve District of Cook County (Jones)
Village of Hoffman Estates (Burchard)
Village of Long Grove (Doughty)
Village of Roselle (Weaver)
Village of Schaumburg (Longmeyer)
Village of Elk Grove Village (Parrin)
Village of South Barrington (Trego)



United States Department of the Interior

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

IN REPLY REFER TO:
FWS/AES-CIFO/8-FA-0221 / SL-0207

February 5, 2008

Mr. Peter F. Harmet
Illinois Department of Transportation
Division of Highways / Region 1 / District 1
201 West Center Court
Schaumburg, Illinois 60196-1096

BUREAU OF PROGRAMMING
RECEIVED
FEB 11 2008
DISTRICT #1

Dear Mr. Harmet:

This responds to your letter dated January 11, 2008 requesting information on endangered or threatened species within a proposed study area for the Elgin O'Hare – West Bypass project. You enclosed a site location map and an aerial photograph indicating the study area boundaries. The study area extends approximately 2 miles outward from an area generally bounded by Interstate 90 on the north, Interstate 294 on the east, and Interstate 290 on the south and west. The study area is within Cook and DuPage Counties, Illinois.

Because you are requesting information for such a massive area of land, it is difficult to determine, given the documents submitted, whether this proposed project would adversely affect federal threatened or endangered species. At that time when more definitive routes are decided, we suggest that you submit them to this office along with information on wetlands that may be impacted, for a more thorough review.

The study area encompasses two known locations of the federally threatened eastern prairie fringed orchid (*Platanthera leucophaea*) and two known locations of the eastern massasauga rattlesnake (*Sistrurus catenatus*) which is a candidate for listing. No critical habitat for protected species occurs within the study area.

The two known locations of the eastern prairie fringed orchid are within T40N, R12E, Section 14 and T40N, R10E, Section 24. Possible habitat of the eastern prairie fringed orchid includes mesic prairie, sedge meadows, marsh edges and bogs. Soils of these habitats include glacial soils, lake plain deposits, muck, and peat. Potentially, any moderate to high quality wetland habitat within the study area could support habitat conducive to the presence of this species. If wetlands are to be impacted by this proposed project, careful attention should be made to the

quality of the wetlands and if necessary conduct searches for these types of habitat. If any of the above habitat remnants are found within any of the project areas, we request that searches for this species be conducted.

We have noticed that in northeastern Illinois orchid populations bloom sporadically rather than all plants blooming at the same time. Because of this pattern, and small population numbers, it is possible to conduct an orchid search and not detect orchids even when they are present.

If potential habitat is observed and a field search should be conducted, we recommend conducting the field search during the bloom date of the orchid; June 28 through July 11, with searches conducted a minimum of three non-consecutive days within this time period. Using this approach, we could be more confident of negative survey results. Depending on the quality of habitat and proximity of known orchid locations, our confidence in negative survey results may be very low. We recommend working early on project plans to assure that potential orchid habitat would not be affected

The eastern massasauga rattlesnake (*Sistrurus catenatus*) is known from both historic and recent records at the above locations. The eastern massasauga is a candidate for Federal listing, and is listed as a state endangered species by the Illinois Department of Natural Resources. Although candidate species do not receive Federal protection, we recommend considering their conservation now to help retain flexibility should the species be listed and receive protection under the Endangered Species Act. In northeast Illinois, the eastern massasauga most often occurs in shrubby or grassy habitats in floodplains and riparian corridors. We recommend that IDOT work with this office to identify areas where you should conduct surveys for the eastern massasauga along with habitat management actions that may be necessary for your survey to be valid.

Because the massasauga is a venomous species, a person familiar with it (and qualified to handle it) should be present when work takes place. Attempts should be made to carefully capture and move any such individuals a short distance (50 meters or less) away from the construction activity, and to suitable habitat. This office should also be informed if any massasauga is encountered after the proposed project commences. Please note that because the eastern massasauga is listed as a State endangered species, the Illinois Department of Natural Resources should be contacted to determine whether the project applicant or their contractor needs state permits to handle this species as described above.

We look forward to working with you and the Army Corps of Engineers in determining whether your final project plans would affect any federal listed species.

These comments only address federally listed species. Please contact the Illinois Department of Natural Resources for information on State-listed species. Also, we may have the opportunity to review the project for a broader range of fish and wildlife impacts if it requires a Section 404 permit. We are willing to work with you in advance of formal submittal if it would help streamline the approval process.

Mr. Peter E. Harnet

3

If you have any questions, please contact Ms. Cathy Pollack at 847/381-2253 ext. 20, or Ms. Karla Kramer at 847/381-2253 ext. 12.

Sincerely,

A handwritten signature in cursive script that reads "John D. Rogner". The signature is written in dark ink and is positioned above the typed name.

John D. Rogner
Field Supervisor

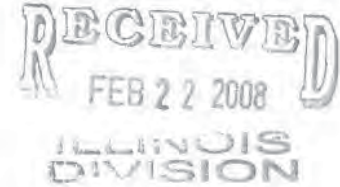


PEORIA TRIBE OF INDIANS OF OKLAHOMA

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538
P.O. Box 1527
MIAMI, OKLAHOMA 74355

CHIEF
John P. Froman
SECOND CHIEF
Jason Dollarhide

February 22, 2008



US Department of Transportation
Federal HWY Admin
3250 Executive Park Drive
Springfield, Illinois 62703

RE: HAD-IL, Elgin O'Hare – West Bypass

Thank you for notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. In the event any items falling under the Native American Graves protection and Repatriation Act (NAGPRA) are discovered during construction, the Peoria Tribe request notification and further consultation.

The Peoria Tribe has no objection to the proposed construction. However, if human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction should stop immediately, and the appropriate persons, including state and tribal NAGPRA representatives contacted.

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

John P. Froman
Chief

xc: Bud Ellis, Repatriation/NAGPRA Committee Chairman



United States Department of the Interior

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

IN REPLY REFER TO:
FWS/AES-CIFO/8-FA-0221 / SL-0207

January 29, 2009

Mr. Peter M. Knysz
Christopher B. Burke Engineering, Ltd.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018



Dear Mr. Knysz:

This responds to your letter dated December 15, 2008 requesting information on endangered or threatened species within an expanded study area for the proposed Elgin O'Hare West Bypass project. This expanded study area includes area from North Plum Grove Road to west of US Route 20 in Hanover Park, DuPage County, Illinois as depicted on the maps you enclosed.

The previously submitted study area, which extended approximately 2 miles outward from an area generally bounded by Interstate 90 on the north, Interstate 294 on the east, and Interstate 290 on the south and west, was addressed in correspondence dated February 5, 2008. At that time we indicated that this area encompassed two known locations of the federally threatened eastern prairie fringed orchid (*Platanthera leucophaea*) and two known locations of the eastern massasauga rattlesnake (*Sistrurus catenatus*) which is a candidate for listing. No critical habitat for protected species occurred within the study area. Newer information indicates that the eastern massasauga rattlesnake is no longer an issue for the previous project boundaries.

The two known locations of the eastern prairie fringed orchid are within T40N, R12E, Section 14 and T40N, R10E, Section 24. Possible habitat of the eastern prairie fringed orchid includes mesic prairie, sedge meadows, marsh edges and bogs. Soils of these habitats include glacial soils, lake plain deposits, muck, and peat. Potentially, any moderate to high quality wetland habitat within the study area could support this species. If wetlands are to be impacted by this proposed project, careful attention should be made to the quality of the wetlands and if necessary conduct searches for these types of habitat. If any of the above habitat remnants are found within any of the project areas, we request that searches for this species be conducted.

We have noticed that in northeastern Illinois orchid populations bloom sporadically rather than all plants blooming at the same time. Because of this pattern, and small population numbers, it is possible to conduct an orchid search and not detect orchids even when they are present.

Mr. Peter M. Knysz

2

If potential habitat is observed and a field search should be conducted, we recommend conducting the field search during the bloom date of the orchid; June 28 through July 11, with searches conducted a minimum of three non-consecutive days within this time period. Using this approach, we could be more confident of negative survey results.

We recommend working early on project plans to assure that potential orchid habitat would not be affected. We look forward to working with you and the Army Corps of Engineers in determining whether your final project plans would affect any federal listed species.

In regards to the new expanded study area from North Plum Grove Road to west of US Route 20 in Hanover Park, no federally listed species, nor critical habitat is known to occur.

When more definitive routes for this proposed project are decided, we recommend that you submit them to this office along with information on the quality of the wetlands that may be impacted, for a more thorough review.

We look forward to working with you and the Army Corps of Engineers in determining whether your final project plans would affect any federal listed species.

These comments only address federally listed species. Please contact the Illinois Department of Natural Resources for information on State-listed species. Also, we may have the opportunity to review the project for a broader range of fish and wildlife impacts if it requires a Section 404 permit. We are willing to work with you in advance of formal submittal if it would help streamline the approval process.

If you have any questions, please contact Ms. Cathy Pollack at 847/381-2253 ext. 20, or Ms. Karla Kramer at 847/381-2253 ext. 12.

Sincerely,

A handwritten signature in black ink that reads "John D. Rogner". The signature is written in a cursive, slightly slanted style.

John D. Rogner
Field Supervisor



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

March 6, 2009

Mr. Peter Harmet,
Bureau Chief of Programming,
Illinois Department of Transportation – District I
201 W. Center Court
Schaumburg, IL 60196

Tracy Victorine Lewis
Master Civil Engineer,
CH2MHill
10510 West Zemke Road
Chicago, IL 60666

Ms. Rosemarie Andolino,
Executive Director,
City of Chicago, Department of Aviation
10510 West Zemke Road
Chicago, Illinois 60666

Attn: Mr. Peter Harmet:

Chicago O'Hare International Airport
Feasibility Case No. 2008-AGI-1862-NRA
Elgin O'Hare West Bypass Feasibility Study

On September 30, 2005, the Federal Aviation Administration (FAA) approved the Chicago O'Hare International Airport Layout Plan (ORD ALP). The approved ALP contained FAR Part 77 penetrations associated with each runway, along with the proposed and FAA accepted resolutions (lower, remove, light, etc). A listing of the FAR Part 77 penetrations can be found on Pages 14 through 48 of the ALP. The goal of the FAA and the Illinois Department of Transportation (IDOT) should be to have all FAR Part 77 surfaces clear of obstructions and to have no impact on CAT II/III capability. However, in case-by-case situations, FAR Part 77 penetrations may exist, if no practical alternatives can be identified and is reviewed by the FAA.

As requested by IDOT, we have completed a feasibility study for this project. It is important to note that IDOT must submit a formal request for an airspace study before the actual proposed work may proceed.

Based on our review of the feasibility study, the FAA offers the following to consider as the design/planning process continues forward.

- 1) Ensure that there are no permanent impacts to CAT II/III minimums.
- 2) Any new information must be included in a Form 7460 submittal and have no objections from an airspace utilization standpoint.

- 3) Highway light poles must be obstruction lighted.
- 4) This feasibility study does not include the physical and electromagnetic radiation effect that temporary or permanent equipment may have on the operation of an air navigation facilities located on or off O'Hare. When conflicts arises with the air traffic electronic facilities during the planning phases of proposals, the FAA emphasizes the need for conserving the navigable airspace for aircraft; preserving the integrity of the National Airspace System, and protecting air navigation facilities from either electromagnetic or physical encroachments that would preclude normal operation. In the case of such a conflicting demand for airspace by the proposed construction or alteration, the first consideration is to change the proposal.
- 5) The Sponsor is responsible for the overall expenses for the relocation and/or replacement of modifications to FAA air traffic control and air navigation facilities or components when:
 - a) Class I facilities must be relocated, replaced or modified because the proposed project impairs the technical and operational characteristics of FAA facilities.
 - b) Class I facilities must be relocated, replaced or modified to permit the extension of runways or construction of new runways and taxiways or other improvements to the existing airport facilities; for example: expansion of roadways, parking areas, terminal buildings, and aircraft service areas.
 - c) The FAA has a lease, permit, license, or other document covering Class II facilities that gives FAA a legal basis for requesting that the airport owner or sponsor assume the cost of relocation and other modifications required for safety of public airports and protection of navigable airspace.

IFR IMPACTS

Point 9R-PT5:

Runway 27R Proposed – Departure ICA penetrated. Requires note identifying height and location of obstruction. MTA: 720. Penetrates by 2 feet.

Point 9R-PT6:

Runway 27R Proposed – Departure ICA penetrated. Requires note identifying height and location of obstruction. MTA: 712. Penetrates by 7 feet.

Point 4R"G"-PT3:

Runway 22I – Departure ICA penetrated. Requires note identifying height and location of obstruction. MTA: 681. Penetrates by 11 feet.

Point 14R-PT3:

Runway 27R Proposed – Departure ICA penetrated. Requires note identifying height and location of obstruction. MTA: 693. Penetrates by 3 feet.

No IFR Effects for all other points identified in this feasibility study.


If the above points are reduced by the amount of the penetration, there should no longer be any IFR effects. This is subject to change based on the necessity to formally request an airspace study prior to the start of construction.

PART 77 PENETRATIONS

See attached **Tables 1 – 4** for the results of the FAR Part 77 Penetrations for the proposed Elgin O'Hare – West Bypass Feasibility Study.

If you have any questions or require further clarification, please contact Richard Kula at (847) 294-7507 or me at (847) 294-8409.

Sincerely,



Jose G. de Leon
O'Hare Modernization Program Manager
Chicago Airports District Office

cc: Mr. Michael Boland, City of Chicago
ORD ATCT/ATM
ORD ATCT/NPPM
AGL 600
AGL 200
AGL 500
AGL FPO
AGL 471

TABLE 1
Chicago O'Hare International Airport
Feasibility Study - Elgin O'Hare West Bypass
FAA Part 77 Analysis - 2008-AGL-1862-NRA
Critical Points for Height Restrictions

Penetrations are measured in Feet

NA represents Not Applicable

Point	Runway 9L		Runway 27R		Future Runway 9C/27C		Runway 27C		Future Runway 9R/27L		Runway 27L	
	Primary	Approach	Primary	Approach	Primary	Approach	Primary	Approach	Primary	Approach	Transition	Primary
9L-PT0	1	NA	5	NA	NA	NA	NA	NA	NA	NA	NA	NA
9L-PT1A	NA	7	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9L-PT1B	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9L-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9L-PT3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9C-PT0	NA	NA	NA	NA	1	NA	17	NA	NA	NA	NA	NA
9C-PT1A	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9C-PT1B	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9C-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9C-PT3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT0	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	NA	19
9R-PT1A	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT1B	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT4	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT5	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT6	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
9R-PT7	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	2	NA

TABLE 2
Chicago O'Hare International Airport
Feasibility Study - Elgin O'Hare West Bypass
FAA Part 77 Analysis - 2008-AGL-1862-NRA
Critical Points for Height Restrictions

Penetrations are measured in Feet

NA represents Not Applicable

Point	Runway 10/28		Future Runway 10C/28C		Runway 28C		Future Runway 10R/28L		Runway 28L	
	Primary	Approach	Transition	Primary	Approach	Transition	Primary	Approach	Transition	Primary
10L-PT0	1	NA	NA	NA	NA	NA	NA	NA	NA	NA
10L-PT1	NA	13	NA	NA	NA	NA	NA	NA	NA	NA
10L-PT2	NA	15	NA	NA	NA	NA	NA	NA	NA	NA
10L-PT3	NA	15	NA	NA	NA	NA	NA	NA	NA	NA
10L-PT4	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10C-PT0	NA	NA	NA	1	NA	NA	20	NA	NA	NA
10C-PT1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10C-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10C-PT3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10C-PT4	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10R-PT0	NA	NA	NA	NA	NA	NA	NA	18	NA	22
10R-PT1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10R-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
10R-PT3	NA	NA	NA	NA	NA	NA	NA	NA	2	NA
10R-PT4	NA	NA	NA	NA	NA	NA	NA	NA	6	NA

TABLE 3
Chicago O'Hare International Airport
Feasibility Study - Elgin O'Hare West Bypass
FAA Part 77 Analysis - 2008-AGL-1862-NRA
Critical Points for Height Restrictions

Penetrations are measured in Feet
 NA represents Not Applicable

Point	Runway 4R		Runway 4R/22L		Runway 22L	
	Primary	Approach	Primary	Approach	Primary	Approach
4R"E"-PT0	1	NA	8	NA	8	NA
4R"E"-PT1	NA	3	NA	3	NA	NA
4R"E"-PT2	NA	8	NA	8	NA	NA
4R"E"-PT3	NA	NA	NA	NA	NA	NA
4R"F"-PT0	1	NA	8	NA	8	NA
4R"F"-PT1	NA	6	NA	6	NA	NA
4R"F"-PT2	NA	5	NA	5	NA	NA
4R"F"-PT3	NA	8	NA	8	NA	NA
4R"G"-PT0	1	NA	8	NA	8	NA
4R"G"-PT1	NA	9	NA	9	NA	NA
4R"G"-PT2	NA	NA	NA	NA	NA	NA
4R"G"-PT3	NA	22	NA	22	NA	NA

TABLE 4

Chicago O'Hare International Airport
 Feasibility Study - Elgin O'Hare West Bypass
 FAA Part 77 Analysis - 2008-AGL-1862-NRA
 Critical Points for Height Restrictions

Penetrations are measured in Feet

NA represents Not Applicable

Point	Runway 14L/32R		Runway 14R		Runway 14R/32L		Runway 32L		Future Runway 28L	
	Primary	Approach	Primary	Approach	Primary	Approach	Primary	Approach	Primary	Approach
28L-PT0	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
28L-PT1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
28L-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14L-PT0	1	NA	5	NA	NA	NA	NA	NA	NA	NA
14L-PT1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14L-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14L-PT3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14L-PT4	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14L-PT5	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14L-PT6	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14L-PT7	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14L-PT8	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14R-PT0	NA	NA	NA	NA	1	NA	17	NA	NA	NA
14R-PT1A	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14R-PT1B	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14R-PT2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14R-PT3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14R-PT4	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14R-PT5	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA



U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

May 26, 2011

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

In Reply Refer To:
HPER-IL

Ms. Christine Reed
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, Illinois 627674

Subject: Memorandum of Understanding for the Elgin O'Hare-West Bypass
Tier 2 Environmental Impact Statement

Dear Ms. Reed:

Enclosed is a fully signed Memorandum of Understanding among the Illinois Department of Transportation, the Federal Aviation Administration, and the Federal Highway Administration, describing the roles and responsibilities of each agency for completing the Elgin O'Hare-West Bypass Tier 2 Environmental Impact Statement. Please contact me by phone at (217) 492-4625 if you have any questions regarding this document.

Sincerely,

Matt Fuller
Environmental Programs Engineer

Enclosure



MEMORANDUM OF UNDERSTANDING

AMONG

**FEDERAL HIGHWAY ADMINISTRATION
FEDERAL AVIATION ADMINISTRATION**

AND

ILLINOIS DEPARTMENT OF TRANSPORTATION

Roles and responsibilities as joint lead agencies in the environmental review process in the preparation of a Tier Two Environmental Impact Statement for the Elgin O'Hare-West Bypass project (the "project") in Cook and DuPage Counties, Illinois

I. INTRODUCTION AND PURPOSE

- A. This Memorandum of Understanding (MOU) provides a framework under which the United States Federal Highway Administration (FHWA) and Federal Aviation Administration (FAA), and the Illinois Department of Transportation (IDOT) will jointly prepare a Tier Two Environmental Impact Statement (EIS) for the transportation concept selected during the Tier One EIS. Collectively, FHWA, FAA and IDOT are referred to herein as the "Parties." The purpose of this MOU is to establish an understanding among the Parties regarding the responsibilities of the Parties and the conditions and procedures to be followed in the development and preparation of the EIS.
- B. FHWA actions requiring the completion of an EIS are based on FHWA's mandate to approve changes in access to the Interstate system that may be necessary to implement the project and to find the project eligible for federal-aid highway funding in the future.
- C. FAA's federal actions include Airport Layout Plan (ALP) approval of the Bypass project and either a Land Release or a Land Use Release for the project. As shown in the FHWA Tier One Record of Decision, a portion of the project is proposed to use land currently within the boundaries of Chicago O'Hare International Airport. A Land Release would be required by the FAA to approve the land to be purchased by IDOT. If the land would not be purchased by IDOT and would remain under the ownership of the City of Chicago, a Land Use Release would be required by the FAA to approve the land to be used for non-aviation purposes. The FAA must complete an appropriate NEPA analysis prior to issuing ALP approval and land releases / land use releases. The ALP approval and the Land Release / Land Use Release must be requested by the

City of Chicago Department of Aviation of the FAA before the Joint Lead FHWA and FAA Tier Two Record of Decision is issued.

- D. IDOT is a public agency with statewide jurisdiction and therefore is empowered to prepare Environmental Impact Statements and other environmental documents with the FHWA furnishing guidance, participating in the preparation and independently evaluating the document, pursuant to 23 CFR 771.109. The Elgin O'Hare-West Bypass project is federally aided and requires several federal actions. Environmental documentation in the form of an Environmental Impact Statement is mandated to ensure that all decisions and actions are made with the full knowledge of their environmental consequences.
- E. The Parties shall develop and implement a timeframe agreement for this project to ensure an expedited and coordinated environmental review process for this project. The intent of the timeframe agreement is to identify key steps in the process and the responsibilities of the respective agencies. The timeframe agreement does not supersede or shortcut the statutory review periods set forth in public laws or applicable regulations, policies or procedures. The EIS and any related documents shall comply with the provisions of the National Environmental Policy Act (NEPA); the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and appropriate Council on Environmental Quality (CEQ), United States Department of Transportation (USDOT), FAA and FHWA and IDOT environmental regulations and guidance as well as applicable federal, state, and local laws.
- F. The Parties hereto intend that development and preparation of the EIS, as provided in this MOU, will satisfy the applicable environmental requirements of the FAA and FHWA and any other federal agencies that are later designated as cooperating agencies or the state of Illinois

II. GENERAL PROVISIONS

- A. FHWA and FAA shall be collectively referred to herein as "Joint Federal Lead Agencies" and will be jointly and equally responsible for assuring compliance with all the requirements of NEPA (42 U.S.C. 4321 et seq.), CEQ regulations (40 C.F.R. parts 1500-1508) and appropriate FHWA and FAA environmental orders. For administrative convenience, the FHWA shall be administratively responsible, with participation by the FAA, for defining the scope and content of the EIS, assuring that all pertinent environmental issues and impacts are addressed and reasonable alternatives and their impacts are addressed in the EIS.

