

Draft Environmental Impact Statement Comments and Responses



Illinois Department of Transportation

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

September 14, 2012

Mr. Donald Kopec
Deputy Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Re: Elgin O'Hare – West Bypass Project
Response to comment on the Draft Environmental Impact Statement

Dear Mr. Kopec:

Thank you for the comment you provided on the Draft Environmental Impact Statement (EIS). We offer the following in response.

1 | In your comment, you requested that CMAP's corridor level socioeconomic forecasts be included in the EIS for comparative purposes. The attached socioeconomic technical memorandum recognizes the GO TO 2040 forecasts in the overall regional context. As requested, a comparison between the GO TO 2040 forecasts with the Draft EIS market-driven forecast will be included in section three of the Final EIS.

2 | You also indicated your support of the extensive economic analysis of the proposed project contained in the Draft EIS. We agree that it effectively communicates the economic benefits of the project. We very much appreciate CMAP's approval of this analysis as an example of a sound analytical approach for projects of this magnitude.

3 | In addition, you requested that consideration be given to encouraging residential development to accommodate the anticipated job growth in an effort to minimize an imbalance between jobs and housing. Based on our assessment, the housing market in the project study area does not support a wholesale residential transformation in the next 10-15 year horizon during the implementation of the Elgin O'Hare and West Bypass corridors. However, we understand the need to strive to achieve a good balance between housing and jobs and will state the need by encouraging local communities to look for potential opportunities to achieve it.

4 | You mention CMAP is beginning to offer assistance to local communities for planning projects that advance local goals and GO TO 2040. DuPage County has been acting as the facilitator for discussing topics that cross the boundaries of communities in the project area. They will likely remain in that role for initiatives that would develop unified planning strategies for managing new development, and will coordinate with CMAP to seek funding assistance to support the development of planning tools.

Mr. Donald Kopec
September 14, 2012
Page 2

5 [Your letter includes support for state-of-the-art water quality best management practices (BMP). In an agreement with the regulatory agencies, a conceptual plan for BMP's that enhance water quality has been included in the Final EIS. The use of strategies such as bioswales, detention facilities, and vegetation buffers will be installed to minimize transport of sediment, heavy metals, and other pollutants to surface waters. The plan for the implementation of these practices will be refined as the project advances to the permitting phase.

It is acknowledged that chlorides are increasing in surface and groundwater resources. In the interest of both safety and environmental protection, the Illinois Tollway will initiate work in several areas to better manage the use of road salt as part of the Move Illinois Program. Among these include:

- Reviewing their current practices
- Evaluation of the use of alternative deicers
- Regular maintenance and calibration of equipment to ensure proper application rates
- Regular training that reinforces good salt management

Additionally, the Tollway is committed to approaching chloride reduction on a watershed basis by partnering with local municipalities. The outcome of these partnerships will assist in providing a holistic view and approach to chloride application and reduction on a watershed level. Furthermore, the value of these partnerships will reach beyond any one agency and would be shared with local communities throughout the project area and region.

6 [Finally, CMAP listed recommendations for inclusion in the environmental documentation. These recommendations will be incorporated into the Final EIS.

If you have any questions or need additional information, please contact me or Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,



John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

Attachment



DuPage River Salt Creek Workgroup

President

David Gorman

Village of Lombard

Vice President

Sue Baert

Wheaton Sanitary District

Secretary-Treasurer

Antonio Quintanilla

Metropolitan Water Reclamation
District of Greater Chicago

Monitoring

Committee Chairperson

Jennifer Hammer

The Conservation Foundation

Salt Creek

Committee Chairperson

Dennis Streicher

Sierra Club - River Prairie Group

East Branch DuPage River

Committee Chairperson

Larry Cox

Downers Grove Sanitary District

West Branch DuPage River

Committee Chairperson

Ross Hill

Forest Preserve District of
DuPage County

Member At Large

Mitchell Patterson

Village of Addison

Member At Large

Tom Richardson

Sierra Club - Prairie River Group

Member At Large

Robert Swanson

DuPage County

Member At Large

Steven Zehner

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DuPage County

Staff

Watershed Coordinator

Stephen McCracken

The Conservation Foundation

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Mr. R. Krall

Illinois Department of Transportation
Bureau of Programming
201 W. Center Court
Schaumburg IL 60196