- B. FHWA shall be administratively responsible, after consultation with the FAA, for directing the scope and content of the EIS. As joint lead federal agency, FAA shall assist in confirming that the content required by FAA policy, program specific guidance, statute, law or regulation is included in the EIS.
- C. IDOT is solely responsible for engaging and retaining consultants for the preparation of the EIS.
- D. IDOT will provide, through its staff or its consultants, the expertise, staffing and technical capabilities required for the preparation of the EIS and act as the agent of FHWA and FAA for certain administrative/ministerial acts including but not limited to maintenance and indexing of project files for the federal agencies, capable of being used as an Administrative Record, and processing of FOIA requests for the federal agencies based upon federal requirements. FHWA, with the participation and concurrence of the FAA, will direct the scope of the EIS and will evaluate all information, environmental data and analyses submitted by IDOT and, as necessary, require revisions or additional study and analysis to be performed.
- E. IDOT, FHWA and FAA shall:
 - 1. Appoint representatives necessary to accomplish the coordination, development and preparation necessary for the satisfactory completion of the EIS. Notice to each agency's appointed representative shall constitute notice to that agency.
 - 2. Review substantive phases of preparation of the EIS and related documents as described in section III of this MOU.
 - 3. Require their respective representatives to attend meetings with other federal, state, regional and local agencies for the purpose of increasing communications and receiving comments as the same may be necessary, desirable or required by law in preparation of the EIS.

III. PROCEDURES

- A. Under the administrative direction of FHWA, IDOT shall develop and submit the following documents to FHWA and FAA for review and approval:
 - 1. Coordination Plan (Stakeholder Involvement Plan)

2. Timeframes Agreement
3. Notice of Intent to prepare an EIS
4. Cooperating Agencies and Participating Agency Letters
5. Methodologies for analyzing alternatives and impacts
6. Purpose and Need Statement
7. Alternative Analysis
8. Alternatives to be Carried Forward
9. Draft EIS
10. Preferred Alternative
11. Final EIS
12. Record of Decision

Additional documents may be required and will be determined jointly by IDOT, FHWA and FAA.

- B. Coordination Plan (Stakeholder Involvement Plan) - IDOT will develop a draft Coordination Plan, which will describe how stakeholders will be involved in the development of the project, for review and comment by FHWA and FAA. IDOT, FHWA, and FAA must agree on the contents of the plan. IDOT will be responsible for maintaining the Coordination Plan and coordinating any changes with FHWA and FAA.
- C. Timeframes Agreement – IDOT will develop a draft Timeframes Agreement showing key project development milestones, the responsible agency, and the timeframe associated with each milestone. FHWA and FAA will review and comment on the Timeframes Agreement. IDOT, FHWA and FAA must agree upon the timeframes identified in the Agreement and meet such timeframes. IDOT will be responsible for maintaining the Timeframes Agreement and coordinating any changes with FHWA and FAA.

- D. Notice of Intent (NOI) - IDOT will prepare the draft NOI for review and comment by FHWA and FAA. IDOT, FHWA and FAA must agree on the content of the NOI. The FHWA will be responsible for submitting the NOI to the Federal Register through its administrative process.
- E. Cooperating Agencies and Participating Agencies – IDOT will be responsible for preparing draft letters addressed to agencies that are to be requested to become cooperating agencies and/or participating agencies for FHWA and FAA review and comment. IDOT will be responsible for sending letters to state and local agencies that are participating agencies. FHWA will be responsible for sending letters to federal agencies requested to be either cooperating and/or participating agencies, to state agencies that are requested to be cooperating agencies, and for coordination with federally recognized tribes.
- F. Methodologies for analyzing alternatives and impacts - IDOT will be responsible for developing draft methodologies for analyzing alternatives and impacts. FHWA and FAA will review and comment on the draft methodologies and provide comments to IDOT. IDOT will be responsible for coordinating the methodologies with the participating agencies, obtaining their feedback and responding to any comments received. The final methodologies must be agreed upon by IDOT, FHWA and FAA.
- G. Purpose and Need Statement– IDOT will be responsible for developing a draft Purpose and Need Statement for the project and FHWA and FAA will review and comment on such draft. IDOT and FHWA will be responsible for coordinating the Purpose and Need Statement with the Cooperating Agencies, Participating Agencies and the public. FHWA and IDOT will be responsible for obtaining concurrence from the NEPA-404 Merger agencies. The Purpose and Need Statement must be agreed upon by IDOT, FHWA and FAA.
- H. Alternatives to be Carried Forward - IDOT will be responsible for developing a draft Alternatives Analysis that will be the basis for identifying Alternatives to be Carried Forward. FHWA and FAA will review and comment on the draft documentation. IDOT and FHWA will be responsible for coordinating the Alternatives to be Carried Forward with the Cooperating Agencies, Participating Agencies and the public. FHWA and IDOT will be responsible for obtaining concurrence from the NEPA-404 Merger agencies. The Alternatives to be Carried Forward in the Draft EIS must be agreed upon by IDOT, FHWA and FAA.

- I. Draft EIS – IDOT will be responsible for preparing the preliminary draft EIS for review and comment by FHWA and FAA. At the request of any of the agencies, a meeting will be convened to discuss comments on the preliminary draft EIS. IDOT, FHWA and FAA must agree upon the contents of the draft EIS prior to obtaining signatures on the draft EIS. Upon the signature sheet being signed by IDOT, FHWA and FAA, FHWA through its administrative process will seek to have the Notice of Availability published in the Federal Register. IDOT will provide three (3) copies of the fully signed Draft EIS to FHWA and six (6) copies of the fully signed Draft EIS to FAA.
- J. Public Hearing - Upon completion of the Draft EIS, IDOT will be responsible for organizing and conducting any public hearing.
- K. Comments on the Draft EIS - At the close of the Draft EIS review and comment period, IDOT will address all substantive comments received on the Draft EIS and include them in the Final EIS. The responses to the comments submitted on the Draft EIS must be agreed upon by IDOT, FHWA and FAA.
- L. Preferred Alternative - IDOT will be responsible for developing a draft Preferred Alternative document and FHWA and FAA will review and comment on the draft. IDOT and FHWA will be responsible for coordinating the Preferred Alternative with the stakeholders as described in the Coordination Plan. FHWA and IDOT will be responsible for obtaining concurrence from the NEPA-404 Merger agencies. The Preferred Alternative must be agreed upon by IDOT, FHWA and FAA.
- M. Final EIS – IDOT will be responsible for preparing the preliminary final EIS for review and comment by FHWA and FAA. At the request of any of the agencies, a meeting will be convened to discuss comments on the preliminary draft EIS. FHWA and FAA will submit the final EIS to their respective legal counsels for legal sufficiency reviews after all FHWA and FAA comments have been addressed. IDOT, FHWA and FAA must agree upon the contents of the final EIS prior to obtaining signatures on the final EIS. Upon the signature sheet being signed by IDOT, FHWA and FAA, FHWA through its administrative process will seek to have the Notice of Availability published in the Federal Register. IDOT will provide three (3) copies of the fully signed Final EIS to FHWA and six (6) copies to FAA.
- N. Record of Decision – IDOT will be responsible for preparing the draft Record of Decision for review and comment by FHWA and FAA. The Record of Decision

must be agreed upon by IDOT, FHWA and FAA. The Record of Decision will be a joint Record of Decision with both FHWA and FAA being signatories.


IV. CESSATION AND TERMINATION

Any of the Parties to this MOU may withdraw from the terms of this MOU for good cause upon 30 days written notice to the other parties. During this 30-day period, the parties will actively attempt to resolve any disagreement or legal, technical or budgetary constraints or restrictions.

V. MODIFICATION

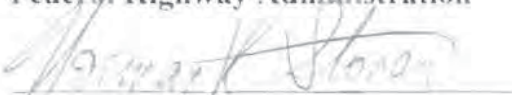
This MOU represents the entire agreement between the parties hereto and may be modified by the Parties hereto only by written agreement executed by all such Parties

Federal Aviation Administration


Barry Cooper
Regional Administrator


Date

Federal Highway Administration


Norman R. Stoner, P.E.
Division Administrator

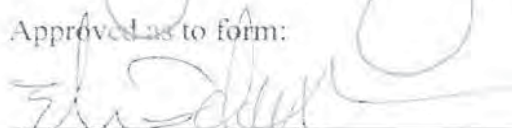

Date

Illinois Department of Transportation


Gary Hannig, Secretary


Date

Approved as to form:


Ellen J. Schanzle-Haskins
Chief Counsel - IDOT


Date



U.S. Department
of Transportation

**Federal Highway
Administration**

Illinois Division

July 8, 2011

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

Refer To: HPER-IL

Mr. Andrew Velasquez III
Regional Administrator
Federal Emergency Management Agency
536 South Clark St., 6th Floor
Chicago, IL 60605

Subject: Tier Two Environmental Impact Statement

Dear Mr. Velasquez:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) 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 DuPage and Cook 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 Barrington Road 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, design study report, Interchange Justification Report, and Tier Two Draft EIS, 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 environmental 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.

The FHWA, IDOT, 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 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.

The FHWA, IDOT, and FAA identified the Federal Emergency Management Agency (FEMA) as an agency that may have an interest in the project. Therefore, with this letter, FHWA and IDOT invite the FEMA 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.

The FHWA, IDOT, 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:

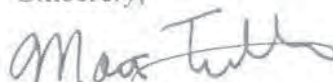
1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis; and
2. Participate in coordination meetings and joint field reviews, as appropriate.

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 8, 2011. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller, FHWA Environmental Programs Engineer at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245. Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

Ecc: Ms. Amy Hanson, FAA
Mr. Scott Stitt, Deputy Director, Acting Bureau Chief of Design and Environment, IDOT
Ms. Diane O'Keefe, Deputy Director, Region 1 Engineer, IDOT



US Department
of Transportation

**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

July 8, 2011

Refer To: HPER-IL

Honorable Rahm Emanuel
Mayor
City of Chicago
121 North LaSalle Street
Chicago, IL 60602

Subject: Tier Two Environmental Impact Statement

Dear Mayor Emanuel:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) 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 study area is located in DuPage and Cook 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 Barrington Road 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, design study report, Interchange Justification Report, and Tier Two Draft EIS, 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 environmental 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.

The FHWA, IDOT, and FAA, as joint lead agencies for this project, are responsible for identifying Federal, 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 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. Additionally, federal agencies are required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of National Environmental Policy Act (NEPA).

The FHWA, IDOT, and FAA identified the City of Chicago as an agency that may have an interest in the project because of the potential environmental impacts in the proposed project area and the City of Chicago has special expertise with respect to this and other environmental issues. Therefore, with this letter, FHWA and IDOT invite the City of Chicago to become a *participating agency* and a *cooperating agency* in the development of the EIS for the EOWB project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA, IDOT, 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; and
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 both a cooperating and participating agency prior to August 8, 2011. If your agency does not accept the invitation to be a participating agency, then FHWA and IDOT will not consider the City of Chicago to be a participating agency. If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to the Council on Environmental Quality pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller, FHWA Environmental Programs Engineer at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245. Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

Ecc: Ms. Amy Hanson, FAA
Mr. Scott Stitt, Deputy Director, Acting Bureau Chief of Design and Environment, IDOT
Ms. Diane O'Keefe, Deputy Director, Region 1 Engineer, IDOT



US Department
of Transportation
**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

July 8, 2011

Refer To: HPER-IL

Mr. Joseph C. Szabo
Administrator
Federal Railroad Administration
1120 Vermont Avenue, NW, Stop 35
Washington, DC 20005

Subject: Tier Two Environmental Impact Statement

Dear Mr. Szabo:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) 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 study area is located in DuPage and Cook 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 Barrington Road 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, design study report, Interchange Justification Report, and Tier Two Draft EIS, 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 environmental 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.

The FHWA, IDOT, and FAA, as joint lead agencies for this project, are responsible for identifying Federal, 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 the SAFETEA-LU, participating agencies are responsible 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. Additionally, federal agencies are required to invite agencies with jurisdiction by law or with special expertise with respect

to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of National Environmental Policy Act (NEPA).

The FHWA, IDOT, and FAA identified the Federal Railroad Administration as an agency that may have an interest in the project because of the potential environmental impacts in the proposed project area and FRA has special expertise with respect to this and other environmental issues. Therefore, with this letter, FHWA, IDOT and FAA invite the FRA to become a *participating agency* and a *cooperating agency* in the development of the EIS for the EOWB project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA, IDOT, 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; and
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 both a cooperating and participating agency prior to August 8, 2011. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to the Council on Environmental Quality pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller, FHWA Environmental Programs Engineer at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

Ecc: Ms. Amy Hanson, FAA
Mr. Scott Stitt, Deputy Director, Acting Bureau Chief of Design and Environment, IDOT
Ms. Diane O'Keefe, Deputy Director, Region I Engineer, IDOT



U.S. Department
of Transportation

**Federal Highway
Administration**

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

July 8, 2011

Refer To: HPER-IL

Ms. Marisol Simon
Regional Administrator
Federal Transit Administration
200 W. Adams St., Suite 320
Chicago, IL 60606

Subject: Tier Two Environmental Impact Statement

Dear Ms. Simon:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) 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 study area is located in DuPage and Cook 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 Barrington Road 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, design study report, Interchange Justification Report, and Tier Two Draft EIS, 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 environmental 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.

The FHWA, IDOT, and FAA, as joint lead agencies for this project, are responsible for identifying Federal, 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 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. Additionally, federal agencies are required to invite agencies with jurisdiction by law or with special expertise with respect

to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of National Environmental Policy Act (NEPA).

The FHWA, IDOT, and FAA identified the Federal Transit Administration (FTA) as an agency that may have an interest in the project because of the potential environmental impacts in the proposed project area and FTA has special expertise with respect to this and other environmental issues. Therefore, with this letter, FHWA, IDOT and FAA invite the FTA to become a *participating agency* and a *cooperating agency* in the development of the EIS for the EOWB project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA, IDOT, 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; and
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 both a cooperating and participating agency prior to August 8, 2011. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

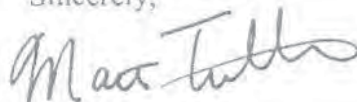
- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to the Council on Environmental Quality pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller, FHWA Environmental Programs Engineer at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

Ecc: Ms. Amy Hanson, FAA
Mr. Scott Stitt, Deputy Director, Acting Bureau Chief of Design and Environment, IDOT
Ms. Diane O'Keefe, Deputy Director, Region 1 Engineer, IDOT



U.S. Department
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Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
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July 8, 2011

Refer To: HPER-IL

Mr. Steve Hamer
Program Manager
Illinois Department of Natural Resources
One Natural Resources Way
Springfield, IL 62702

Subject: Tier Two Environmental Impact Statement

Dear Mr. Hamer:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) 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 study area is located in DuPage and Cook 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 Barrington Road 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, design study report, Interchange Justification Report, and Tier Two Draft EIS, 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 environmental 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.

The FHWA, IDOT, and FAA, as joint lead agencies for this project, are responsible for identifying Federal, 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 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. Additionally, federal agencies are required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of National Environmental Policy Act (NEPA).

The FHWA, IDOT, and FAA identified the Illinois Department of Natural Resources (ILDNR) as an agency that may have an interest in the project because of the potential environmental impacts in the proposed project area and ILDNR has special expertise with respect to this and other environmental issues. Therefore, with this letter, FHWA and IDOT invite the ILDNR to become a *participating agency* and a *cooperating agency* in the development of the EIS for the EOWB project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

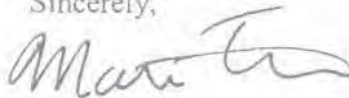
The FHWA, IDOT, and FAA propose that your agency's role in the development of the EOWB project should include the following as they relate to your area of expertise:

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; and
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 both a cooperating and participating agency prior to August 8, 2011. If your agency does not accept the invitation to be a participating agency, then FHWA and IDOT will not consider ILDNR to be a participating agency. If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to the Council on Environmental Quality pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller, FHWA Environmental Programs Engineer at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245. Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

Ecc: Ms. Amy Hanson, FAA
Mr. Scott Stitt, Deputy Director, Acting Bureau Chief of Design and Environment, IDOT
Ms. Diane O'Keefe, Deputy Director, Region 1 Engineer, IDOT



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July 8, 2011

Refer To: HPER-IL

Ms. Kristi Lafleur
Executive Director
Illinois State Toll Highway Authority
2700 Ogden Avenue
Downers Grove, IL 60515

Subject: Tier Two Environmental Impact Statement

Dear Ms. Lafleur:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) 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 study area is located in DuPage and Cook 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 Barrington Road 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, design study report, Interchange Justification Report, and Tier Two Draft EIS, 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 environmental 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.

The FHWA, IDOT, and FAA, as joint lead agencies for this project, are responsible for identifying Federal, 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 the SAFETEA-LU, participating agencies are responsible 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. Additionally, federal agencies are required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of National Environmental Policy Act (NEPA).

The FHWA, IDOT, and FAA identified the Illinois State Toll Highway Authority (ISTHA) as an agency that may have an interest in the project because of the potential environmental impacts in the proposed project area and ISTHA has special expertise with respect to this and other environmental issues. Therefore, with this letter, FHWA and IDOT invite the ISTHA to become a *participating agency* and a *cooperating agency* in the development of the EIS for the EOWB project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.


The FHWA, IDOT, 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; and
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 both a cooperating and participating agency prior to August 8, 2011. If your agency does not accept the invitation to be a participating agency, then FHWA and IDOT will not consider ISTHA to be a participating agency. If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to the Council on Environmental Quality pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller, FHWA Environmental Programs Engineer at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245. Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

cc: Ms. Amy Hanson, FAA
Mr. Scott Stitt, Deputy Director, Acting Bureau Chief of Design and Environment, IDOT
Ms. Diane O'Keefe, Deputy Director, Region I Engineer, IDOT



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July 8, 2011

Refer To: HPER-IL

Mr. John S. Pistole
Administrator TSA-1
Transportation Security Administration
601 S. 12th Street
Arlington, VA 22202-4220

Subject: Tier Two Environmental Impact Statement

Dear Mr. Pistole:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) 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 study area is located in DuPage and Cook 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 Barrington Road 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.

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The FHWA, IDOT, and FAA, as joint lead agencies for this project, are responsible for identifying Federal, 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 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. Additionally, federal agencies are required to invite agencies with jurisdiction by law or with special expertise with respect

to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of National Environmental Policy Act (NEPA).

The FHWA, IDOT, and FAA identified the Transportation Security Administration (TSA) as an agency that may have an interest in the project because of the potential environmental impacts in the proposed project area and TSA has special expertise with respect to this and other environmental issues. Therefore, with this letter, FHWA, IDOT and FAA invite the TSA to become a *participating agency* and a *cooperating agency* in the development of the EIS for the EOWB project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA, IDOT, 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:

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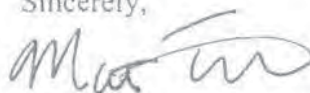
- Has no jurisdiction or authority with respect to the project;
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- Does not intend to submit comments on the project.

If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to the Council on Environmental Quality pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller, FHWA Environmental Programs Engineer at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

Ecc: Ms. Amy Hanson, FAA
Mr. Scott Stitt, Deputy Director, Acting Bureau Chief of Design and Environment, IDOT
Ms. Diane O'Keefe, Deputy Director, Region I Engineer, IDOT



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July 8, 2011

Refer To: HPER-IL

Ms. Kathy Chernich
U.S. Army Corps of Engineers
Chicago District
111 North Canal Street, Suite 600
Chicago, IL 60606-7206

Subject: Tier Two Environmental Impact Statement

Dear Ms. Chernich:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) 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 study area is located in DuPage and Cook 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 Barrington Road 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, design study report, Interchange Justification Report, and Tier Two Draft EIS, 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 environmental 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.

The FHWA, IDOT, and FAA, as joint lead agencies for this project, are responsible for identifying Federal, 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 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. Additionally, federal agencies are required to invite agencies with jurisdiction by law or with special expertise with respect

to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of National Environmental Policy Act (NEPA).

The FHWA, IDOT, and FAA identified the U.S. Army Corps of Engineers (USACE) as an agency that may have an interest in the project because of the potential environmental impacts in the proposed project area and USACE has special expertise with respect to this and other environmental issues. Therefore, with this letter, FHWA, IDOT and FAA invite the USACE to become a *participating agency* and a *cooperating agency* in the development of the EIS for the EOWB project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA, IDOT, 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; and
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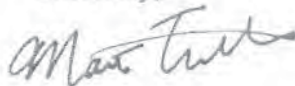
- Has no jurisdiction or authority with respect to the project;
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If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to the Council on Environmental Quality pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller, FHWA Environmental Programs Engineer at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

Ecc: Ms. Amy Hanson, FAA
Mr. Scott Stitt, Deputy Director, Acting Bureau Chief of Design and Environment, IDOT
Ms. Diane O'Keefe, Deputy Director, Region I Engineer, IDOT



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July 8, 2011

Refer To: HPER-IL

Mr. Kenneth Westlake
Manager, Region 5
U.S. Environmental Protection Agency
77 West Jackson Blvd, Mailcode (E-19J)
Chicago, IL 60604

Subject: Tier Two Environmental Impact Statement

Dear Mr. Westlake:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) 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 study area is located in DuPage and Cook 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 Barrington Road 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.

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The FHWA, IDOT, and FAA, as joint lead agencies for this project, are responsible for identifying Federal, 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 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. Additionally, federal agencies are required to invite agencies with jurisdiction by law or with special expertise with respect

to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of National Environmental Policy Act (NEPA).