RE: Elgin O'Hare – West Bypass Study: Tier Two Draft Environmental Impact Statement,
Section 3.10 through 3.13

Dear Mr. Krall,

Thank you for the opportunity to comment on the Elgin O'Hare West Bypass Expansion Study Tier Two draft Environmental Impact Study. The DRSCW recognizes that the expansion is a vital infrastructure project that will greatly increase the efficiency of traffic flows between the planned O'Hare Airport improvements the western suburbs and beyond. DRSCW's area of concern is the Expansion's impacts on area waterways. The waterways addressed in this letter are those bodies of water that lie in the basins of the West Branch DuPage River and Salt Creek (including Addison Creek). DRSCW is focused mainly on post construction impacts; while impacts will occur during construction, DRSCW assumes that all best practices set out in the EIS will be followed to minimize discharges of pollutants or excess flows during this phase. Post construction impacts of principle concern include a higher concentration of pollutants (chlorides, metals, TSS, PAHs) and alteration of the physical characteristics of the stream (stream alteration at crossing points and buffers, extension of linear feet of stream that is enclosed and alteration of flow regimes).

In several areas of the EIS there are statements such as "As a result (of various impairments), the dominant fish species are pollutant tolerant and potential impacts to fishing and other recreational surface water uses near the proposed improvements are anticipated to be minimal with implementation of BMPs" (Page 3-121 line 14). References to the degraded nature of the waterways' fish and macro-invertebrate communities being a large factor in minimizing the impacts of any pollution are also made on pages 3-228 "The Project corridor is highly urbanized and built-up. Therefore, impacts to sensitive resources are minimized."

The statement may be true but it does not accurately reflect the situation of the waterways in relation to the Clean Water Act (CWA) and the obligations of regulated entities that discharge to those waterways. Compliance with the aquatic life goal of the CWA in Illinois means that the Fish Index of Bio-integrity (fIBI) should be greater than 41 and the macro-invertebrate Index of Bio-integrity (mIBI) greater than 41.8, or that at least one of the communities be in this range and the other in the moderately impaired category (<41 and >20 for fish and < 41.8 and > 20.9 macro-invertebrates). Failure to support communities to this degree means that a water body may be listed on the State's list of impaired water bodies (303 (d) List). As part of restoring the waterbody, current discharging entities may find their allowable loadings decreased, and new discharges of impairment-causing pollutants may not be allowed. In the Salt Creek and West Branch DuPage River basins all assessed segments are on the State's 303 (d) list.

Surveys by the DRSCW show that if the remaining segments were assessed by IEPA, they too would be included on the 303 (d) list. The listing of a waterway on the State 303 (d) list creates obligations on local government to ameliorate water quality and major obstacles to waste water treatment plant expansion. Total Maximum Daily Loads (TMDLs) may be performed on 303 (d) listed water bodies to estimate the loadings allowable while still meeting water quality standards. Four assessed segments of the Salt Creek mainstream, one segment of Addison Creek and four assessed segments of the West Branch DuPage River have had TMDLs for chlorides approved since 2004.

Each TMDL for the Salt Creek watershed was developed to achieve full compliance with Illinois general-use (GU) water quality standards or criteria that are correlated to the pollutant of concern (500 mg/L chloride). The Salt Creek TMDLs requires an 8 percent reduction in overall chloride application to Salt Creek and a 41 percent reduction in Addison Creek (allocations estimated that up to 12 miles of new roads might be constructed in the process of land-use change). The TMDL noted, "Since salt application for deicing is the major source of chloride leading to standard exceedence, the chloride TMDL indicates the need for salt application chloride reduction."

The TMDLs for the West Branch DuPage River recommended a 35 percent reduction from modeled conditions (load allocation for future road construction was assumed but a lane mile figure was not identifiable). The DRSCW's 2007 Chloride Reduction reportⁱ suggests that the loading assumptions used in the TMDLs were conservative, meaning reductions necessary to meet the State standard need to be larger than those recommended by the TMDLs.

Based on the data found in the EIS, the project would add a total of 95.94 lane miles to the Salt Creek (including Addison Creek) and West Branch DuPage River watersheds, increasing the annual road salt loading by approximately 3,809 tons. This increase, which is the equivalent of adding a large municipal entity such as Wheaton or Villa Park, would increase overall chloride loadings by 3 percent for the DRSCW program area (including East Branch DuPage River). Looking at the increase in loading to the two watersheds effected (Salt Creek and West Branch DuPage River) we would see an increase of approximately 4.3 percent.

It should also be noted that the TMDLs and the analysis presented in the EIS are based on the State water quality standard of 500 mg/l. Studies by the DRSCWⁱⁱ suggest that in the impacted watersheds aquatic populations experience a statistically significant decline when chloride concentrations of 141 mg/l and 112 mg/l (for macro – invertebrates and fish respectively) are exceeded. The US EPA recommends an acute standard of 220 mg/l, though this standard is currently under review and is likely to become more stringent. From an aquatic resource protection scenario the current State standard does not seem protective enough but 500 mg/l is the current regulatory standard and will be used for this review.

The stressors analysis detailed in the 2012 draft DRSCW report found that in the three DRSCW watersheds, chloride was, out of 41 stressors analyzed, one of the most significant stressors to aquatic life. The statement in the EIS that states, "Studies of the effects of sodium chloride on fish, aquatic invertebrates, and aquatic plants, including acute and chronic toxicity, indicate that salt does not have substantial harmful effects on aquatic biota in large or flowing bodies of water, where dilution takes place quickly (Jones and Jeffrey, 1992)" (page 1-125) is clearly not relevant in this situation. Project area inputs and ambient conditions are typically concentrated and the receiving streams are neither large nor "flowing" relative to the rivers where that narrative statement was produced. Chlorides do not degrade in the environment and chlorides released at one point will add to loadings further downstream. The EIS states that, "Addison Creek, Higgins Creek, and Spring Brook meet the General Use Water Quality Standard in the existing condition, but exceed the standard in the proposed condition. Meacham Creek exceeds the General Use Water Quality Standard in both the existing and proposed conditions," (Page 3-123). Meacham Creek chloride loadings would increase from 532 mg/l to 842 mg/l, a 58% increase.

The EIS concludes that concentration compliance may be possible because a detention system will accompany the proposed conditions and lower peak concentrations. It is not clear where the dilution flows might come from given the ubiquitous nature of chloride treated transport infrastructure in the area. Neither is it clear that increasing the exposure time by lowering the peak concentration would be less impactful to aquatic communities. Empirically,

violations of the chloride standard are ubiquitous in the watersheds, despite the presence of similar flood mitigation infrastructure. Based on the information provided in the EIS it is difficult to conclude that the additional chloride loading would not impact existing aquatic life; make it more difficult to improve IBIs; be in contradiction to the segments' listing for the State's 303 (d) list and US EPA approved TMDLs. Ultimately it is likely to result in higher future costs for local stakeholders to comply with the aquatic life goal of the CWA.

In order to mitigate this outcome the DRSCW suggests commitment to the following post construction steps:

- Full review of current road salting policy and procedures
- A binding commitment to fully implement chloride reduction practices, including anti-icing and use of alternative products throughout the project area, and to measure chloride reductions
- Review of procedures, including frequency of equipment calibration and a review of the procedure to set and control application rates
- Upgrade storage and handling facilities and incorporate storage and handling training for operators

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Table 3-37 presents salt application/ loading calculations for the project which show a predicted average loading of 39.7 tons of salt per lane-mile. Based on DRSCW's experience, this rate seems high, and is higher than has been reported by the Tollway in the past. For example in 2007, municipalities in the DRSCW program area reported using an average of 13.53 tons/lane-mile annually (only one reported rates higher than 39.7 tons/lane-mile). The table does not specify the source(s) for the information presented and it is possible that the total used was skewed by the relatively severe winter weather experienced 2008 -2010. Whether the application rate used represents a long term average or not, large reductions in salt application rates can be achieved for the project area and this should be the primary focus in chloride reduction efforts. Page 3-313 provides a useful summary of these practices and resources to develop them. The DRSCW would like the language to include solid commitments to adopting the practices set out and the setting of measurable reduction goals.