The FHWA, IDOT, and FAA identified the U.S. Environmental Protection Agency (USEPA) as an agency that may have an interest in the project because of the potential environmental impacts in the proposed project area and USEPA has special expertise with respect to this and other environmental issues. Therefore, with this letter, FHWA, IDOT and FAA invite the USEPA to become a *participating agency* and a *cooperating agency* in the development of the EIS for the EOWB project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA, IDOT, 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; and
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Please respond to our office at the above listed address in writing, with an acceptance or denial of this invitation to be both a cooperating and participating agency prior to August 8, 2011. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to the Council on Environmental Quality pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller, FHWA Environmental Programs Engineer at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

Ecc: Ms. Amy Hanson, FAA
Mr. Scott Stitt, Deputy Director, Acting Bureau Chief of Design and Environment, IDOT
Ms. Diane O'Keefe, Deputy Director, Region 1 Engineer, IDOT



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July 8, 2011

Refer To: HPER-IL

Mr. Shawn Cirton
U.S. Fish & Wildlife Service
Chicago Illinois Field Office
1250 S. Grove, Suite 103
Barrington, IL 60010

Subject: Tier Two Environmental Impact Statement

Dear Mr. Cirton:

The Federal Highway Administration (FHWA), in cooperation with the Illinois Department of Transportation (IDOT) 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 study area is located in DuPage and Cook 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 Barrington Road 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, design study report, Interchange Justification Report, and Tier Two Draft EIS, 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 environmental 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.

The FHWA, IDOT, and FAA, as joint lead agencies for this project, are responsible for identifying Federal, 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 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. Additionally, federal

agencies are required to invite agencies with jurisdiction by law or with special expertise with respect to environmental issues to be cooperating agencies, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of National Environmental Policy Act (NEPA).

The FHWA, IDOT, and FAA identified the U.S. Fish & Wildlife Service (USFWS) as an agency that may have an interest in the project because of the potential environmental impacts in the proposed project area and USFWS has special expertise with respect to this and other environmental issues. Therefore, with this letter, FHWA, IDOT and FAA invite the USFWS to become a *participating agency* and a *cooperating agency* in the development of the EIS for the EOWB project. The designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The FHWA, IDOT, 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; and
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 both a cooperating and participating agency prior to August 8, 2011. If your agency declines to be a participating agency, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

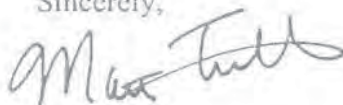
- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If your agency declines to be a cooperating agency, please indicate the reason for declining this request and provide a copy to the Council on Environmental Quality pursuant to 40 CFR 1501.6(c).

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Matt Fuller, FHWA Environmental Programs Engineer at (217) 492-4625, or Barbara H. Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245.

Thank you for your cooperation and interest in this project.

Sincerely,



Matt Fuller
Environmental Programs Engineer

Ecc: Ms. Amy Hanson, FAA
Mr. Scott Stitt, Deputy Director, Acting Bureau Chief of Design and Environment, IDOT
Ms. Diane O'Keefe, Deputy Director, Region 1 Engineer, IDOT



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

JUL 12 2011

RECEIVED

JUL 18 2011

REPLY TO THE ATTENTION OF
FHWA
mailcode E-19J

Matthew Fuller
Environmental Programs Engineer
Federal Highway Administration, Illinois Division
3250 Executive Park Drive
Springfield, Illinois 62703

RE: Federal Highway Administration (FHWA) Request for the U.S. EPA to be a Participating / Cooperating Agency for the Illinois Department of Transportation (IDOT) Tier II Elgin O'Hare-West Bypass Project,

Dear Mr. Fuller:

The United States Environmental Protection Agency, Region 5 (EPA) has received your invitation letter of July 8, 2011, regarding the above project. Because EPA has expertise concerning the nation's natural resources and National Environmental Policy Act (NEPA) documents, we do have an interest in this project.

Pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and in keeping with our responsibilities under the NEPA and Section 309 of the Clean Water Act, we accept the invitation to be a cooperating agency for this project, to the degree time and resources permit, in the manner you requested, specifically:

1. We will provide meaningful early input to defining the purpose and need, the range of alternatives to be considered in detail, methodologies and level of detail for alternatives analysis;
2. Participate in coordination meetings and appropriate field reviews;
3. Provide timely review and comment on pre-draft and subsequent environmental documents.

We look forward to continuing discussion of the issues involved in this project along with the preparations for and review of the draft Environmental Impact Statement. Feel free to contact me at 312-886-2910 / westlake.kenneth@epa.gov or Norm West, my staff member, at 312-353-5692 / west.norman@epa.gov, with further information or inquiries regarding this project.

Sincerely,

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



FEMA

Mr. Matt Fuller
Environmental Programs Engineer
Federal Highway Administration
3250 Executive Park Drive
Springfield, IL 62703

AUG 01 2011

Subject: Two Tier Environmental Impact Statement

Dear Mr. Fuller:

The Federal Emergency Management Agency (FEMA), Region V, received your inquiry letter regarding the Tier Two Environmental Impact Statement (EIS) for the Elgin O'Hare – West Bypass (EOWB) project. FEMA accepts your invitation to be a participating agency in the development of the EIS for the EOWB project. We look forward to providing expertise in floodplain management and other relevant areas throughout the development of the EIS.

The point of contact for FEMA is Jennifer Scholl, Natural Hazards Program Specialist. She can be reached by phone at (312) 408-5205 or via email at Jennifer.Scholl@dhs.gov.

Thank you for considering and inviting FEMA to participate in this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew Velasquez III".

Andrew Velasquez III
Regional Administrator

RECEIVED

AUG 03 2011

FHWA



U.S. Department
Of Transportation
**Federal Transit
Administration**

Region V

200 West Adams Street
Suite 320
Chicago, Illinois 60606-5253

August 3, 2011

Mr. Matt Fuller
Environmental Programs Engineer
Illinois Division
3250 Executive Park Drive
Springfield, IL 62703

Re: Participating and cooperating agency for the Tier Two Environmental Impact Statement for the Elgin O'Hare - West Bypass Project, Chicago, Cook and DuPage Counties, Illinois

Dear Mr. Fuller:

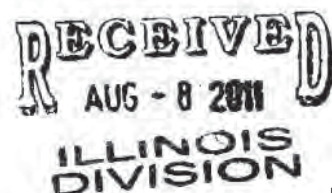
Thank you for your letter dated July 8, 2011, inviting the Federal Transit Administration (FTA) to become a participating and coordinating agency in the development of the Tier Two Environmental Impact Statement (EIS) for the Elgin O'Hare - West Bypass (EOWB) Project, Cook and DuPage Counties, Illinois.

In response to this letter, we agree to become a participating and cooperating agency in the EIS process, FTA will, as related to our area of expertise, provide meaningful and early input on defining the purpose and need, determine the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternative analysis. In addition, FTA will participate in coordination meetings and joint field reviews, as appropriate.

Rence Kuruc, Environmental Protection Specialist, will serve as the point contact for this project. She can be reached at (312) 353-1646.

Sincerely,

Marisol R. Simon
Regional Administrator



Subject: FW: ACTION: Elgin O'Hare-West Bypass Concurrence Point #2 (UNCLASSIFIED)

-----Original Message-----

From: Matt.Fuller@dot.gov [mailto:Matt.Fuller@dot.gov]

Sent: Thursday, October 13, 2011 10:23 AM

To: [Shawn Cirton@fws.gov](mailto:Shawn.Cirton@fws.gov); Chernich, Kathy G LRC; Hall, Soren G LRC;
West.Norman@epamail.epa.gov; westlake.kenneth@epa.gov

Cc: Pete.Harmet@illinois.gov; Ronald.Krall@illinois.gov; Mike.Hine@dot.gov;
Walter.Zyznieuski@illinois.gov; Jon-Paul.Kohler@dot.gov; Janis.Piland@dot.gov;
Jerry.Stevenson@dot.gov

Subject: ACTION: Elgin O'Hare-West Bypass Concurrence Point #2

Good morning everyone - FHWA and IDOT hereby request concurrence point #2 for the Elgin O'Hare West Bypass project, alternatives to be carried forward in the DEIS. Following the September NEPA-404 merger meeting, IDOT presented additional information requested by the agencies regarding BMPs at several one-on-one meetings, as well as a meeting with all agencies on October 12, 2011 at the USACE office. Please provide a response by October 19, 2011.

Thank you for your active participation in the NEPA-404 merger process.

Matt

Classification: UNCLASSIFIED

Caveats: NONE

Subject: FW: ACTION: Elgin O'Hare-West Bypass Concurrence Point #2 (UNCLASSIFIED)

-----Original Message-----

From: Hall, Soren G LRC [<mailto:Soren.G.Hall@usace.army.mil>]

Sent: Thursday, October 13, 2011 10:54 AM

To: Fuller, Matt; [Shawn Cirton@fws.gov](mailto:Shawn.Cirton@fws.gov); Chernich, Kathy G LRC; West.Norman@epamail.epa.gov; westlake.kenneth@epa.gov

Cc: Harmet, Pete E; Krall, Ronald D; Hine, Mike; Zyznieuski, Walter G; Kohler, Jon-Paul; Piland, Janis; Stevenson, Jerry

Subject: RE: ACTION: Elgin O'Hare-West Bypass Concurrence Point #2 (UNCLASSIFIED)

Classification: UNCLASSIFIED

Caveats: NONE

Matt,

The Corps concurs with point 2, alternatives to be carried forward.

Thanks,
Soren

Soren Hall

Project Manager

U.S. Army Corps of Engineers - Chicago District Regulatory Branch - West Section

111 North Canal Street, 6th Floor

Chicago, Illinois 60606

312-846-5532

312-353-4110 fax

Subject: FW: ACTION; Elgin O'Hare-West Bypass Concurrence Point #2

From: Shawn_Cirton@fws.gov [mailto:Shawn_Cirton@fws.gov]

Sent: Friday, October 14, 2011 9:00 AM

To: Fuller, Matt

Cc: Piland, Janis; Stevenson, Jerry; Kohler, Jon-Paul; kathy.g.chernich@usace.army.mil; Hine, Mike; Harmet, Pete E; Krall, Ronald D; Soren.G.Hall@usace.army.mil; Zyznieuski, Walter G; westlake.kenneth@epa.gov; West.Norman@epamail.epa.gov

Subject: Re: ACTION: Elgin O'Hare-West Bypass Concurrence Point #2

Matt,

The USFWS concurs with Concurrence Point #2 for the EO-WB.

Shawn

Shawn Cirton
Fish and Wildlife Biologist
USFWS - Chicago Illinois Field Office
1250 South Grove Avenue, Suite 103
Barrington, IL 60010
(847)381-2253 xt.19
(847)381-2285 Fax
Wednesdays and Fridays - USACOE - (312)846-5545
<http://midwest.fws.gov/chicago>



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
 REGION V
 77 West Jackson Boulevard
 Chicago, IL 60604

Office of Enforcement & Compliance Assurance
 NEPA Implementation
 Mail Code: E-19 J

To: Matthew Fuller
 Federal Highway Administration
 3250 Executive Park Drive
 Springfield, Illinois 62703

Phone: 217 - 492 - 4625 Fax: **217 - 492 - 4324**

From: Norm West

Phone: **312 - 353 - 5692** Norm West Fax: 312 - 408 - 2204

Date: 10/17/2011 Number of pages,
 including this cover sheet: **2**

Comments: A snail mail hard copy for your files to follow.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5

77 WEST JACKSON BOULEVARD

CHICAGO, IL 60604-3590

OCT 17 2011

REPLY TO THE ATTENTION OF

E-19J

Matthew Fuller
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Re: **Concurrence for the Elgin O' Hare West Bypass Project Alternatives Considered for the Tier Two Environmental Impact Statement**

Dear Mr. Fuller:

Our comment letter is provided pursuant to the National Environmental Policy Act (NEPA), and Section 309 of the Clean Air Act. This project is being developed using a merged process of NEPA and Section 404 of the Clean Water Act. We previously concurred with the project purpose and need during the September 8, 2011 agency merger meeting. We expressed the need for clarification of the alternatives being considered and the various impacts associated with those alternatives. During subsequent meetings with the U.S. EPA, the U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service, the Illinois Department of Transportation project team provided more detailed graphics and discussion of the alternatives and considerations leading to some alternatives being dismissed. We were able to clarify how several alternative decisions might affect stormwater run-off as it impacts roadside and natural watercourses. The potential for additional areas of water retention / detention basins and best management practice considerations at these basins and in floodplain areas was discussed.

This letter is to provide U.S. EPA concurrence for the Alternatives Considered for this project, concurrence point #2 in our merged process.

Thank you for the opportunity to comment on the alternatives for this project. Should you have any questions regarding our comments, please feel free to contact me or my staff member, Norm West, at 312-353-5692 or west.norman@epa.gov.

Sincerely,

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



U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

October 19, 2011

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv/index.htm

In Reply Refer To:
HPER-II

Ms. Kristi Lafleur
Executive Director
Illinois State Toll Highway Authority
2700 Ogden Avenue
Downers Grove, IL 60515

Subject: Elgin O'Hare-West Bypass Lead Agency Participation

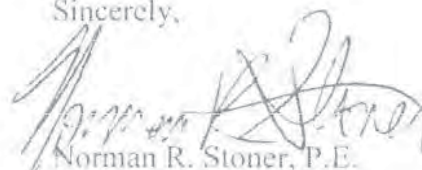
Dear Ms. Lafleur:

The Federal Highway Administration, in consultation with the Illinois Department of Transportation and the Federal Aviation Administration, hereby request the Illinois State Toll Highway Authority (ISTHA) become a joint lead agency for the National Environmental Policy Act process for the Elgin O'Hare-West Bypass project. As the implementing agency for the project, ISTHA will be responsible for the commitments in the Environmental Impact Statement (EIS) and Record of Decision and therefore it is appropriate for the ISTHA to serve in a joint-lead agency role.

As a joint lead agency, the ISTHA would be expected to remain actively engaged in the project development process, including, but not limited to, participation in public events, design review, formulation of mitigation measures, document review, and sign the Draft and Final EIS.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of the Tier Two EIS, please contact Matt Fuller, FHWA Environmental Programs Engineer at (217) 492-4625, or Barbara Stevens, IDOT Environmental Section Chief, Bureau of Design and Environment at (217) 785-4245. Thank you for your cooperation and interest in this project.

Sincerely,



Norman R. Stoner, P.E.
Division Administrator

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



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

December 14, 2011

Mr. Pete Harmet,
IDOT Bureau Chief of Programming,
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

Attn: Mr. Pete Harmet:

Chicago O'Hare International Airport
Feasibility Study No. 2011-AGL-3913 thru 4424-NRA
Elgin O'Hare West Bypass Tier 2 Feasibility Study

The Illinois Department of Transportation (IDOT) submitted a feasibility study to the FAA to evaluate proposed temporary and permanent potential impacts associated with the Elgin O'Hare West Bypass project. In this submission IDOT provided the FAA the full scope of the project – east boundary being the bypass and the west boundary being located to the west end of Schaumburg Airport. It is the FAA's understand this feasibility study represents IDOT's 30% design drawings.

It is important that IDOT continue to work closely with the FAA through the design and permitting of the Elgin O'Hare West Bypass Project to ensure consistency with the appropriate FAA policies, Advisory Circulars, and Orders.

The FAA evaluated the information provided by IDOT with the understanding that the engineering is not yet complete and that more information will be provided in either future feasibility studies and/or airspace evaluation construction safety phasing plans.

Based on this preliminary evaluation, we offer the following comments:

- 1) Since this is a feasibility study, the FAA does not provide concurrence or non-concurrence with the Sponsor's proposal. The comments are for planning purposes only. Once the proposed project has reached final design, a Form 7460, Notice of Proposed Construction and Alteration, must be submitted, reviewed, and determined to provide no hazard to the navigable airspace prior to the start of construction. Given the complexity of the proposed project, submitting another feasibility study once design is considered at least 60% complete (and

90% complete) may be prudent given the following comments. When another feasibility study is submitted, the FAA requests that, due to the proposed projects magnitude in size, it is broken into more manageable sections. For FAA evaluation purposes, all work/work areas and permanent locations within the airport boundary shall be submitted to the appropriate Program Manager in the Chicago Airports District Office (CHI-ADO). All work/work areas and permanent locations outside of the airport boundary shall be submitted as an Obstruction Evaluation (OE). If the Sponsor or the Sponsor Representative requires assistance, please contact the appropriate Program Manager in the CHI-ADO.

- 2) It is the FAA's understanding that the elevations provided in the submission were existing elevations, proposed elevations, maximum ground elevations, maximum elevation for temporary equipment, and permanent maximum elevations. Due to differences in elevations provided and the uncertainty of when the elevations would be realized, and to be conservative, the highest provided elevation was used by the FAA during the evaluation process. Based on this approach, some locations, both temporary and permanent, may have penetrations and effects that are greater than what reality will dictate. Please clarify via schedule or proposed work timeframe in future submissions.
- 3) There are IFR effects to the temporary and permanent critical points as provided by the Sponsor. Please see the enclosed spreadsheet for details.
 - a. It is quite possible to work around some of the temporary IFR Impacts. Some mitigation techniques would be lowering the temporary equipment to the given "not to exceed height" (NEH) and coordinating the work schedule with the City of Chicago's STOP Working Group.
 - b. Some of the permanent heights must be mitigated to be below the FAR Part 77 impact height and the NEH due to the loss of CAT II/III capability on the affected runway. No impact to weather minimums at the Airport will be determined to be acceptable.
- 4) There are FAR Part 77 penetrations to the temporary and permanent critical points as provided by the Sponsor. Please see the enclosed Table and Exhibit for details.
 - a. Where practicable, there must be no FAR Part 77 penetrations of any permanent structure on the airfield. For those points that are identified as penetrations to the FAR Part 77 Surfaces (approach, primary, or transitional), these should be mitigated (e.g. reduced in elevation) to the point of no penetration.
 - b. For those penetrations that are beyond the airport boundary, constant burning obstruction lights shall be required for permanent structures. If the structure

is temporary (i.e. a crane), marking and lighting according to specific advisory circulars shall be required.

- 5) As the City of Chicago and their airline partners work through the timing of the north airfield components of the O'Hare Modernization Program Completion Phase, it is possible that construction will begin for the Elgin O'Hare West Bypass when Runway 14R/32L and Runway 14L/32R are still operational.
 - a. The light planes must be protected for these two runways and the 6 parallel east/west runways that exist or will exist – meaning that the light lanes must be protected from moving vehicles as well as permanent structures.
 - b. There is preliminary evidence that speed pass interrogators (such as the IPass) may cause interference with some portions of the instrument landing system (ILS); particularly the localizer or glide slope signals. The ILS approaches to the majority of the runways are CAT II/III runways with tolerances tighter than CAT I ILS approaches. Please take this under consideration when deciding where to place toll booths.
 - c. Tying back to the IFR Impacts and the FAR Part 77 penetrations, please consider the height of roadway lighting, especially those that will be placed on top of overpass bridges and at intersections. The FAA must ensure that the approach planes and the departure planes of the runways are protected.
 - d. Commercial signage (i.e. rotating/moving billboards) that may be installed along the proposed west bypass must exclude the new LED lighting. The lighting has been reported to provide distractions to pilots when they are on final approach. Additionally, we recommend that there are no moving signs, no flashing signs, no significant color change, no pulsing intensity, and etcetera. Signs that include steady state lighting and are facing exactly parallel (thus viewed exactly perpendicular to the runway centerline) to the runway centerline are preferred.
- 6) The following glide slope facilities may be affected by the proposed bypass – Runway 9L, Runway 10, proposed Runway 9C, proposed Runway 9R, proposed Runway 10C, and proposed Runway 10R. These facilities must be studied and modeled on an individual basis. Please provide topographical information of the proposed contour out to 3000 feet from the approach end of each potentially affected runway. Additionally, CAT III Flight Inspection Tolerance must be modeled.
- 7) Preliminary results indicate that there is a significant impact to at least one ASDE-X RU located on the northwest side of the airport and impacts to the ASLF-2 on the west side of the airport. Further analysis must be done for the ASR-9. Please provide all current and future FAA facilities for a more in depth evaluation.

- 8) If the following points remain (see table below) at their proposed locations, the contractor will only be allowed to work at those locations when the weather is above and forecast to stay above CAT II/III minimums or at night when the associated runway(s) are closed.

Temporary

Airspace Case Number	Point Number
2011-AGL-3927-NRA	Point EOWB-PT 127
2011-AGL-3941-NRA	Point EOWB-PT 133A
2011-AGL-3971-NRA	Point Q4-PT 5
2011-AGL-3976-NRA	Point Q4-PT 5A
2011-AGL-4004-NRA	Point EOWB-PT 117
2011-AGL-4005-NRA	Point EOWB-PT 118
2011-AGL-4006-NRA	Point EOWB-PT 119
2011-AGL-4046-NRA	Point U3-PT 2
2011-AGL-4047-NRA	Point U3-PT 3
2011-AGL-4063-NRA	Point EOWB-PT 138
2011-AGL-4064-NRA	Point EOWB-PT 139
2011-AGL-4065-NRA	Point EOWB-PT 140
2011-AGL-4070-NRA	Point EOWB-PT 145
2011-AGL-4078-NRA	Point EOWB-PT 138A
2011-AGL-4079-NRA	Point EOWB-PT 139A
2011-AGL-4080-NRA	Point EOWB-PT 140A
2011-AGL-4110-NRA	Point V3-PT 3A
2011-AGL-4121-NRA	Point W2-PT 1

- 9) The proposed permanent obstructions located at the points listed below must be lowered to or below the NEH or these proposed locations will create a significant and unacceptable impact on air traffic. Please see attached exhibit that graphically depicts the location of the permanent points that penetrate the Part 77 surfaces. Also, please see the attached Table 1 that indicates the proposed permanent Part 77 obstructions by denoting the Point # column in the color orange and the permanent IFR effect in the color red.

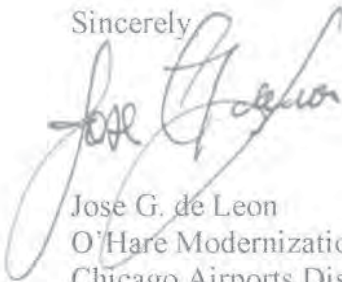
Permanent

Airspace Case Number	Point Number
2011-AGL-4189-NRA	Point EOWB-PT 124
2011-AGL-4224-NRA	Point Q1-PT 2
2011-AGL-4225-NRA	Point Q1-PT 3
2011-AGL-4232-NRA	Point Q4-PT 5
2011-AGL-4237-NRA	Point Q4-PT 5A
2011-AGL-4262-NRA	Point EOWB-PT 117

2011-AGL-4263-NRA	Point EOWB-PT 118
2011-AGL-4264-NRA	Point EOWB-PT 119
2011-AGL-4265-NRA	Point EOWB-PT 120
2011-AGL-4266-NRA	Point EOWB-PT 121
2011-AGL-4319-NRA	Point EOWB-PT 137
2011-AGL-4320-NRA	Point EOWB-PT 138
2011-AGL-4321-NRA	Point EOWB-PT 139
2011-AGL-4328-NRA	Point EOWB-PT 146
2011-AGL-4329-NRA	Point EOWB-PT 147
2011-AGL-4376-NRA	Point W1-PT 1
2011-AGL-4378-NRA	Point W2-PT 1
2011-AGL-4379-NRA	Point W2-PT 2

If you have any questions or require further clarification, please contact Richard Kula at (847) 294-7507 or me at (847) 294-8409.

Sincerely



Jose G. de Leon
O'Hare Modernization Program Manager
Chicago Airports District Office

cc: Mr. Michael Boland, City of Chicago
ORD ATCT/ATM
ORD ATCT/NPPM
AGL 600
AGL 200
AJV-15
CSA FPO AJW3743
AJW.C15A

Chicago O'Hare International Airport
Egin O'Hare West Bypass Tier Two Preliminary Engineering Phase Study
Airspace Case #2011-AGL-3913 thru 4424-NBA
Evaluated Points

EOWB Tier Two Preliminary Engineering Phase Feasibility Study - Central

Point #	Latitude	Longitude	Ex Ground El	Prop. El	Max Ground El	Max Equip Height - Temp	Max Equip Height - Perm	Max El - Temp	Max El - Perm	NEH - Temp	IFR Effect - Temp (in feet)	Part 77 Penetrations - Temp (in feet)	NEH - Perm	IFR Effect - Perm (in feet)	Part 77 Penetrations - Perm (in feet)
ELM-PT9	41° 59' 3.488" N	87° 56' 23.235" W	660.3532	660.3532	660.3532	25	17	685.3532	677.3532	NA	None	None	NA	None	None
ELM-PT10	41° 58' 54.066" N	87° 56' 23.099" W	661.082	661.3504	661.3504	25	17	686.3504	678.3504	NA	None	None	NA	None	None
EOWB - PT 1	41° 58' 57.433" N	87° 57' 27.337" W	677.261	706.5912	706.5912	50	35	756.5912	741.5912	NA	None	None	NA	None	None
EOWB - PT 2	41° 58' 54.004" N	87° 57' 10.750" W	666.4365	698.8837	698.8837	50	35	748.8837	733.8837	NA	None	None	NA	None	None
EOWB - PT 3	41° 58' 50.280" N	87° 56' 52.898" W	675.9258	675.9258	710.8757	50	35	725.8757	710.8757	NA	None	None	NA	None	None
EOWB - PT 4	41° 58' 45.588" N	87° 56' 36.859" W	661.5921	682.6806	717.6806	50	35	732.6806	717.6806	NA	None	None	NA	None	None
EOWB - PT 5	41° 58' 34.758" N	87° 56' 19.864" W	660.8133	701.7253	751.7253	50	35	751.7253	736.7253	NA	None	None	NA	None	None
EOWB - PT 6	41° 58' 26.112" N	87° 56' 14.070" W	713.9581	696.8091	746.8091	50	35	746.8091	731.8091	NA	None	None	NA	None	None
EOWB - PT 122	41° 58' 8.337" N	87° 56' 17.367" W	661.533	668.7941	718.7941	50	35	718.7941	703.7941	717 feet	Proposed obstacle penetrates the proposed RWY 28 Departure Surface by 2	RWY 10 Approach Surface by 15	NA	None	None
EOWB - PT 123	41° 58' 15.636" N	87° 56' 17.252" W	676.1572	672.4883	722.4883	50	35	722.4883	707.4883	717 feet	Proposed obstacle penetrates RWY 28 Departure Surface by 10	RWY 10/28 Transitional Surface by 23	NA	None	RWY 10/28 Transitional Surface by 8
EOWB - PT 124	41° 58' 18.011" N	87° 56' 17.215" W	693.882	673.6903	723.6903	50	35	723.6903	708.6903	718 feet	Proposed obstacle penetrates RWY 28 Departure Surface by 26	RWY 10/28 Transitional Surface by 6	718 feet	Proposed obstacle penetrates the RWY 28 Departure Surface by 11	None
EOWB - PT 125	41° 58' 23.077" N	87° 56' 17.135" W	697.146	675.6818	725.6818	50	35	725.6818	710.6818	NA	None	None	NA	None	None
EOWB - PT 126	41° 58' 54.727" N	87° 56' 17.213" W	658.7987	662.5747	712.5747	50	35	712.5747	697.5747	NA	None	None	NA	None	None
EOWB - PT 127	41° 59' 2.008" N	87° 56' 17.383" W	647.506	663.0338	713.0338	50	35	713.0338	698.0338	712 feet	Proposed obstacle penetrates the proposed RWY 27L Departure Surface by 1	Proposed RWY 9R/27L Approach Surface by 13	NA	None	None
EOWB - PT 128	41° 59' 6.047" N	87° 56' 17.477" W	654.7155	664.578	714.578	50	35	714.578	699.578	713 feet	Proposed obstacle penetrates the proposed RWY 27L Departure surface by 2. Penetrates RWY 9R extension Approach surface by 1 foot. Raises S-ILS DA-50. ILS CAT II/III NA.	Proposed RWY 9R Approach Surface by 15	NA	None	None
EOWB - PT 129	41° 59' 8.171" N	87° 56' 17.527" W	654.1217	664.0024	714.0024	50	35	714.0024	699.0024	713 feet	Proposed obstacle penetrates the proposed RWY 27L Departure Surface by 1	Proposed RWY 9R Approach Surface by 14	NA	None	None
EOWB - PT 130	41° 59' 9.326" N	87° 56' 17.554" W	653.3913	663.4178	713.4178	50	35	713.4178	698.4178	713 feet	Proposed obstacle penetrates the proposed RWY 27L Departure Surface by 1	Proposed RWY 9R/27L Transitional Surface by 14	NA	None	None
EOWB - PT 131	41° 59' 10.563" N	87° 56' 17.581" W	652.0577	662.7918	712.7918	50	35	712.7918	697.7918	NA	None	None	NA	None	None
EOWB - PT 132	41° 59' 11.733" N	87° 56' 17.594" W	653.0139	662.1994	712.1994	50	35	712.1994	697.1994	NA	None	None	NA	None	None
EOWB - PT 133	41° 59' 17.899" N	87° 56' 17.444" W	677.4568	661.1874	711.1874	50	35	711.1874	696.1874	712 feet	Proposed obstacle penetrates the proposed RWY 27C Departure Surface by 6	Proposed RWY 9C Approach Surface by 28	NA	None	Proposed RWY 9C Approach Surface by 13
EOWB - PT 134	41° 59' 25.133" N	87° 56' 16.946" W	692.5342	676.5578	701.5578	25	17	701.5578	693.5578	712 feet	Proposed obstacle penetrates the proposed RWY 27C Departure Surface by 6	Proposed RWY 9C/27C Transitional Surface by 19	NA	None	Proposed RWY 9C/27C Transitional Surface by 11
EOWB - PT 128A*	41° 59' 6.047" N	87° 56' 17.477" W	654.7155	665.078	715.078	50	35	715.078	700.078	713 feet	Proposed obstacle penetrates the proposed RWY 27L Departure Surface by 3	Proposed RWY 9R Approach Surface by 16	NA	None	Proposed RWY 9R Approach Surface by 1
EOWB - PT 129A*	41° 59' 8.171" N	87° 56' 17.527" W	654.1217	666.1536	716.1536	50	35	716.1536	701.1536	713 feet	Proposed obstacle penetrates the proposed RWY 27L Departure Surface by 4	Proposed RWY 9R Approach Surface by 17	NA	None	Proposed RWY 9R Approach Surface by 2
EOWB - PT 130A*	41° 59' 9.326" N	87° 56' 17.554" W	653.3913	666.7381	716.7381	50	35	716.7381	701.7381	713 feet	Proposed obstacle penetrates the proposed RWY 27L Departure Surface by 4 and proposed RWY 27C Departure Surface by 3.	Proposed RWY 9R/27L Transitional Surface by 17	NA	None	Proposed RWY 9R/27L Transitional Surface by 2
EOWB - PT 131A*	41° 59' 10.563" N	87° 56' 17.581" W	652.0577	667.3641	717.3641	50	35	717.3641	702.3641	713 feet	Proposed obstacle penetrates the proposed RWY 27L Departure Surface by 4 feet and proposed RWY 27C Departure Surface by 5 feet.	Proposed RWY 9C/27C Transitional Surface by 18	NA	None	Proposed RWY 9C/27C Transitional Surface by 3
EOWB - PT 132A*	41° 59' 11.733" N	87° 56' 17.594" W	653.0139	667.9566	717.9566	50	35	717.9566	702.9566	713 feet	Proposed obstacle penetrates the proposed RWY 27L Departure Surface by 4 feet and proposed RWY 27C Departure Surface by 5 feet.	Proposed RWY 9C Approach Surface by 18	NA	None	Proposed RWY 9C Approach Surface by 3
EOWB - PT 133A*	41° 59' 17.899" N	87° 56' 17.444" W	677.4568	671.078	727.4568	50	35	727.4568	706.078	713 feet	Proposed obstacle penetrates the proposed RWY 27C Departure Surface by 15 feet and proposed RWY 9C Approach Surface by 13 feet. Raises S-ILS DA-50 feet. ILS CAT II/III NA.	Proposed RWY 9C Approach Surface by 28	NA	None	Proposed RWY 9C Approach Surface by 13
EOWB - PT 134A*	41° 59' 25.133" N	87° 56' 16.946" W	692.5342	667.6843	717.5342	25	17	717.5342	684.6843	712 feet	Proposed obstacle penetrates the proposed RWY 27C Departure Surface by 6	Proposed RWY 9C/27C Transitional Surface by 19	NA	None	Proposed RWY 9C/27C Transitional Surface by 11
FRONT - PT 1	41° 58' 49.634" N	87° 56' 57.791" W	672.0032	675.4371	700.4371	25	17	700.4371	692.4371	NA	None	None	NA	None	None
O8 - PT 1	41° 58' 51.398" N	87° 56' 47.899" W	667.6052	670.0504	720.0504	50	35	720.0504	705.0504	NA	None	None	NA	None	None
P2 - PT 1	41° 58' 46.291" N	87° 56' 40.758" W	662.2176	683.069	733.069	50	35	733.069	718.069	NA	None	None	NA	None	None
P2 - PT 2	41° 58' 33.850" N	87° 56' 26.393" W	666.0618	715.7502	765.7502	50	35	765.7502	750.7502	NA	None	None	NA	None	None
P2 - PT 3	41° 58' 24.001" N	87° 56' 18.562" W	670.7713	680.4716	730.4716	50	35	730.4716	715.4716	NA	None	None	NA	None	None
P5 - PT 1	41° 58' 15.515" N	87° 56' 16.156" W	679.7186	671.844	721.844	50	35	721.844	706.844	NA	None	RWY 10/28 Transitional Surface by 28	NA	None	RWY 10/28 Transitional Surface by 13
P5 - PT 2	41° 58' 42.790" N	87° 56' 16.631" W	668.9838	704.8714	754.8714	50	35	754.8714	739.8714	NA	None	None	NA	None	None
P5 - PT 3	41° 58' 46.843" N	87° 56' 23.044" W	665.2214	694.3542	744.3542	50	35	744.3542	729.3542	NA	None	None	NA	None	None
P5 - PT 4	41° 58' 47.919" N	87° 56' 26.001" W	661.7753	689.6161	739.6161	50	35	739.6161	724.6161	NA	None	None	NA	None	None

Source: NEH, IFR Effects, Part 77 - FAA
Remaining Information - IDOT
* DENOTES UNRELIABLE OPTION FOR WEST BYPASS / UNION PACIFIC RAILROAD GRADE SEPARATION

Table 1
Chicago O'Hare International Airport
Egin O'Hare West Bypass Tier Two Preliminary Engineering Phase Study
Airspace Case #2011-AGL-3913 thru 4424-NBA
Evaluated Points

EOWB-PT109	41° 57' 18.967" N	87° 56' 0.618" W	666.4702	642.9138	666.4702	100	35	742.9138	677.9138	718 feet	Proposed obstacle penetrates the proposed RWY 28L Departure Surface by 49	Proposed RWY 10R Approach Surface by 61	NA	None	None
EOWB-PT110	41° 57' 25.878" N	87° 56' 6.182" W	661.3325	659.3804	661.3325	50	35	709.3804	694.3804	NA	None	None	None	None	None
EOWB-PT111	41° 57' 29.696" N	87° 56' 8.829" W	659.9615	671.5455	671.5455	50	35	721.5455	706.5455	NA	Proposed RWY 10R Approach Surface by 3	None	None	None	None
EOWB-PT112	41° 57' 33.989" N	87° 56' 11.384" W	659.8711	684.6166	684.6166	50	35	734.6166	719.6166	NA	Proposed RWY 10R/28L Transitional Surface by 12	None	None	None	None
EOWB-PT113	41° 57' 37.334" N	87° 56' 12.982" W	660.7368	690.1819	690.1819	30	17	720.1819	707.1819	NA	None	None	None	None	None
EOWB-PT114	41° 57' 38.891" N	87° 56' 13.616" W	662.8765	690.8103	690.8103	30	17	720.8103	707.8103	NA	None	None	None	None	None
EOWB-PT115	41° 57' 47.061" N	87° 56' 15.871" W	657.7704	676.1222	676.1222	50	35	726.1222	711.1222	NA	None	None	None	None	None
EOWB-PT116	41° 57' 49.291" N	87° 56' 16.234" W	658.9219	669.8325	669.8325	50	35	719.8325	704.8325	701 feet	Proposed obstacle penetrates the proposed RWY 28C Departure Surface by 19	Proposed RWY 10C/28C Transitional Surface by 21	NA	Proposed RWY 10C/28C Transitional Surface by 6	None
EOWB-PT117	41° 57' 56.483" N	87° 56' 17.071" W	685.3815	662.7937	685.3815	50	35	712.7937	697.7937	713 feet	Proposed obstacle penetrates the proposed RWY 28C Departure Surface by 23 feet and proposed RWY 10C Approach Surface by 21 feet. Raises S-ILS DA by 50 feet, CAT II/III NA.	Proposed RWY 10C Approach Surface by 36	713 feet	Proposed obstacle penetrates the proposed RWY 28C Departure Surface by 4	Proposed RWY 10C Approach Surface by 21
EOWB-PT118	41° 57' 58.651" N	87° 56' 17.224" W	682.8156	663.8923	682.8156	50	35	713.8923	698.8923	714 feet	Proposed obstacle penetrates the proposed RWY 28C Departure Surface by 19 feet and proposed RWY 10C Approach Surface by 17 feet. Raises S-ILS DA by 50 feet, CAT II/III NA.	Proposed RWY 10C Approach Surface by 32	713 feet	Proposed obstacle penetrates the proposed RWY 28C Departure Surface by 8	Proposed RWY 10C Approach Surface by 17
EOWB-PT119	41° 58' 1.025" N	87° 56' 17.339" W	690.1481	665.0946	690.1481	50	35	715.0946	700.0946	716 feet	Proposed obstacle penetrates the proposed RWY 10C Approach Surface by 25 feet. Raises S-ILS DA by 50 feet, CAT II/III NA.	RWY 10 Approach Surface by 37 Proposed RWY 10C Approach Surface by 40	714 feet	Proposed obstacle penetrates the proposed RWY 28C Departure Surface by 9 feet. Penetrates RWY 10 Approach Surface. ILS or LOC RWY 10, raises DA by 50 feet, CAT II/III NA.	RWY 10 Approach Surface by 22 Proposed RWY 10C Approach Surface by 25
EOWB-PT120	41° 58' 3.802" N	87° 56' 17.404" W	690.232	666.5003	690.232	50	35	716.5003	701.5003	NA	None	RWY 10 Approach Surface by 37 Proposed RWY 10C/28C Transitional Surface by 40	714 feet	Proposed obstacle penetrates the proposed RWY 28C Departure Surface by 12 feet and RWY 28 Approach Surface by 9 feet. Penetrates RWY 10 Approach surface. ILS or LOC RWY 10, raises DA by 50 feet, CAT II/III NA.	RWY 10 Approach Surface by 22 Proposed RWY 10C Approach Surface by 25
EOWB-PT121	41° 58' 6.200" N	87° 56' 17.401" W	691.8253	667.7141	691.8253	50	35	717.7141	702.7141	NA	None	RWY 10 Approach Surface by 38 Proposed RWY 10C/28C Transitional Surface by 6	715 feet	Proposed obstacle penetrates the proposed RWY 28C Departure Surface by 12 feet and RWY 28 Approach Surface by 10 feet. Penetrates RWY 10 Approach Surface. ILS or LOC RWY 10, raises DA by 50 feet, CAT II/III NA.	RWY 10 Approach Surface by 23
FRAN-PT1	41° 56' 36.990" N	87° 54' 2.590" W	648.57	648.5669	648.57	25	17	673.5669	665.5669	NA	None	None	NA	None	None
FRAN-PT2	41° 56' 40.497" N	87° 54' 11.830" W	651.18	652.1933	652.1933	25	17	677.1933	669.1933	NA	None	None	NA	None	None
FRAN-PT3	41° 56' 42.214" N	87° 54' 16.406" W	651.7	651.7386	651.7386	25	17	676.7386	668.7386	NA	None	None	NA	None	None
FRAN-PT4	41° 56' 46.233" N	87° 54' 28.413" W	654.071	654.4612	654.4612	25	17	679.4612	671.4612	NA	None	None	NA	None	None
FRAN-PT5	41° 56' 50.203" N	87° 54' 42.277" W	658.2565	659.0441	659.0441	50	35	709.0441	694.0441	NA	None	None	NA	None	None
FRAN-PT6	41° 56' 52.217" N	87° 54' 49.466" W	658.8325	659.7645	659.7645	50	35	709.7645	694.7645	NA	None	None	NA	None	None
IPR-PT1	41° 57' 38.498" N	87° 56' 11.509" W	662.7304	663.7298	663.7298	25	17	688.7298	680.7298	NA	None	None	NA	None	None
IPR-PT2	41° 57' 35.750" N	87° 56' 4.984" W	672.4396	-	672.4396	25	17	-	-	NA	None	None	NA	None	None
IPR-PT3	41° 57' 33.105" N	87° 56' 3.361" W	667.2452	-	667.2452	25	17	-	-	NA	None	None	NA	None	None
IPR-PT4	41° 57' 30.609" N	87° 56' 3.083" W	662.9384	-	662.9384	25	17	-	-	NA	None	None	NA	None	None
IPR-PT5	41° 57' 20.954" N	87° 55' 54.762" W	666.5155	-	666.5155	25	17	-	-	NA	None	None	NA	None	None
IPR-PT6	41° 57' 17.968" N	87° 55' 10.051" W	663.0211	-	663.0211	25	17	-	-	NA	None	None	NA	None	None
IPR-PT7	41° 57' 13.052" N	87° 54' 51.903" W	659.4331	-	659.4331	25	17	-	-	NA	None	None	NA	None	None
POW-PT1	41° 56' 18.073" N	87° 54' 38.746" W	652.8479	654.1185	654.1185	25	17	679.1185	671.1185	NA	None	None	NA	None	None
POW-PT2	41° 56' 30.522" N	87° 54' 47.022" W	651.7547	651.0483	651.7547	25	17	676.0483	668.0483	NA	None	None	NA	None	None
POW-PT3	41° 56' 41.288" N	87° 54' 46.428" W	647.7667	647.77	647.77	25	17	672.77	664.77	NA	None	None	NA	None	None
S1-PT1	41° 56' 18.318" N	87° 54' 51.483" W	663.9171	707.2007	707.2007	50	35	757.2007	742.2007	NA	None	None	NA	None	None
S1-PT2	41° 56' 40.935" N	87° 54' 50.735" W	651.07	694.8929	694.8929	50	35	744.8929	729.8929	NA	None	None	NA	None	None
S2-PT1	41° 56' 13.299" N	87° 54' 49.959" W	698.248	731.8647	731.8647	50	35	781.8647	766.8647	NA	None	None	NA	None	None
S2-PT2	41° 56' 18.881" N	87° 54' 47.416" W	651.5465	720.7575	720.7575	50	35	770.7575	755.7575	NA	None	None	NA	None	None
S2-PT3	41° 56' 25.287" N	87° 54' 47.723" W	654.2108	699.6738	699.6738	50	35	749.6738	734.6738	NA	None	None	NA	None	None
S2-PT4	41° 56' 41.763" N	87° 54' 49.275" W	650.42	697.1007	697.1007	50	35	747.1007	732.1007	NA	None	None	NA	None	None
S4-PT1	41° 56' 26.213" N	87° 54' 48.987" W	654.1407	689.3526	689.3526	50	35	739.3526	724.3526	NA	None	None	NA	None	None
TAFT-PT1	41° 57' 4.524" N	87° 54' 53.546" W	677.0822	697.9354	697.9354	50	35	747.9354	732.9354	NA	None	None	NA	None	None
TAFT-PT2	41° 57' 10.331" N	87° 54' 58.117" W	660.435	676.632	676.632	25	17	701.632	693.632	NA	None	None	NA	None	None
TAFT-PT3	41° 57' 11.887" N	87° 54' 59.731" W	661.8673	668.2921	668.2921	25	17	693.2921	685.2921	NA	None	None	NA	None	None

Table 1
Chicago O'Hare International Airport
Egin O'Hare West Bypass Tier Two Preliminary Engineering Phase Study
Airspace Case #2011-AGL-3913 thru 4424-NBA
Evaluated Points

Point #	Latitude	Longitude	Ex Ground El	Prop. El	Max Ground El	Max Equip Height - Temp	Max Equip Height - Perm	Max El - Temp	Max El - Perm	NEH	IFR Effect - Temp (in feet)	Part 77 Penetrations - Temp (in feet)	NEH - Perm	IFR Effect - Perm (in feet)	Part 77 Penetrations - Perm (in feet)
TAFI-PT4	41° 57' 15.723" N	87° 55' 0.568" W	664.5523	667.2921	667.2921	50	35	717.2921	702.2921	NA	None	None	NA	None	None
T2-PT1	41° 56' 29.913" N	87° 54' 47.748" W	651.8924	684.3383	684.3383	50	35	734.3383	719.3383	NA	None	None	NA	None	None
T2-PT2	41° 56' 45.983" N	87° 54' 48.759" W	652.1043	653.6085	653.6085	25	17	678.6085	670.6085	NA	None	None	NA	None	None
T3-PT1	41° 57' 5.369" N	87° 55' 21.571" W	664.0127	670.2944	670.2944	25	17	695.2944	687.2944	NA	None	None	NA	None	None
T3-PT2	41° 57' 7.464" N	87° 55' 34.489" W	665.6949	664.1762	665.6949	50	35	714.1762	699.1762	NA	None	None	NA	None	None
U1-PT1	41° 57' 25.875" N	87° 56' 7.448" W	660.5096	662.0185	662.0185	50	35	712.0185	697.0185	NA	None	None	NA	None	None
U1-PT2	41° 57' 30.567" N	87° 56' 10.883" W	659.8697	673.2369	673.2369	50	35	723.2369	708.2369	NA	None	Proposed RWY 1R Approach Surface by 2	NA	None	None
U2-PT1	41° 57' 25.880" N	87° 56' 4.918" W	662.54	656.9624	662.54	50	35	706.9624	691.9624	NA	None	None	NA	None	None
U2-PT2	41° 57' 31.603" N	87° 56' 8.357" W	660.5068	668.1842	668.1842	25	17	693.1842	685.1842	NA	None	None	NA	None	None
U3-PT1	41° 57' 49.454" N	87° 56' 14.809" W	659.425	666.4592	666.4592	50	35	716.4592	701.4592	709 feet	Proposed obstacle penetrates the proposed RWY 28C Departure Surface by 8	Proposed RWY 10C/28C Transitional Surface by 20	NA	None	Proposed RWY 10C/28C Transitional Surface by 5
U3-PT2	41° 57' 56.485" N	87° 56' 16.017" W	684.9279	661.4818	684.9279	50	35	711.4818	696.4818	711 feet	Proposed obstacle penetrates the proposed RWY 28C Departure Surface by 24 feet and proposed RWY 10C Approach Surface by 22 feet. Raises S-ILS DA by 50 feet, CAT II/III NA.	Proposed RWY 10C Approach Surface by 36	NA	None	Proposed RWY 10C Approach Surface by 21
U3-PT3	41° 58' 0.351" N	87° 56' 16.318" W	675.8117	663.7664	675.8117	50	35	713.7664	698.7664	712 feet	Proposed obstacle penetrates the proposed RWY 28C Departure Surface by 14 feet and proposed RWY 10C Approach Surface by 12 feet. Raises S-ILS DA by 50 feet, CAT II/III NA.	RWY 10/28 Transitional Surface by 12. Proposed RWY 10C Approach Surface by 27	NA	None	Proposed RWY 10C Approach Surface by 12
U4-PT1	41° 57' 49.130" N	87° 56' 17.649" W	660.8696	668.0542	668.0542	50	35	718.0542	703.0542	715 feet	Proposed obstacle penetrates the proposed RWY 28C Departure Surface by 4	Proposed RWY 10C/28C Transitional Surface by 18	NA	None	Proposed RWY 10C/28C Transitional Surface by 3
U7-PT1	41° 57' 38.888" N	87° 56' 9.771" W	663.5257	664.4218	664.4218	50	35	714.4218	699.4218	NA	None	None	NA	None	None
U7-PT2	41° 57' 43.750" N	87° 56' 13.196" W	660.6168	663.52	663.52	25	17	688.52	680.52	NA	None	None	NA	None	None
WOLF-PT1	41° 56' 19.661" N	87° 54' 16.128" W	653.7505	674.9005	674.9005	30	17	704.9005	691.9005	NA	None	None	NA	None	None

EWOB Tier Two Preliminary Engineering Phase Feasibility Study - North

Point #	Latitude	Longitude	Ex Ground El	Prop. El	Max Ground El	Max Equip Height - Temp	Max Equip Height - Perm	Max El - Temp	Max El - Perm	NEH	IFR Effect - Temp (in feet)	Part 77 Penetrations - Temp (in feet)	NEH - Perm	IFR Effect - Perm (in feet)	Part 77 Penetrations - Perm (in feet)
ELM-PT1	42° 1' 7.250" N	87° 56' 24.299" W	668.6561	685.6916	685.6916	50	35	735.6916	720.6916	NA	None	None	NA	None	None
ELM-PT2	42° 1' 1.440" N	87° 56' 24.591" W	667.3429	686.7367	686.7367	50	35	736.7367	721.7367	NA	None	None	NA	None	None
ELM-PT3	42° 0' 24.887" N	87° 56' 24.863" W	668.5074	668.7986	668.7986	25	17	693.7986	685.7986	NA	None	None	NA	None	None
ELM-PT4	42° 0' 0.150" N	87° 56' 24.260" W	670.5485	670.5485	670.5485	25	17	695.5485	687.5485	NA	None	None	NA	None	None
ELM-PT5	41° 59' 55.631" N	87° 56' 24.155" W	671.5924	671.5924	671.5924	50	35	721.5924	706.5924	NA	None	None	NA	None	None
ELM-PT6	41° 59' 47.468" N	87° 56' 23.966" W	673.5556	673.5556	673.5556	25	17	698.5556	690.5556	NA	None	None	NA	None	None
ELM-PT7	41° 59' 35.506" N	87° 56' 23.699" W	672.4113	672.4113	672.4113	50	35	722.4113	707.4113	714 feet	Proposed obstacle penetrates the RWY 32L Departure Surface by 9 feet	RWY 14R/32L Transitional Surface by 22	NA	None	RWY 14R/32L Transitional Surface by 7
ELM-PT8	41° 59' 32.449" N	87° 56' 23.654" W	672.4159	672.4159	672.4159	25	17	697.4159	689.4159	NA	None	None	NA	None	None
EOWB-PT135	41° 59' 27.447" N	87° 56' 16.782" W	668.0521	681.7187	681.7187	25	17	706.7187	698.7187	NA	None	None	NA	None	None
EOWB-PT136	41° 59' 28.825" N	87° 56' 16.708" W	665.0069	684.7901	684.7901	25	17	709.7901	701.7901	NA	None	None	NA	None	None
EOWB-PT137	41° 59' 31.030" N	87° 56' 16.868" W	665.1374	689.7109	689.7109	25	17	714.7109	706.7109	697 feet	Proposed obstacle penetrates the RWY 32L Departure Surface by 18	RWY 14R/32L Transitional Surface by 28	697 feet	Proposed obstacle penetrates the RWY 32L Departure Surface by 10	RWY 14R/32L Transitional Surface by 20
EOWB-PT138	41° 59' 38.036" N	87° 56' 19.430" W	667.7779	705.9147	705.9147	50	35	755.9147	740.9147	714 feet	Proposed obstacle penetrates the RWY 32L Departure Surface by 42 feet and RWY 14R ILS by 40 feet. Raises S-ILS DA by 50 feet, CAT II/III NA.	RWY 14R Approach Surface by 56	714 feet	Proposed obstacle penetrates the RWY 32L Departure Surface by 27 feet and RWY 14R GGS surface. ILS or LOC RWY 14, S-ILS NA, CAT II/III NA.	RWY 14R Approach Surface by 41
EOWB-PT139	41° 59' 43.763" N	87° 56' 21.404" W	675.2256	713.6187	713.6187	25	17	738.6187	730.6187	727 feet	Proposed obstacle penetrates the RWY 32L Departure Surface by 12 feet and RWY 14R ILS by 7 feet. Raises S-ILS DA by 50 feet, CAT II/III NA.	RWY 14R Approach Surface by 28	730 feet	Proposed obstacle penetrates the RWY 32L Departure Surface by 1	RWY 14R Approach Surface by 20
EOWB-PT140	41° 59' 45.241" N	87° 56' 21.544" W	673.7854	713.1237	713.1237	25	17	738.1237	730.1237	730 feet	Proposed obstacle penetrates the RWY 32L Departure Surface by 9 feet and RWY 14R ILS by 3 feet. Raises S-ILS DA by 50 feet, CAT II/III NA.	RWY 14R Approach Surface by 26	NA	None	RWY 14R Approach Surface by 18
EOWB-PT141	41° 59' 56.261" N	87° 56' 17.302" W	678.3098	689.8708	689.8708	50	35	739.8708	724.8708	NA	None	None	NA	None	None
EOWB-PT142	41° 59' 57.229" N	87° 56' 16.372" W	682.1686	687.2186	687.2186	50	35	737.2186	722.2186	NA	None	None	NA	None	None
EOWB-PT143	41° 59' 59.593" N	87° 56' 13.582" W	668.2662	680.2029	680.2029	50	35	730.2029	715.2029	NA	None	None	NA	None	None
EOWB-PT144	42° 0' 1.626" N	87° 56' 11.046" W	668.6452	674.435	674.435	50	35	724.435	709.435	NA	None	None	NA	None	None
EOWB-PT145	42° 0' 10.193" N	87° 56' 0.357" W	674.3416	664.749	674.3416	50	35	714.749	699.749	714 feet	Proposed obstacle penetrates the RWY 27R Departure Surface by 11 feet and RWY 9L ILS by 9 feet. Raises S-ILS DA by 50 feet, CAT II/III NA.	RWY 9L Approach Surface by 25	NA	None	RWY 9L Approach Surface by 10
EOWB-PT146	42° 0' 16.656" N	87° 55' 52.293" W	671.6117	658.8912	671.6117	50	35	708.8912	693.8912	699 feet	Proposed obstacle penetrates the RWY 27R Departure Surface by 23	RWY 9L/27R Transitional Surface by 34	699 feet	Proposed obstacle penetrates the RWY 27R Departure Surface by 8	RWY 9L/27R Transitional Surface by 19
EOWB-PT147	42° 0' 18.039" N	87° 55' 50.569" W	668.3193	660.0114	668.3193	50	35	710.0114	695.0114	696 feet	Proposed obstacle penetrates the RWY 27R Departure Surface by 23	RWY 9L/27R Transitional Surface by 11	696 feet	Proposed obstacle penetrates the RWY 27R Departure Surface by 8	None
EOWB-PT148	42° 0' 20.187" N	87° 55' 48.227" W	662.6351	661.4687	662.6351	50	35	711.4687	696.4687	NA	None	None	NA	None	None

Source:
NEH, IFR Effects, Part 77 - FAA
Remaining Information - IDOT
* DENOTES TUNNEL OPTION FOR WEST BYPASS / UNION PACIFIC RAILROAD GRADE SEPARATION

Table 1
Chicago O'Hare International Airport
Egin O'Hare West Bypass Tier Two Preliminary Engineering Phase Study
Airspace Case #2011-AGL-3913 thru 4424-NBA
Evaluated Points

EOWB-PT 149	42° 0' 28.083" N	87° 55' 43.445" W	654.6616	657.4464	657.4464	674.4464	682.4464	674.4464	NA	None	None	NA	None	None
EOWB-PT 135A*	41° 59' 27.447" N	87° 56' 16.782" W	668.0521	668.0521	668.0521	678.9387	693.0521	678.9387	NA	None	None	NA	None	None
EOWB-PT 136A*	41° 59' 28.825" N	87° 56' 16.708" W	665.0069	665.0069	665.0069	675.4764	690.0069	675.4764	NA	None	None	NA	None	None
EOWB-PT 137A*	41° 59' 31.030" N	87° 56' 16.868" W	665.1374	665.1374	665.1374	669.9293	690.1374	669.9293	NA	None	RWY 14R/32L Transitional Surface by 4	NA	None	None
EOWB-PT 138A*	41° 59' 38.036" N	87° 56' 19.430" W	667.7779	667.7779	667.7779	669.6633	767.7779	669.6633	714 feet	Proposed obstacle penetrates the RWY 32L Departure Surface by 54 feet and RWY 14R ILS by 52 feet. ILS or LOC RWY 14R NA. CAT II/III NA. GQS penetration.	RWY 14R Approach Surface by 68	NA	None	RWY 14R Approach Surface by 3
EOWB-PT 139A*	41° 59' 43.763" N	87° 56' 21.404" W	675.2256	675.2256	675.2256	666.2087	775.2256	666.2087	727 feet	Proposed obstacle penetrates the RWY 32L Departure Surface by 49 feet and RWY 14R ILS by 44 feet. ILS or LOC RWY 14R NA. CAT II/III NA. GQS penetration.	RWY 14R Approach Surface by 65	NA	None	None
EOWB-PT 140A*	41° 59' 45.241" N	87° 56' 21.544" W	673.7854	673.7854	673.7854	668.9182	773.7854	668.9182	730 feet	Proposed obstacle penetrates the RWY 32L Departure Surface by 44 feet and RWY 14R ILS by 38 feet. ILS or LOC RWY 14R NA. CAT II/III NA. GQS penetration.	RWY 14R Approach Surface by 61	NA	None	None
EOWB-PT 141A*	41° 59' 56.261" N	87° 56' 17.302" W	678.3098	678.3098	678.3098	699.5044	728.3098	699.5044	NA	None	RWY 14R Approach Surface by 3	NA	None	None
EOWB-PT 142A*	41° 59' 57.229" N	87° 56' 16.372" W	682.1686	682.1686	682.1686	702.6389	732.1686	702.6389	NA	None	None	NA	None	None
EOWB-PT 143A*	41° 59' 59.593" N	87° 56' 13.582" W	668.2662	673.447	673.447	708.447	733.447	708.447	NA	None	None	NA	None	None
EOWB-PT 144A*	42° 0' 1.626" N	87° 56' 11.046" W	668.6452	673.2787	673.2787	708.2787	723.2787	708.2787	NA	None	RWY 9L/27R Transitional Surface by 8	NA	None	None
JANE-PT1	42° 1' 4.777" N	87° 56' 22.879" W	661.7554	661.7554	661.7554	696.7554	711.7554	696.7554	NA	None	None	NA	None	None
JANE-PT2	42° 0' 57.500" N	87° 55' 50.183" W	658.8852	661.3069	661.3069	696.3069	711.3069	696.3069	NA	None	None	NA	None	None
JANE-PT3	42° 0' 49.979" N	87° 55' 21.942" W	671.5844	672.3142	672.3142	707.3142	722.3142	707.3142	NA	None	None	NA	None	None
JANE-PT4	42° 0' 47.463" N	87° 55' 12.499" W	679.4676	681.8918	681.8918	716.8918	731.8918	716.8918	NA	None	None	NA	None	None
JANE-PT5	42° 0' 46.125" N	87° 55' 7.476" W	653.5284	683.7168	683.7168	718.7168	733.7168	718.7168	NA	None	None	NA	None	None
JANE-PT6	42° 0' 41.139" N	87° 54' 48.764" W	653.8632	653.8632	653.8632	670.8632	683.8632	670.8632	NA	None	None	NA	None	None
JANE-PT7	42° 0' 27.414" N	87° 53' 57.278" W	656.221	656.221	656.221	673.221	681.221	673.221	NA	None	None	NA	None	None
MPR-PT 1	42° 0' 24.930" N	87° 55' 28.109" W	661.1267	661.1267	661.1267	678.1267	686.1267	678.1267	NA	None	None	NA	None	None
MPR-PT 2	42° 0' 27.120" N	87° 55' 15.981" W	651.6301	654.7628	654.7628	671.7628	679.7628	671.7628	NA	None	None	NA	None	None
MPR-PT 3	42° 0' 39.862" N	87° 55' 14.487" W	655.3	655.3	655.3	672.3	680.3	672.3	NA	None	None	NA	None	None
PRATT-PT 1	41° 59' 54.816" N	87° 56' 29.203" W	669.6723	669.6723	669.6723	686.6723	694.6723	686.6723	NA	None	None	NA	None	None
TOUHY-PT 1	42° 0' 29.752" N	87° 55' 43.242" W	654.1277	683.2724	683.2724	718.2724	733.2724	718.2724	NA	None	None	NA	None	None
TOUHY-PT 2	42° 0' 29.910" N	87° 55' 36.716" W	652.2435	689.1874	689.1874	724.1874	739.1874	724.1874	NA	None	RWY 14L/32R Transitional Surface by 18	NA	None	RWY 14L/32R Transitional Surface by 3
TOUHY-PT 3	42° 0' 30.072" N	87° 55' 30.003" W	656.8581	691.5818	691.5818	708.5818	721.5818	708.5818	NA	None	RWY 14L Approach Surface by 7	NA	None	None
TOUHY-PT 4	42° 0' 30.325" N	87° 55' 19.589" W	652.2026	667.1415	667.1415	684.1415	692.1415	684.1415	NA	None	None	NA	None	None
TOUHY-PT 5	42° 0' 30.726" N	87° 55' 6.177" W	648.1129	650.4724	650.4724	667.4724	675.4724	667.4724	NA	None	None	NA	None	None
V3-PT1	41° 59' 36.698" N	87° 56' 21.816" W	671.1179	671.1179	671.1179	687.0029	695.0029	687.0029	NA	None	None	NA	None	None
V3-PT2	41° 59' 43.401" N	87° 56' 19.386" W	673.2533	689.0935	689.0935	706.0935	714.0935	706.0935	NA	None	RWY 14R Approach Surface by 7	NA	None	None
V3-PT3	41° 59' 49.716" N	87° 56' 18.839" W	669.439	702.8688	702.8688	719.8688	732.8688	719.8688	NA	None	RWY 14R Approach Surface by 16	NA	None	RWY 14R Approach Surface by 3
V3-PT4	41° 59' 55.279" N	87° 56' 16.494" W	673.7203	686.7303	686.7303	721.7303	736.7303	721.7303	NA	None	RWY 14R Approach Surface by 13	NA	None	None
V3-PT5	41° 59' 57.600" N	87° 56' 14.316" W	681.9609	681.9609	681.9609	715.6073	730.6073	715.6073	NA	None	None	NA	None	None
V3-PT6	42° 0' 1.830" N	87° 56' 9.271" W	666.2902	672.1459	672.1459	707.1459	722.1459	707.1459	NA	None	RWY 9L/27R Transitional Surface by 9	NA	None	None
V3-PT7	42° 0' 5.148" N	87° 56' 5.295" W	675.6491	675.6491	675.6491	703.7415	718.7415	703.7415	723 feet	Proposed obstacle penetrates the RWY 27R Departure Surface by 3	RWY 9L Approach Surface by 18	NA	None	RWY 9L Approach Surface by 3
V3-PT1A*	41° 59' 36.698" N	87° 56' 21.816" W	671.1179	671.1179	671.1179	687.6263	696.1179	687.6263	NA	None	None	NA	None	None
V3-PT2A*	41° 59' 43.401" N	87° 56' 19.386" W	673.2533	673.2533	673.2533	683.2876	698.2533	683.2876	NA	None	None	NA	None	None
V3-PT3A*	41° 59' 49.716" N	87° 56' 18.839" W	669.439	669.439	669.439	681.9572	769.439	681.9572	735 feet	Proposed obstacle penetrates the RWY 32L Departure Surface by 35 feet and RWY 14R ILS by 28 feet. Raises S-ILS DA 50 feet, CAT II/III NA.	RWY 14R Approach Surface by 53	NA	None	None
V3-PT4A*	41° 59' 55.279" N	87° 56' 16.494" W	673.7203	673.7203	673.7203	693.4384	723.7203	693.4384	NA	None	None	NA	None	None

PERM P77=BLACK
PERM IFR=RED



DRAFT MEETING SUMMARY

MEETING SUBJECT: FAA Requirements, Best Management Practices, and Wetland Mitigation RECORDER: P. Knysz/
J. Anderson

MEETING DATE & TIME: July 23, 2012; 2:00 PM PREPARATION DATE: September 4, 2012

MEETING LOCATION: U.S. Army Corps of Engineers - Chicago District Office

ISSUE STATUS: Draft for Review Final

ATTENDEE NAME	ORGANIZATION	E-MAIL
<i>Participated in-person</i>		
Jedd Anderson	CBBEL	jedd@cbbel.com
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Soren Hall	USACE	soren.g.hall@usace.army.mil
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Ron Krall	HR Green/IDOT	ronald.krall@illinois.gov
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<i>Participated via phone</i>		
Emily Anderson	CBBEL	eanderson@cbbel.com
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Vanessa Ruiz	IDOT	Vanessa.Ruiz@illinois.gov
Chinliang Wang	CBBEL	cwang@cbbel.com
Rick Wojcik	IDOT	Rick.Wojcik@illinois.gov

A meeting was held with the U.S. Army Corps of Engineers (USACE), U.S. Environmental Protection Agency (USEPA), U.S. Fish and Wildlife Service (USFWS), U.S. Department of Agriculture – Animal and Plant Health Inspection Service (USDA-APHIS), Federal Aviation Administration (FAA), Federal Highway Administration (FHWA), Illinois Department of Natural Resources (IDNR), Illinois Department of Transportation (IDOT), Illinois State Toll Highway Authority (ISTHA), and the Elgin O'Hare – West Bypass (EO-WB) consultant team on July 23, 2012 to discuss water quality Best Management Practices (BMPs), requirements of the FAA Hazardous Wildlife Attractant Advisory Circular (AC), and potential wetland/waters mitigation sites.

To facilitate the discussion, the EO-WB consultant team provided attendees with the following exhibits/information prior to the meeting:

- BMP Concept Drawings (full-size)
- BMP Concept Drawings (11x17)
- Conceptual BMP Typical Section Drawings
- Potential Detention and Comp Storage Site Locations
- Potential Mitigation Site Location Map (with FAA Wildlife Hazard Separation Distances)
- Summary Information for five Potential Mitigation Sites
- Summary Information for an Additional Lake County Forest Preserve District Mitigation Site (new site)

Note: The above exhibits were also presented at the meeting.

Post-Construction Best Management Practices (PCBMP)

Mark Mittag (CH2M HILL) and Jedd Anderson (CBBEL) led the BMP discussion. The conceptual proposed PCBMP plan for the EO-WB Full Build Condition was presented to the attendees. The conceptual design provides the following benefits:

- A Water Quality Volume (WQV) “first flush” is proposed to be incorporated into the project.
- The WQV will consist of the capture of up to a 1.25” rainfall event. The 1.25” rainfall event equates to capture approximately 97% of all rainfall events recorded at O’Hare Airport on a yearly basis, and approximately 77% of the physical volume of water generated by rain events on a yearly basis.
- The intent is to capture, retain, infiltrate, evaporate, and evapotransporate this runoff and not release it from the site.
 - USFWS had asked at a previous meeting if the WQV correlated to “stay-on rate”; Jedd Anderson confirmed that the two terms are equivalent.
 - The WQV would be provided within swales, ditches, and basins. Rock (or vaults) may be used in the basins to limit exposed/open water and to meet FAA 48 hour draw-down requirements.

The project will be constructed in phases and the PCBMPs will be constructed in proportion to the improvements. The ratio of WQV will match the level of construction. Additionally, a series of BMP swales, basins, natural plantings, and leaking catch basins will be incorporated into the PCBMP plans to further promote runoff capture and infiltration.

The USACE will review the Section 404 Clean Water Act (CWA) permit application package based on the conceptual EO-WB Full Build Master Plan. As a condition of the 404 permit, the Tollway would be required to provide the USACE with applicable preliminary engineering plan sheets (e.g., grading, soil erosion and sediment control, drainage, etc.) for each phase of the EO-WB Initial Construction Phase (ICP) for review and approval prior to construction where resource impacts are to occur. The preliminary engineering plan sheets would be provided at 60% completion. The USACE and USFWS asked that a detailed description (e.g., detail drawings) of the PCBMPs be provided in the 404 application package. The EO-WB consultant team is to provide the USACE with a written copy of the proposed permit strategy for the proposed improvements.

The median of the proposed EO-WB is being reserved for future transit. Consequently no formal permanent PCBMPs (which may limit the future use of the median for those transit needs) are proposed in the median.

The USACE confirmed that use of the concept PCBMP plans as part of the 404 permit application process is acceptable; with the understanding that as individual phases of the project are brought on-line, 60% level plans will be submitted for review and comment.

The resource agencies agreed, in principle, that the BMP concept plan had sufficient detail for the Final Environmental Impact Statement and that specific details would be coordinated during the Section 404 CWA permitting process.

FAA Requirements

FAA AC requirements were reviewed and discussed, including wildlife hazard separation distances adjacent to O'Hare Airport (5 miles) and the Schaumburg Regional Airport (10,000 feet). Based on the AC, proposed stormwater detention/retention facilities should be steep-sided, rip-rap lined (or equivalent), narrow, and linear shaped, to the extent practicable. FAA prefers that all stormwater management facilities (within the wildlife hazard separation distances) drain down (empty) within 48 hours (after the end of the design storm). Compensatory storage sites will be reviewed by FAA in the same manner as detention basins that hold water for more than 48 hours. If a proposed stormwater management facility retains stormwater for more than 48 hours, it does not need to have a structural cover. However, the facility would need to have a physical wildlife deterrent (e.g., bird balls, wire grids, netting, etc.) installed.

Vegetation in and around proposed stormwater management facilities (i.e., detention/retention basins and compensatory storage facilities) should follow the O'Hare Airport Approved Plant List (or equivalent). Landscape materials selected for use within the wildlife hazard separation distances should not provide food or cover for wildlife. This requirement applies to all proposed vegetative landscape materials. USDA-APHIS recommended the use of high endophyte infected fescue. At the request of the EO-WB consultant team, USDA-APHIS will consider the use of little bluestem within the project corridor and report back. USDA-APHIS requested the opportunity to review applicable improvement plans with respect to AC requirements (e.g., wildlife attractants).

USDA-APHIS would like to have access to the stormwater management facilities along the EO-WB corridor in the future to complete evaluations regarding potential wildlife hazards. The Tollway will consider an intergovernmental agreement (IGA) with USDA-APHIS to allow access, review, maintenance and monitoring of stormwater management facilities within a defined area along the EO-WB corridor.

Larry Martin (CH2M HILL) stated that potential stormwater basins have been removed from the Runway Safety Areas. Next, the Willow Creek South Tributary alignment shift and potential compensatory storage sites along York Road were discussed. Amy Hanson (FAA) confirmed that no structural cover is required for a proposed stormwater management facility located in a Runway Protection Zone (RPZ) west of York Road, even if the facility retains stormwater for more than 48 hours (after the end of the design storm). Wildlife deterrents (e.g., bird balls, wire grids, netting, etc.) would be required. Requirements pertaining to Willow Creek South Tributary are subject to consultation with USDA-APHIS. The FAA and USDA-APHIS will closely review plans for these areas.

Potential Wetland/Waters Impacts and Mitigation

Based on preliminary engineering, it is estimated that approximately 25 acres of wetland and waters impact may require roughly 80 acres of mitigation. The Tollway would fund the mitigation design, permitting, and five-year maintenance and monitoring plan. The Tollway would consider assisting with land acquisition depending on the situation.

Melanie Haveman (USEPA) stated a preference for mitigation to be provided through restoration of prior converted areas (as opposed to wetland creation).

Based on preliminary agency coordination, five previously identified potential mitigation sites (including: Ethyl's Woods Addition, DuPage River Properties, Spring Creek Properties, DuPage River
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Salt Creek Workgroup [DRSCW] Site One, and DRSCW Site Two) were discussed in more detail at the meeting. Jedd Anderson led this discussion. On behalf of the Lake County Forest Preserve District, Jedd also introduced one additional site for consideration. Bryan Wagner (Tollway) suggested that the Orland Grassland site be brought back into consideration. Shawn Cirton (USFWS) stated that he had not had the opportunity to review the mitigation sites in detail. The agencies said that they would like to review the mitigation site information and discuss before any of the potential sites are eliminated from consideration. However, it is likely that the two DRSCW sites will be eliminated from consideration due to cost and complexity. The EO-WB consultant team was asked to call the Forest Preserve Districts to determine timing on acquisition of the properties to help identify the preferred sites. The agencies would like to meet again to assist in the final selection of a mitigation site.

Once a site is selected an IGA would have to be established between the Tollway and Forest Preserve District. The IDNR is requiring that mitigation be completed on newly acquired land; this is not a USACE requirement.

In response to a question by Matt Fuller (FHWA), the resource agencies agreed that enough information had been presented to them regarding BMPs and mitigation that the EO-WB project team could request concurrence on the Preferred Alternative at the next NEPA/404 Merger Meeting.

Action Items

1. EO-WB consultant team will provide USACE with a written copy of the proposed 404 permit strategy for the EO-WB. USACE to review/comment.
2. USDA-APHIS will consider allowing little bluestem to be included in the proposed EO-WB project corridor plant lists (e.g., Landscape Plan) and provide feedback.
3. The Tollway will consider an intergovernmental agreement (IGA) with USDA-APHIS to allow access, review, maintenance and monitoring of stormwater management facilities within a defined area along the EO-WB corridor.
4. EO-WB consultant team will coordinate with the local forest preserve districts to determine approximately how long the mitigation site acquisition process could take.
5. Resource agencies will review mitigation site information and provide preliminary feedback.
6. EO-WB consultant team to prepare meeting minutes.

Illinois NEPA/404 Merger Meeting September 5 and 6, 2012

Federal Highway Administration
Training Room
3250 Executive Park Drive
Springfield, IL 62703
(September 5 and 6)

U.S. Environmental Protection Agency
Ralph Metcalfe Federal Building
Lake Ontario Room, 12th Floor
77 West Jackson Blvd.
Chicago, IL 60604
(September 6 only)

September 5, 2012

1:30 pm – 2:30 pm

- Alton Godfrey (District 8, Madison County)
 - Information – Update on public involvement activities
 - **ESA: Review has not been conducted**

September 6, 2012

9:00 am – 12 noon

- Elgin O'Hare-West Bypass (District 1, Cook and DuPage counties)
 - Concurrence – Preferred Alternative
 - **ESA: No effect determination**
- Illinois Route 83/137 from IL 132 to Peterson Road (District 1, Lake County)
 - Information – Project Introduction
 - **ESA: Early project development**
- Interstate 55 at Airport/Lockport Road and Illinois Route 126/Essington Road (District 1, Will County)
 - Concurrence – Purpose and Need
 - **ESA: No effect Determination**

12 noon – 1:00 pm

LUNCH

1:00 pm – 3:00 pm

- US 14 in Barrington (District 1, Lake County)
 - Concurrence – Purpose and Need
 - **ESA: Early project development**
- Caton Farm-Bruce Road (District 1, Will County)
 - Concurrence – Preferred Alternative
 - **ESA: Consultation open on Hines Emerald Dragonfly, Biological Assessment expected**

NEPA/404 Merger Meeting
September 5, 2012
Springfield, IL

Name	Organization	Phone No.	E-mail
Matt Fuller	FHWA-IL	217 492 4625	matt.Fuller@dot.gov
Steve Coates	AMEC	636-200-5111	stephen.coates@amec.com
Tom Brooks	IDOT BOE	217 785 2943	thomas.brooks@illinois.gov
Jerry Stevenson	FHWA-IL	217-492-4638	jerry.stevenson@dot.gov
Jan Piland	FHWA-IL	217-492-4989	janis.piland@dot.gov
Rob Ayers	FHWA-RC	708 283 3509	rob-ayers@dot.gov
Norm West	U.S. EPA	312-353-5692	west.norman@epa.gov
Jesse Eram	CMAA	212.386.2333	plamc@cmr-divis.gov
Mike Staggs	FHWA-IL	217-492-4630	mike.staggs@dot.gov
Tyson Zobnist	USACE	314-331-8578	tyson.j.zobnist@usace.army.mil
Alvin E. Monks	USACE	314-331-8811	alvin.r.monks@usace.army.mil
Jennifer Hunt	IDOT-08	618-346-3156	Jennifer.Hunt@illinois.gov
Karen Geldert	IDOT-08	618-346-3157	Karen.Geldert@illinois.gov
Cindy Stafford	IDOT-08	618-346-3157	cindy.stafford@illinois.gov
Jason Wiggins	BLA	618 288-4665	juantfer@bla-inc.com

NEPA/404 Merger Meeting
September 6, 2012
Chicago, IL

Name	Organization	Phone No.	E-mail
Matt Fuller	FHWA-IL	217-492-4625	matt.fuller@dot.gov
LAOZY MARTIN	CH2D Hill	773 458-2838	lmartin@ch2d.com
RON KRALL	HR GREEN	(847) 705-4103	ronald.krall@illinois.gov
Dave Hestlinga	V3	630-728-6289	dhestlinga@v3co.com
John Baczek	IDOT DI	847 705 4104	john.baczek@illinois.gov
Pete Knysz	CBBEL	847 823-0500	pknysz@cbbel.com
PETE HARMET	IDOT DI	847 705 4393	PETE.HARMET@illinois.gov
Norm West	U.S. EPA	312-353-5692	west.norman@epa.gov
Shawn Cirton	USFWS	847-381-2253	shawn_cirton@fws.gov
Ken Westlake	US EPA	312-886-2910	westlake.kenneth@epa.gov
LUKASZ BROZEK	IDOT DI	847-705-4086	LUKASZ.BROZEK@Illinois.gov
Steve Schilke	IDOT	847 705 4125	Steve.Schilke@Illinois.gov
Patrick Rinosa	IDOT DI	847-705-4186	patrick.rinosa@illinois.gov
Michael Walton	Volkert	217-414-6287	mwalton@volkert.com
Bridgett Jacquot	Volkert	618-345-8918	bjacquot@volkert.com
Jessica Feliciano	IDOT DI	847-705-4087	jessica.feliciano@illinois.gov

Name	Organization	Phone No.	E-mail
AGAR SHIRANI	IDOT	847-705-4765	AGAR.SHIRANI@ILLINOIS.GOV
SOREN HALL	USACE	312-846-5532	soren.g.hall@usace.army.mil
Mary Young	Civiltech	630.735.3943	myoung@civiltechinc.com
OJAS PATEL	IDOT	847-705-4084	ojas.patel@illinois.gov
GREG SUMMERS	VIUWAS OF BARRINGTON	847-304-3460	gsummers@barrington-il.gov
Bob Andres	Civiltech	630-735-3354	randres@civiltechinc.com
Joel Christell	Civiltech	630-735-3941	jchristell@civiltechinc.com
Joe Emry	Civiltech	630-735-3955	jemry@civiltechinc.com
KEVIN STALLWORTH	IDOT Local Roads	847-705-4169	kevin.stallworth@illinois.gov
MIKE MATKOVIC	CB&E	847-823-0500	MMATKOVIC@CB&E.COM
Christina Kupkowski	WCDH	815 727 8476	ckupkowski@willcountyillinois.com
PHONE / TELECONFERENCE			
Soren Hall	USACE		
Kimberly Murphy	IDOT		
Vanessa Ruiz	IDOT		
Kathy Chernich	USACE		

NEPA/404 Merger Meeting
September 6, 2012
Springfield, IL

Name	Organization	Phone No.	E-mail
MICHAEL HINS	FHWA	217-492-4634	Mike.Hins@dot.gov
Terry Savko	IDOA	217-785-4458	Terry.Savko@illinois.gov
Dennis Bachman	FHWA	217-492-4283	dennis.bachman@dot.gov

SEPTEMBER 6, 2012

**IDOT District 1, Cook and DuPage counties
Elgin O'Hare - West Bypass
Environmental Impact Statement – Tier 2
Information – Environmental Mitigation, Preferred Alternative
ESA – “No effect” determination**

DECISIONS:

Concurrence was obtained on the preferred alternative from USACE (Chernich), USEPA (West), USFWS (Cirton), and IDOA (Savko).

NEXT STEPS:

Larry Martin will provide USEPA (West) with a complete copy of the BMP plans.

USACE, USFWS, USEPA to discuss and provide input to IDOT/ISTHA on mitigation sites

Pete Knysz will send to USACE (Chernich) information on property acquisition timeframes for potential mitigation properties.

Project team and USACE to hold a pre-application meeting later this month (September)

Project team to submit 404/401 permit application by Thanksgiving.

DISCUSSION:

The purpose of the presentation was to request and receive concurrence of the Preferred Alternative for the Elgin O'Hare – West Bypass Tier Two EIS. The Elgin O'Hare – West Bypass project team presented information (PowerPoint presentation) supporting the recommendation of the preferred alternative. The presentation addressed the comments received during the DEIS comment period and their effect on the FEIS documentation, a review of the alternatives/alternates that remained at the Draft EIS stage, a comparison of the remaining alternatives/alternates, the recommendation of the preferred alternative and an overview of the proposed mitigation. During the presentation agency representatives asked questions relevant to the material and the project. Among the questions were:

- USEPA (Norm West) questioned if there were differences in the comments received for Tier One versus Tier Two. The project team acknowledged differences. For example, in Tier One, community stakeholders evolved from being skeptical to unified in their support for the project. In Tier One Bensenville had voiced opposition to the project overall and specific to impacts on their community. In Tier Two, community support for the project continues to be unified, however, stakeholders are now focused on the project details that directly affect their communities such as property impacts, access, location of noise walls, etc.
- USEPA (Norm West) questioned how the project was going to accommodate transit. The project team summarized the proposed transit improvements to be implemented by others, including the transit hub to be located at the west side of O'Hare Airport at the site of the proposed West Terminal, reserved space in the median along the proposed Elgin – O'Hare Expressway, space for proposed transit stations, reserved space for future transit on the eastside of the north leg of the West Bypass (connecting future transit in the I-90 corridor with the West Terminal), and extensions of transit service (express bus) from the east-west transit backbone to Woodfield Mall, Hanover Park, and the Rosemont CTA station.
- USEPA (Norm West and Ken Westlake) acknowledged the potential travel performance improvements associated with the proposed improvements.

- Agency representatives asked the status of strategies for the reduction of chlorides. Larry Martin said that ISTHA will continue to coordinate with DRSCW regarding chloride reduction methods/strategies. Martin indicated that the Illinois Tollway is striving to develop a partnership with the DRSCW that explores new practices for reducing salt that would be applied to both tollways and local roadways. Additionally, monitoring will be conducted to measure effectiveness. It was noted that this topic remains under discussion with the appropriate stakeholders, and the Illinois Tollway plans to have the framework of a plan for implementation by the end of 2012. USEPA (Norm West) also suggested that CMAP be considered as a forum to broadcast information.
- USEPA (Norm West) requested the latest version of the BMP concept plan for the corridor. Larry Martin will provide USEPA (West) with an updated/complete copy of the stormwater BMP concept plan. BMPs will continue to be coordinated with the USACE and FAA/USDA-APHIS throughout the 404 permit process.
- The status of the wetland/waters mitigation sites was discussed and the USACE indicated that the USACE, USFWS, USEPA will discuss and provide input to IDOT/ISTHA on potential wetland/waters mitigation sites for the EO-WB by the end of year. The project team will continue coordination with stakeholders, such as local forest preserve districts, regarding properties that could potentially be acquired and used for EO-WB wetland/waters mitigation. Pete Knysz will send USACE (Kathy Chernich and Soren Hall), USEPA (Norm West) and USFWS (Shawn Cirton) information on property acquisition timeframes for potential wetland/waters mitigation properties. The timing of property acquisition was noted as important to the USACE and others, therefore this information will be compiled and forwarded to interested agencies.
- Pre – application meetings for the 404 permit and 401 Water Quality Certification were discussed briefly, and it was agreed that meetings will be scheduled for late September or early October 2012.
- In further discussion of the 404/401 permit applications it was noted that applications would be submitted by the end of November, 2012.
- USFWS (Shawn Cirton) asked when the FEIS would be available for agency review. Based on the current schedule, FHWA (Matt Fuller) anticipated late October/early November.

Following the presentation and questions, Matt Fuller (FHWA) called for a vote of concurrence for the Preferred Alternative and concurrence was received from all present including FHWA, USACE, USEPA, USFWS, IDOA.



Illinois Department of Natural Resources

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

Pat Quinn, Governor

Marc Miller, Acting Director

June 15, 2009

Mr. Larry Martin, Project Manager
CH2MHill Consultants
8501 West Higgins Road
Chicago, Illinois 60631

RE: Elgin O'Hare West
By-Pass
Cook County
INDR #0911687

Dear Mr. Martin:

This letter is in response to the above referenced project that was screened through the Illinois Department of Natural Resources (IDNR) Eco-CAT review tool. Based on the results of further review, this project has potential for impacts to resources that occur in the project area.

The project as outlined is very large with many resources in the area. As the scope of this project is narrowed down to specific alternatives, the need for both flora and fauna surveys will need to be completed.

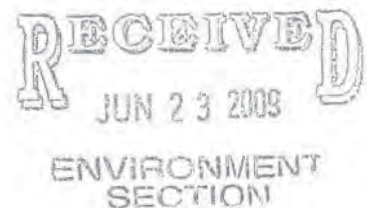
As the project proceeds through the NEPA/404 Merger Process, the Illinois Department of Natural Resources will provide input for necessary studies based on alignments chosen. Coordination of the surveys will then need to be reviewed for comments by IDNR. Consultation for this project remains open.

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

Sincerely,

Steve Hamer
Transportation Review Program
Division of Environment and Ecosystems

file
Tom Brooks, IDOT/BDE





Illinois Department of Transportation

Memorandum

To: Diane O'Keefe Attn: Pete Harnet
From: Charles Ingersoll By: John A. Walthall
Subject: Cultural Resource Architectural Concurrence
Date: July 24, 2009

Cook & DuPage Counties
Elgin O'Hare Expressway
Job No. P-91-443-06
Seq. 15237

Attached is a letter of concurrence from the State Historic Preservation Officer indicating that architectural survey coordination for National Register consideration is complete.

This completes the necessary coordination relative to evaluating the impact of this project on significant architectural resources.

A handwritten signature in cursive script, reading "John A. Walthall".

Attachment

JAW:km



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

July 20, 2009

Cook and DuPage Counties
Elgin O'Hare Expressway
Project: 91-443-06

IDOT Seq # 15237

FEDERAL 106 PROJECT

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

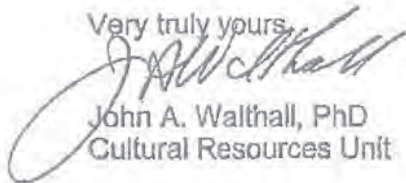
On June 19, 2009 you, along with a representative of the IDOT Environmental staff, conducted a review of photographs and locational data concerning buildings and other standing architectural structures along the Elgin O'Hare Expressway which may be impacted by proposed construction.

As you confirmed during the inspection of the photo log, none of these structures are located within an historic district, with the possible exception of a single structure, none individually meet the criteria for listing on the National Register of Historic Places. Attached is a report from Heritage Research concerning the blue Greek revival house with Italianate influences. John Vogel in the attached report concludes:

"Predicated on our visit to the property, our observations, and our analysis of the photographs taken during the visit, we believe the property lacks any defining characteristics that would merit formal National Register consideration."

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no residential or commercial buildings subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, will be impacted.

Very truly yours,


John A. Walthall, PhD
Cultural Resources Unit

CONCUR

By: 
Deputy State Historic Preservation Officer

Date: July 22, 2009



Illinois Department of Transportation

Memorandum

To: Diane O'Keefe Attn: Pete Harmet
From: Charles Ingersoll By: J. A. Walthall
Subject: Cultural Resource Concurrence
Date: September 16, 2009

Cook & DuPage Counties
Elgin-O'Hare Expressway
Job No. P-91-443-06
Seq. #15237

Attached is a letter of concurrence from the State Historic Preservation Officer indicating that the proposed project referenced above will have no effect on significant cultural resources.

This completes the necessary coordination relative to evaluating the impact of this project on significant cultural resources.

A handwritten signature in cursive script that reads 'J. A. Walthall'.

Attachment

JAW:km



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

September 11, 2009

Cook / DuPage Counties
Elgin-O'Hare Expressway
Project: P-91-443-06

IDOT Seq# 15237
ITARP# 09105

FEDERAL 106 PROJECT

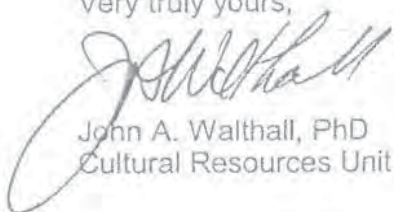
Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701



Dear Ms. Haaker:

Enclosed are two copies of an Archaeological Report and Phase I documentation completed by University of Illinois personnel concerning historical and archaeological properties and sites potentially to be impacted by the 6,662 acre project referenced above. This project was originally surveyed by Northern Illinois University in the mid-1980s as part of the original planning for this project, much of which was never built. Two 19th century sites were recommended for data recovery and coordination with your office let to the ratification of a Memorandum of Agreement. All of the sites found during the original survey and by the current ITARP effort have been destroyed by construction and commercialization in the area or are non-eligible late historic sites. One of the two sites included in the 1980s MOA has been razed and the second has deteriorated and has been impacted by later razing of associated structures. Your office has concurred that it is not eligible for the National Register (July 20, 2009).

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no sites subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, will be affected by this proposed project.

Very truly yours,


John A. Walthall, PhD
Cultural Resources Unit

CONCUR
By: 
Deputy State Historic Preservation Officer
Date: 9/14/09 



Illinois Department of Transportation

Memorandum

To: Diane O'Keefe Attn: Pete Harmet
From: Scott E. Stitt By: J. A. Walthall
Subject: Cultural Resource Concurrence
Date: February 18, 2010

Cook & DuPage Counties
Elgin - O'Hare Highway
Job No. P-91-443-06
Seq. #15237A

Attached is a letter of concurrence from the State Historic Preservation Officer indicating that the proposed project referenced above will have no effect on significant cultural resources.

This completes the necessary coordination relative to evaluating the impact of this project on significant cultural resources.

A handwritten signature in cursive script that reads "J. A. Walthall".

Attachment

JAW:km



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

February 17, 2011

Cook /DuPage County
Elgin-O'Hare Highway
Addendum A
Project: P-91-443-06

IDOT Seq# 15237A
ISAS# 10088

FEDERAL 106 PROJECT

NO HISTORIC PROPERTIES AFFECTED

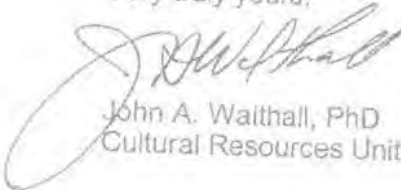
Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

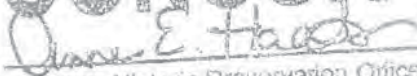
Enclosed are two copies of an Archaeological Report and Phase I documentation completed by Illinois State Archaeological Survey personnel concerning historical and archaeological properties and sites potentially to be impacted by the 298 acre project referenced above. One archaeological site, 11-DU-73, was re-visited in the project area. This site proved to be a late 19th-20th century debris scatter which has been destroyed by urban development and does not have subsurface integrity and does not meet the criteria for listing on the National Register.

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no historic properties subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, will be affected by this proposed project.

Very truly yours,


John A. Walthall, PhD
Cultural Resources Unit

CONCUR

By: 
Deputy State Historic Preservation Officer

Date: 2.17.11



Illinois Department of Transportation

Memorandum

To: Diane O'Keefe Attn: Pete Harnet
From: Scott E. Stitt By: J. A. Walthall
Subject: Cultural Resource Clearance
Date: June 15, 2010

Cook & DuPage Counties
FAI 355, FAU 2626, FAU 1346, I-355, Arlington Heights Rd & Devon Ave.
Job. P-91-443-06
Seq. 15237B

Attached is a copy of the "Environmental Survey Request Form" submitted for the above project. It is the opinion of our professional staff that no Cultural Resource survey is required for this project. This determination follows the stipulations of the joint agreement for the Exclusion of Classes of "No Effect" from Illinois SHPO Coordination ratified by FHWA, the SHPO, and IDOT on July 17, 1995. The signed request form attached is your evidence of coordination.

A handwritten signature in cursive script, reading "J. A. Walthall".

Attachment

JAW:km

Environmental Survey Request Addendum

A. Project Information Bio Cultural Wetlands Special Waste

Submittal Date: 05/27/2010 Sequence No: 15237/B

District: 1 Requesting Agency: DOH Project No: []

Contract #: [] Job No.: P- 91-443-06

Counties: Cook and DuPage

Route: see add'l info Marked: see add'l info

Street: see add'l info Section: []

Municipality(ies): Addison, Elk Grove Village, Itasca, Uninc. Project Length: 0 km 0 miles

From To (At): see add'l info

Quadrangle: Lombard Township-Range-Section: see add'l info

Anticipated Design Approval: 12/31/2012

B. Reason for Submittal: (Check all that apply)

Acquisition of additional ROW or easement Addendum: [] acres Total Project: [] acres

In-Stream Work Stream Name: Devon Avenue Trib

Other: Wetland survey needed

Field Sign Off (Bio & Cultural Only)

C. Addendum Description: Additional area.

D. Tree Removal?: Don't Know **Number?:** [] ha / [] acres

Wetland delineation performed by: BDE End. Species Consultation performed by: BDE

E. Contact Person: Ron Krall	Local Contact Person: []
Telephone #: (847) 705-4103 ext.	Telephone #: []
Env. Contact: []	E-Mail: []
Telephone #: []	Title/Company: []

F. Update Entire Project

Addendum Only

Field Sign Off (Bio & Cultural Only) [] Received in CO []

CULTURAL RESOURCES:
NO SURVEY OR FURTHER COORDINATION REQUIRED

[Signature]
SIGNED DATE 6/10/10



SPRINGFIELD, ILLINOIS

EXECUTIVE ORDER

10-13

**EXECUTIVE ORDER CREATING
THE ELGIN-OHARE WEST BYPASS ADVISORY COUNCIL**

WHEREAS, An efficient transportation system is critical for the effective movement of people, goods, and services; and

WHEREAS, The Elgin-O'Hare West Bypass (EOWB) was initially conceived in the 1970's and is a project of national, statewide and regional significance; and

WHEREAS, The EOWB will foster continued global economic competitiveness, promote business retention and attraction, and create new jobs in Illinois; and

WHEREAS, The EOWB and future western terminal are key components to create access that is compatible with a world class airport; and

WHEREAS, A financially viable, multi-modal transportation network can serve as an instrument to enhance livability and expand green collar jobs in Illinois; and

WHEREAS, A public transportation system that is compatible with the proposed roadway improvements is vital to ensure a sustainable transportation system that supports air, rail and roadway freight, commuters and international visitors; and

WHEREAS, This confluence of forces offers an opportunity to analyze and assess various creative methods to support such a system;

THEREFORE, I, Pat Quinn, Governor of the State of Illinois, pursuant to the supreme executive authority of the Governor as set forth in Article V of the Illinois Constitution, do hereby order as follows:

I. CREATION

There is hereby established the Elgin-O'Hare West Bypass Advisory Council (hereinafter "Council"), to be appointed by the Governor, having the duties and powers set forth herein, with respect to the Office of the Governor and agencies under the jurisdiction of the Office of the Governor.

II. PURPOSE

The Council shall advise the Governor and make recommendations in the development of an implementation, financing, and operating structure for the infrastructure improvements surrounding, and supporting, O'Hare International Airport; including the extension of Elgin-O'Hare, a Western Bypass, and a complimentary transit network.

**FILED
INDEX DEPARTMENT**

OCT 05 2010

**IN THE OFFICE OF
SECRETARY OF STATE**

OCT 05 2010

IN THE OFFICE OF
SECRETARY OF STATE**III. DUTIES**

The Council's duties include, but are not limited to, the following:

- a. Monitoring the overall progress of the Illinois Department of Transportation's (IDOT) EOWB Tier Two Process through monthly status reports; and
- b. Reviewing and evaluating the Financial and Construction Sequencing analysis prepared by IDOT for the project; and
- c. Analyzing the regional economic impact of the project and providing input on how to maximize economic growth, job creation, and new opportunities for industry development; and
- d. Assessing the incorporation of green practices and planning into the project, involving, but not limited to, transit design and integration, construction materials, and other sustainable best practices; and
- e. Developing a strategy to ensure the project supports a diverse workforce and opportunities for small and medium-sized businesses and underrepresented groups; and
- f. Facilitating a regional consensus position for financing and implementing the project; and
- g. Providing a report to the Governor with recommendations for a financial and implementation strategy.

IV. MEMBERSHIP AND ADMINISTRATIVE SUPPORT

The Council shall include representation from both public and private organizations. Members of the Council will serve without compensation.

The Governor shall appoint all members of the Council who shall serve at his pleasure. Members of the Council may include:

- a. Representatives from the following state and local government agencies: Illinois Department of Transportation, Illinois State Toll Highway Authority, Illinois Finance Authority, City of Chicago Department of Aviation, Regional Transportation Authority.
- b. Representatives from the following organizations: DuPage County Board of Commissioners, DuPage Mayors and Managers Conference, West Central Municipal Conference, Northwest Municipal Conference.
- c. Individuals who represent the following areas: Planning, Labor, Business, Public Finance.

The representative of the Illinois Department of Transportation and the representative of the Illinois State Toll Highway Authority shall each serve as a co-chairman of the Council. IDOT shall provide administrative and technical support and staffing for the Council, including providing a staff member to serve as the Council's ethics officer.

V. REPORT

Based upon the findings of the EOWB Tier Two financial analysis, and considerations of this Council, the Council shall prepare a preliminary report with recommendations provided to the Governor by February 28, 2011; and a final report provided to the Governor April 29, 2011. The Council and the terms of its members shall expire upon delivery of the final report.

VI. TRANSPARENCY

In addition to whatever policies or procedures it may adopt, all operations of the Council will be subject to the provisions of the Illinois Freedom of Information Act (5 ILCS 140/1 *et seq.*) and the Illinois Open Meetings Act (5 ILCS 120/1 *et seq.*). This section shall not be construed so as to preclude other statutes from applying to the Council and its activities.

VII. SEVERABILITY

If any provision of this Executive Order is found invalid by a court of competent jurisdiction, the remaining provisions shall remain in full force and effect.

VIII. EFFECTIVE DATE

This Executive Order shall be effective upon filing with the Secretary of State.



Pat Quinn, Governor

Issued by the Governor: October 5, 2010

Filed with the Secretary of State: October 5, 2010

FILED
INDEX DEPARTMENT
OCT 05 2010
IN THE OFFICE OF
SECRETARY OF STATE



MEMORANDUM

TO: Sue Dees
Illinois Department of Transportation
Bureau of Design and Environment, Room 330
2300 S. Dirksen Parkway, Springfield IL 62764

FROM: Dr. David A. Enstrom, Ornithologist
Illinois Natural History Survey, Center for Biodiversity
172 Natural Resources Building
1816 S. Oak Street, Champaign IL 61820

DATE: October 25, 2010

SUBJECT: Elgin O'Hare project and Black-crowned Night Herons.

I visited the Elgin O'Hare project area (Figures 1-3) in the spring of 2010 and evaluated 9 areas for potential bird habitat; specifically habitat for the Illinois endangered black-crowned night heron (*Nycticorax nycticorax*). A black-crowned night heron had been seen at 'wetland site 49' (site 9 in Figure 2) along York Rd. by the INHS wetland survey crew on 24 June and 5 August 2009.

Wetland 49 is completely within the project area. The INHS wetlands report suggested that it may provide habitat for the black-crowned night heron and other animals. However, the area is quite small, 1.940 ac, and was largely dry with small ditches with standing water near the road at the time of my visit. A black-crowned night heron may be found briefly foraging in one of these ditches, but the area does not appear to be good foraging habitat for this species. The other eight sites (Figures 1-3) I examined also do not provide significant foraging habitat or breeding habitat for the Black-crowned Night Heron. Significant foraging habitat would constitute a wetland complex that could sustain populations of frogs, snakes, turtles, as well as other colonial nesting birds (the black-crowned night heron is a ravenous nest predator).

Black-crowned night herons breed in colonies. The size of their colonies varies from several to hundreds of pairs. Most colony sites are on islands, in swamps, or over water, suggesting that site selection is related to predator avoidance. Isolation from

mammalian predators, such as raccoons is important, and isolation from human disturbance may also be important factor in colony site selection. An enormous variety of nesting substrate is used by this species. Nests in trees can be near the trunks or distal forks of branches, in the open, or deep in foliage. On islands, these birds sometimes nest on the ground. Colonies are typically used for many years and, unless disturbed, individuals return to the same nesting area throughout their lives. Nest heights vary greatly and depend on substrate. Nests can be a very low in habitat devoid of mammalian predators, but they also can be located very high in trees (up to over 50 ft. high) in situations where predators are present.

Wetland 49 is not a likely nesting spot for this species. There are currently no nests at the site, the site is small, no nests have been found at the site in the past, and the area is surrounded by high levels of noise and human activity. The nearest known Black-crowned Night Heron breeding site is at Churchill Woods ~ 8 miles from the site. The bird seen by INHS personnel at this site was probably from Churchill Woods.

The other eight sites I examined also do not provide significant breeding habitat for the Black-crowned Night Heron.

References.

Herkert, J.R. 1992. Endangered and Threatened Species of Illinois: Status and Distribution, Volume 2-Animals. Illinois Endangered Species Protection Board, Springfield, Illinois.

Hothem, Roger L. Brianne E. Brussee and William E. Davis, Jr. 2010. Black-crowned Night-Heron (*Nycticorax nycticorax*). The Birds of North America Online (A. Poole, Ed.). Ithaca: Cornell Lab of Ornithology

Matthews, J., I. Draheim and B. Zercher. 2009. Elgin O'Hare Expressway, P-91-443-06. Report to IDOT.

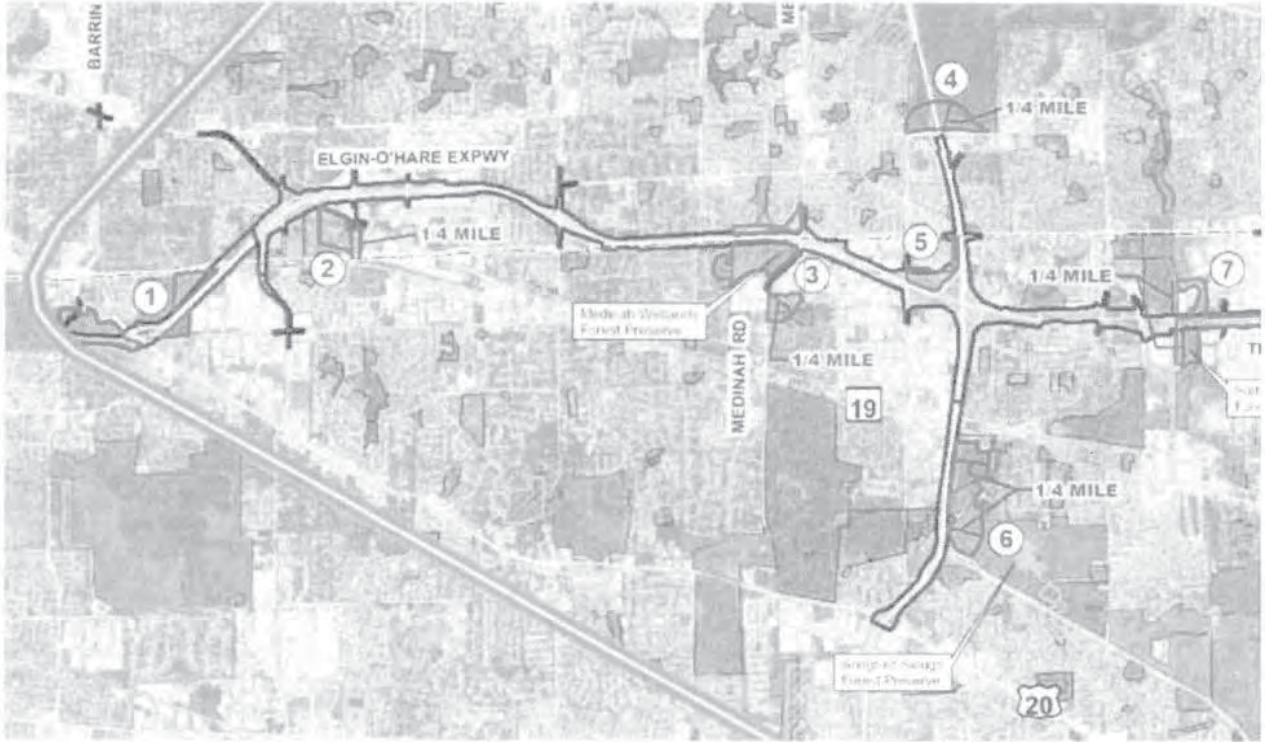


Figure 1. Area's 1-7.

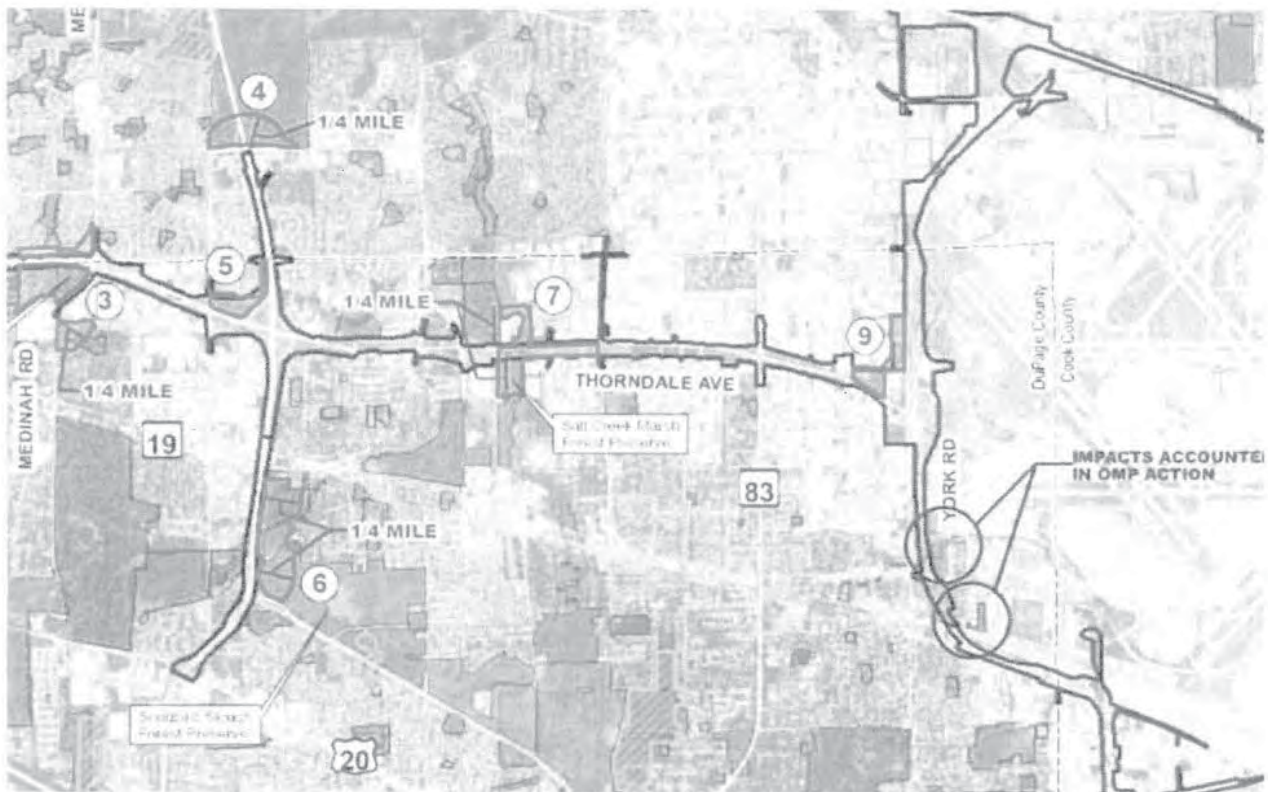


Figure 2. Areas 3-9

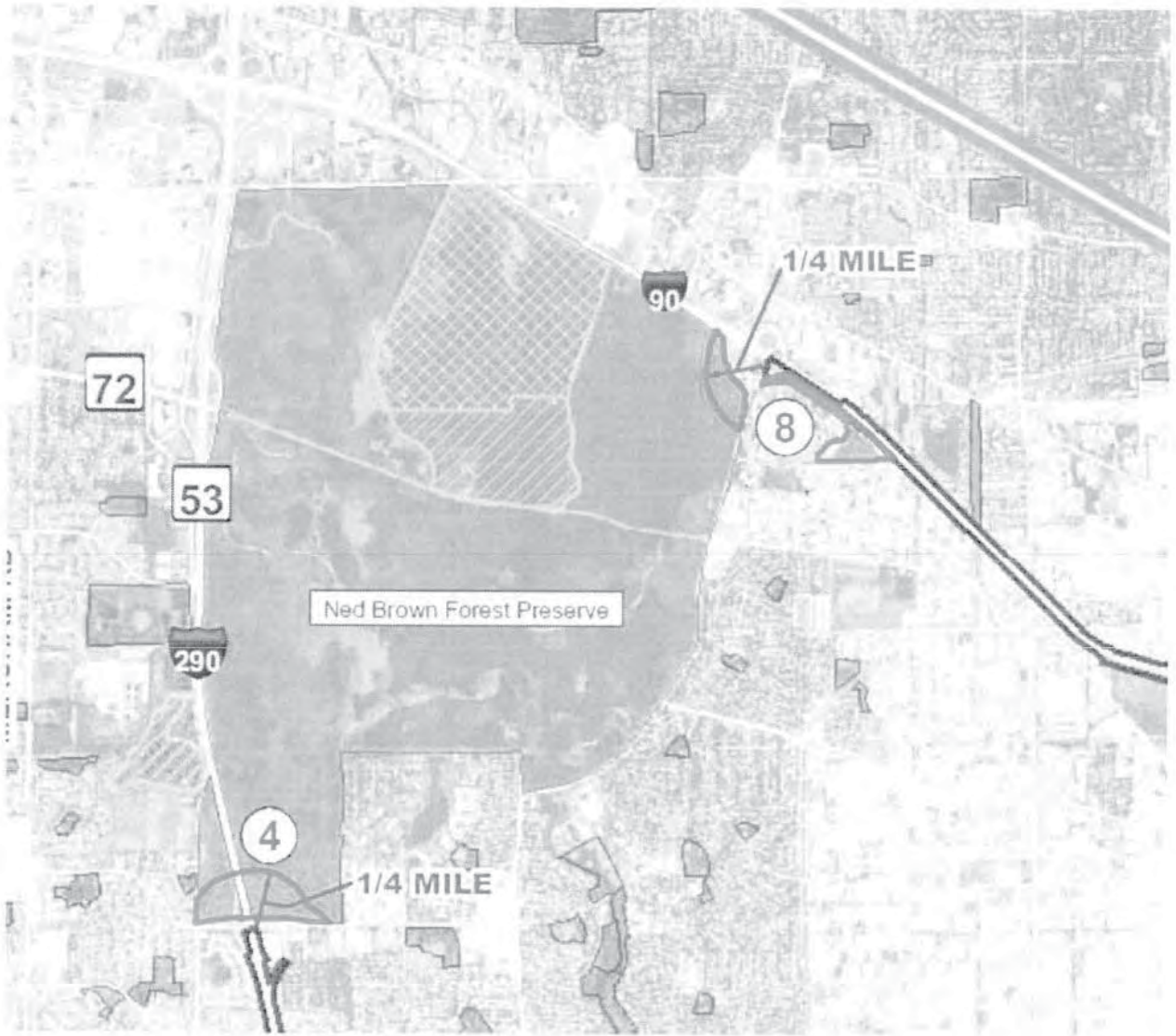


Figure 3. Areas 4 and 8.

Applicant: CBBEL
Contact: Pete Knysz
Address: 9575 W. Higgins Road, Suite 600
Rosemont, IL 60018

IDNR Project #: 1108370
Date: 02/11/2011

Project: Elgin - O'Hare West Bypass
Address: Various, Schaumburg

Description: Elgin - O'Hare West Bypass Construction

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Black Tern (*Chlidonias niger*)

Yellow-Headed Blackbird (*Xanthocephalus xanthocephalus*)

An IDNR staff member will evaluate this information and contact you within 30 days to request additional information or to terminate consultation if adverse effects are unlikely.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Cook

Township, Range, Section:

41N, 10E, 29	41N, 10E, 30
41N, 10E, 31	41N, 10E, 32
41N, 10E, 33	41N, 9E, 25
41N, 9E, 36	

County: DuPage

Township, Range, Section:

40N, 10E, 5	40N, 10E, 6
40N, 9E, 1	



IL Department of Natural Resources Contact

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Local or State Government Jurisdiction

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

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Applicant: CBBEL
Contact: Pete Knysz
Address: 9575 W. Higgins Road
Rosemont, IL 60018

IDNR Project #: 1108378
Date: 02/11/2011

Project: Elgin O'Hare West Bypass
Address: Various, Schaumburg

Description: Elgin O'Hare West Bypass construction

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Wgn Marsh INAI Site

Yellow-Headed Blackbird (*Xanthocephalus xanthocephalus*)

An IDNR staff member will evaluate this information and contact you within 30 days to request additional information or to terminate consultation if adverse effects are unlikely.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Cook

Township, Range, Section:

41N, 10E, 33	41N, 10E, 34
41N, 10E, 35	41N, 10E, 36
41N, 11E, 31	

County: DuPage

Township, Range, Section:

40N, 10E, 1	40N, 10E, 2
40N, 10E, 3	40N, 11E, 6



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Ron Krall
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Schaumburg, Illinois 60196

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Applicant: CBBEL
Contact: Pete Knysz
Address: 9575 W. Higgins Road
Rosemont, IL 60018

IDNR Project #: 1108384
Date: 02/11/2011

Project: Elgin O'Hare West Bypass
Address: Various, Schaumburg

Description: Elgin O'Hare West Bypass

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Wgn Marsh INAI Site
Least Bittern (*Ixobrychus exilis*)
Yellow-Headed Blackbird (*Xanthocephalus xanthocephalus*)
Yellow-Headed Blackbird (*Xanthocephalus xanthocephalus*)

An IDNR staff member will evaluate this information and contact you within 30 days to request additional information or to terminate consultation if adverse effects are unlikely.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Cook

Township, Range, Section:

41N, 11E, 31

County: DuPage

Township, Range, Section:

40N, 10E, 1

40N, 11E, 5

40N, 11E, 6

40N, 11E, 7



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Applicant: CBBEL
Contact: Pete Knysz
Address: 9575 W. Higgins Road
Rosemont, IL 60018

IDNR Project #: 1108389
Date: 02/11/2011

Project: Elgin O'Hare West Bypass
Address: Various, Schaumburg

Description: Elgin O'Hare West Bypass Construction

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

Consultation is terminated. This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary. Termination does not imply IDNR's authorization or endorsement.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Cook

Township, Range, Section:

41N, 11E, 31	41N, 11E, 32
41N, 11E, 33	41N, 11E, 34
41N, 11E, 35	

County: DuPage

Township, Range, Section:

40N, 11E, 2	40N, 11E, 3
40N, 11E, 4	40N, 11E, 5
40N, 11E, 6	40N, 11E, 11



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Schaumburg, Illinois 60196

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Applicant: CBBEL
Contact: Pete Knysz
Address: 9575 W. Higgins Road
Rosemont, IL 60018

IDNR Project #: 1108393
Date: 02/11/2011

Project: Elgin O'Hare West Bypass
Address: Various, Wood Dale

Description: Elgin O'Hare West Bypass Construction

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

Consultation is terminated. This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary. Termination does not imply IDNR's authorization or endorsement.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Cook

Township, Range, Section:

40N, 12E, 18 40N, 12E, 19

County: DuPage

Township, Range, Section:

40N, 11E, 1 40N, 11E, 2
40N, 11E, 11 40N, 11E, 12
40N, 11E, 13 40N, 11E, 14
40N, 11E, 24



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Ron Krall
201 W. Center Court
Schaumburg, Illinois 60018

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Applicant: CBBEL
Contact: Pete Knysz
Address: 9575 W. Higgins Road
Rosemont, IL 60018

IDNR Project #: 1108394
Date: 02/11/2011

Project: Elgin O'Hare West Bypass
Address: Various, Bensenville

Description: Elgin O'Hare West Bypass Construction

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

Consultation is terminated. This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary. Termination does not imply IDNR's authorization or endorsement.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Cook

Township, Range, Section:

40N, 12E, 17	40N, 12E, 18
40N, 12E, 19	40N, 12E, 20
40N, 12E, 29	40N, 12E, 30

County: DuPage

Township, Range, Section:

40N, 11E, 13	40N, 11E, 24
40N, 11E, 25	



IL Department of Natural Resources Contact
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IL Department of Transportation
Ron Krall
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Schaumburg, Illinois 60196

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Applicant: CBBEL
Contact: Pete Knysz
Address: 9575 W. Higgins Road
Rosemont, IL 60018

IDNR Project #: 1108396
Date: 02/11/2011

Project: Elgin O'Hare West Bypass
Address: Various, Bensenville

Description: Elgin O'Hare West Bypass Construction

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

Consultation is terminated. This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary. Termination does not imply IDNR's authorization or endorsement.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Cook

Township, Range, Section:

39N, 12E, 6 40N, 12E, 30
40N, 12E, 31

County: DuPage

Township, Range, Section:

39N, 11E, 1 40N, 11E, 25
40N, 11E, 36



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Applicant: CBBEL
Contact: Pete Knysz
Address: 9575 W. Higgins Road
Rosemont, IL 60018

IDNR Project #: 1108398
Date: 02/11/2011

Project: Elgin O'Hare West Bypass
Address: Various, Bensenville

Description: Elgin O'Hare West Bypass Construction

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

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Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Cook

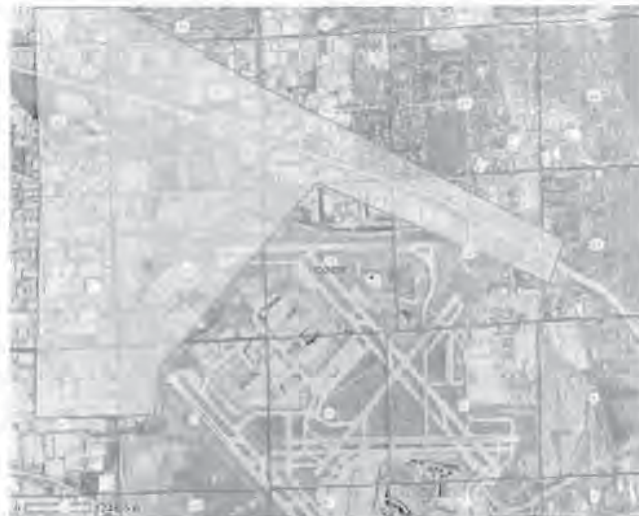
Township, Range, Section:

41N, 11E, 23	41N, 11E, 24
41N, 11E, 25	41N, 11E, 26
41N, 11E, 35	41N, 11E, 36
41N, 12E, 29	41N, 12E, 30
41N, 12E, 31	41N, 12E, 32
41N, 12E, 33	

County: DuPage

Township, Range, Section:

40N, 11E, 1	40N, 11E, 2
-------------	-------------



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EcoCAT operates on a state of Illinois computer system. We may use software to monitor traffic and to identify unauthorized attempts to upload, download, or change information, to cause harm or otherwise to damage this site. Unauthorized attempts to upload, download, or change information on this server is strictly prohibited by law. Unauthorized use, tampering with or modification of this system, including supporting hardware or software, may subject the violator to criminal and civil penalties. In the event of unauthorized intrusion, all relevant information regarding possible violation of law may be provided to law enforcement officials.

Privacy

EcoCAT generates a public record subject to disclosure under the Freedom of Information Act. Otherwise, IDNR uses the information submitted to EcoCAT solely for internal tracking purposes.

Applicant: CBBEL
Contact: Pete Knysz
Address: 9575 W. Higgins Road
Rosemont, IL 60018

IDNR Project #: 1108402
Date: 02/11/2011

Project: Elgin O'Hare West Bypass
Address: Various, Des Plaines

Description: Elgin O'Hare West Bypass Construction

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Busse Woods INAI Site
Busse Forest Nature Preserve

An IDNR staff member will evaluate this information and contact you within 30 days to request additional information or to terminate consultation if adverse effects are unlikely.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Cook

Township, Range, Section:

41N, 11E, 15	41N, 11E, 16
41N, 11E, 21	41N, 11E, 22
41N, 11E, 23	41N, 11E, 26
41N, 11E, 27	



IL Department of Natural Resources Contact
Steve Hamer
217-785-5500
Division of Ecosystems & Environment

Local or State Government Jurisdiction
IL Department of Transportation
Ron Krall
201 W. Center Court
Schaumburg, Illinois 60196

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

Terms of Use

By using this website, you acknowledge that you have read and agree to these terms. These terms may be revised by IDNR as necessary. If you continue to use the EcoCAT application after we post changes to these terms, it will mean that you accept such changes. If at any time you do not accept the Terms of Use, you may not continue to use the website.

1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.
2. Unauthorized attempts to upload, download, or change information on this website are strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and/or the National Information Infrastructure Protection Act.
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Illinois Department of Natural Resources

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

Pat Quinn, Governor
Marc Miller, Director

February 14, 2011

Pete Knysz
CBBEL
9575 W. Higgins Road, Suite 600
Rosemont, IL 60018

Re: Elgin - O'Hare West Bypass
Project Number(s): 1108370
County: Cook, DuPage

Dear Applicant:

This letter is in reference to the project you recently submitted for consultation. The natural resource review provided by EcoCAT identified protected resources that may be in the vicinity of the proposed action. The Department has evaluated this information and concluded that adverse effects are unlikely. Therefore, consultation under 17 Ill. Adm. Code Part 1075 is terminated.

This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary.

The natural resource review reflects the information existing in the Illinois Natural Heritage Database at the time of the project submittal, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, you must comply with the applicable statutes and regulations. Also, note that termination does not imply IDNR's authorization or endorsement of the proposed action.

Please contact me if you have questions regarding this review.

Steve Hamer
Division of Ecosystems and Environment
217-785-5500



Illinois Department of Natural Resources

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

Pat Quinn, Governor
Marc Miller, Director

February 14, 2011

Pete Knysz
CBBEL
9575 W. Higgins Road
Rosemont, IL 60018

Re: Elgin O'Hare West Bypass
Project Number(s): I108378
County: Cook, DuPage

Dear Applicant:

This letter is in reference to the project you recently submitted for consultation. The natural resource review provided by EcoCAT identified protected resources that may be in the vicinity of the proposed action. The Department has evaluated this information and concluded that adverse effects are unlikely. Therefore, consultation under 17 Ill. Adm. Code Part 1075 is terminated.

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Steve Hamer
Division of Ecosystems and Environment
217-785-5500



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

Pat Quinn, Governor
Marc Miller, Director

February 14, 2011

Pete Knysz
CBBEL
9575 W. Higgins Road
Rosemont, IL 60018

Re: Elgin O'Hare West Bypass
Project Number(s): 1108384
County: Cook, DuPage

Dear Applicant:

This letter is in reference to the project you recently submitted for consultation. The natural resource review provided by EcoCAT identified protected resources that may be in the vicinity of the proposed action. The Department has evaluated this information and concluded that adverse effects are unlikely. Therefore, consultation under 17 Ill. Adm. Code Part 1075 is terminated.

This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary.

The natural resource review reflects the information existing in the Illinois Natural Heritage Database at the time of the project submittal, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, you must comply with the applicable statutes and regulations. Also, note that termination does not imply IDNR's authorization or endorsement of the proposed action.

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Steve Hamer
Division of Ecosystems and Environment
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Pat Quinn, Governor
Marc Miller, Director

February 14, 2011

Pete Knysz
CBBEL
9575 W. Higgins Road
Rosemont, IL 60018

Re: Elgin O'Hare West Bypass
Project Number(s): 1108402
County: Cook

Dear Applicant:

This letter is in reference to the project you recently submitted for consultation. The natural resource review provided by EcoCAT identified protected resources that may be in the vicinity of the proposed action. The Department has evaluated this information and concluded that adverse effects are unlikely. Therefore, consultation under 17 Ill. Adm. Code Part 1075 is terminated.

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Please contact me if you have questions regarding this review.

Steve Hamer
Division of Ecosystems and Environment
217-785-5500

License Agreement for use of the Illinois Natural Heritage Database data provided by the Illinois Department of Natural Resources

The Illinois Department of Natural Resources (IDNR) hereby grants a revocable license to Larry Martin of CH2M HILL (Licensee) for use of the following Illinois Natural Heritage Database (INHD) data: Endangered & threatened species, Illinois Natural Areas Inventory, and Illinois Nature Preserves Commission data in GIS format for the Elgin O'Hare – West Bypass project area. IDNR retains the ownership of this data, allowing use by the Licensee for: project planning and preparation of environmental impact statement.

USE OF THE DATA IS SUBJECT TO THE FOLLOWING CONDITIONS:

1. The License is revocable at any time if Licensee fails to comply with its conditions.
2. This License is non-transferable and time-limited. Licensee agrees to delete all data provided by IDNR no later than March 22, 2012 (this date shall be no later than one year following the issuance of this License) unless Licensee renews this Data License Agreement by March 21, 2012.
3. The Licensee agrees to use the data provided solely for the purpose(s) stated above. Licensee agrees to delete all electronic versions of the data upon completion of work requiring the data or by the date above, whichever occurs first.
4. Licensee acknowledges that the data provided are considered confidential and exempt from the Illinois FOIA and agrees not to voluntarily release or distribute the data to parties not covered by this License. Licensee shall take all reasonable precautions to protect and maintain the confidentiality of the data and agrees to deny all requests for the data from parties not covered by this License. This License is subject to the condition that the Licensee has the authority to deny access to the data. If the Licensee is forced to release the data by a court order, IDNR must be notified, this agreement is terminated, and the data must be deleted upon compliance with the terms of the court order.
5. Licensee agrees not to publish or distribute the data, as a portion or in its entirety, or any interpretations thereof, without the express, written consent of the IDNR. In any publication that is approved, the Licensee agrees to cite the IDNR and the Illinois Natural Heritage Database Program as the source of the data along with the data release date.
6. Licensee agrees to provide the IDNR with a list of any reports or printed materials prepared using the data and will provide a copy of such material if requested by the IDNR.
7. Licensee understands and acknowledges that the data is being provided for planning and assessment purposes only. Receipt of the data does not constitute IDNR review or authorization of any proposed project and does not exempt the Licensee from securing necessary permits and approvals from the IDNR or other regulatory agencies.
8. Although the IDNR maintains high standards of data quality control, it makes no warranty as to the fitness of the data for any purpose or that the data are necessarily accurate or complete. The INHD cannot provide a conclusive statement on the presence, absence, or condition of significant natural features in Illinois. We can only summarize the existing information regarding the natural features or location in question known to the INHD at the time of this agreement. This License does not necessarily constitute IDNR agreement with the Licensee's interpretation of the data.

9. Licensee understands that the electronic portion of the data is only a representation of the more extensive information available in manual files and other electronic files at the IDNR.
10. By signature on the License, the Licensee hereby accepts all the terms and conditions of this License without exception, deletion or alteration. The Licensee recognizes that any use or release of the data not authorized by this License or failure to return the agreement will be considered a breach of this License. Upon breach, the Licensee shall immediately delete all data for this License shall be null and void and use of the data shall be unlawful and constitute unauthorized use.

Return this License Agreement and address all correspondence to:

Tara Kieninger
Natural Heritage Database Program Manager
Illinois Department of Natural Resources - ORC
One Natural Resources Way
Springfield, IL 62702
(217)782-2685
(217)785-2438 - fax



Signature of Licensee

CH2M HILL

Agency

Vice President

Title

8501 W. Higgins Rd., Suite 300

Address

Chicago, IL 60631-2801

City/State/Zip code

(773) 458-2838

Phone number

lmartin@ch2m.com

Email address



Illinois Department of Transportation

Memorandum

To: Diane O'Keefe Attn: Pete Harnet
From: Scott E. Stitt By: J. A. Walthall
Subject: Cultural Resource Clearance
Date: April 29, 2011

Cook & DuPage Counties
FAI 355, FAU 2626, 1346
Job No. P-91-443-06
Seq. #15237C

Attached is a copy of the "Environmental Survey Request Form" submitted for the above project. It is the opinion of our professional staff that no Cultural Resource survey is required for this project. This determination follows the stipulations of the joint agreement for the Exclusion of Classes of "No Effect" from Illinois SHPO Coordination ratified by FHWA, the SHPO, and IDOT on December 11, 2006. The signed request form attached is your evidence of coordination.

A handwritten signature in cursive script, reading "J. A. Walthall".

Attachment

JAW:km

Environmental Survey Request Addendum

A. Project Information

Bio Cultural Wetlands Special Waste

Submittal Date: 04/21/2011 Sequence No: 15237 G
 District: 1 Requesting Agency: DOH Project No:
 Contract #: Job No.: P- 91-443-06
 Counties: Cook and DuPage
 Route: FAI 355 FAU 2626 & 1346 Marked: I-355, Arlington Heights Rd...
 Street: see add'l info Section:
 Municipality(ies): Addison, Elk Grove Village, Itasca, Uninc. Project Length: 0 km 0 miles
 From To (At): see add'l info
 Quadrangle: Lombard Township-Range-Section: see add'l info
 Anticipated Design Approval: 12/31/2012

B. Reason for Submittal: (Check all that apply)

Acquisition of additional ROW or easement Addendum: _____ acres Total Project: _____ acres
 In-Stream Work Stream Name: West Branch DuPa
 Other: Wetland survey needed
 Field Sign Off (Bio & Cultural Only)

C. Addendum Description: Additional study area for comp storage/drainage, Transportation Corridor.

D. Tree Removal?: Don't Know Number?: _____ ha/ _____ acres

Wetland delineation performed by: BDE End. Species Consultation performed by: BDE

E. Contact Person: Ron Krail	Local Contact Person:
Telephone #: (847) 705-4103 ext.	Telephone #:
Env. Contact: Sam Mead	E-Mail:
Telephone #: 8477054101	Title/Company:

Update Entire Project
 Addendum Only

Field Sign Off (Bio & Cultural Only) _____ Received in CO _____

CULTURAL RESOURCES:
 NO SURVEY OR FURTHER COORDINATION REQUIRED

[Signature]
 SIGNED DATE 4/29/11