The EIS suggests "strengthening watershed collaboration with the DRSCW by exploring opportunities for sponsoring research and assisting in regional capital improvements for the reduction of chloride concentrations within the sub-watershed areas. By assisting with regional capital improvements through the DRSCW, member communities and groups will have the opportunity to receive assistance in up-grading salt application equipment to current standards, thereby reducing application rates and chloride concentrations within the watershed" (page 3-313). Obviously even under the most generous reduction scenario the build alternative will increase watershed pollutant loadings. Looking at the increase in loadings projected, offsetting them by lowering application rates in watershed communities seems like a feasible option. Once again such reductions will require commitments from the municipal and county agencies involved to increase capital funds invested in chloride reduction, rather than simply offsetting investments already planned, and to commit to application rate reductions. The preference would be that such a program would make the off- site reductions as close to or upstream of the project to avoid water quality impacts to that area.

The aim of both on site and off site reductions should be to show no net gain in chloride concentration at the site or to show a reduction. The DRSCW looks forward to working with the project partners towards this goal.

2

Page 3-195 refers to riparian woody buffers and concludes that "Due to the urban nature of the proposed project and the relatively narrow, degraded, and fragmented riparian environment within its corridor, these functions are limited. Subsequently, adverse impacts to riparian corridor functions and values as a result of the proposed project are expected to be minimal and would be mitigated as described in subsections 3.10.3 and 3.13.3". DRSCW agrees with the assessment of area riparian buffers as "relatively narrow, degraded, and fragmented", however again Draft 2012 analysis by the DRSCW shows that buffer width is correlates strongly and positively with macro-invertebrate communities. Like chloride reduction, rebuilding riparian buffers is a primary activity of the DRSCW Identifications and Priority System (IPS). The DRSCW would urge project management to look at how preserve existing buffers to the maximum extent possible and consider granting easements on riparian property obtained by the expansion project where the DRSCW could rebuild buffers in the future.

The EIS's summary of fish IBIs in Salt Creek and West Branch DuPage River match those found by the DRSCW basin assessments. However a full review of the fIBIs throughout the both watersheds reveals that fIBIs fall precipitously on both rivers main stems at river miles 10.5 and 8 respectively. In both cases this drop in fIBI is linked to dams that prevent fish passage. In both cases certain species are found below the dam but not above it. FIBI is then not solely a function of the conditions at the survey site but has to be interpreted based on the understanding of downstream conditions. DRSCW is working to remove both these constraints, and based on experience on the East Branch DuPage River, is optimistic that fIBIs will rise throughout the watershed if the barriers can be successfully modified (a second barrier at river mile 22.5 on Salt Creek is also due for removal). Further degradation of habitat, passage and water quality in the upper watershed will negate some of these potential improvements if consideration is given only to the pollutant tolerant species currently present.

3

In addition to striving to maintain or improve existing water quality DRSCW would also like to express to the expansion projects management the importance of insuring that fish passage be maintained at any river crossing or culvert that the project places. DRSCW would be available to assist in reviewing the plans for such infrastructure

No comparison was made to DRSCW macro –invertebrate scores. DRSCW used the Illinois mIBI protocol and the EIS used the MBI protocol. It should be noted that MBI is generally used to examine only the relationship between organic pollution and macro-invertebrates. mIBI is designed to be sensitive to habitat modification, flow and a wide range of water quality issues and would have been a superior method to evaluate the potential impact of this type of project. mIBI scores found on the main stem Salt Creek ranged from were in the range of poor to fair category, while the scores were consistently characterized as poor along Spring Brook.

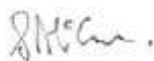
4

The EIS correctly identified polycyclic aromatic hydrocarbons (PAHs) as a surface water quality concern. The practices set out are reasonable and concur with the DRSCW's opinion that beyond the discontinuation of coal tar based sealants, stormwater BMPs that capture suspended solids are the most effective mechanism for abating PAHs. Attention must be paid to the size of the solids capture as studies have shown that the concentration of PAHs increase in the very fine (< 100 µm) particlesⁱⁱⁱ. The expansion project's management team may also want to consider regenerative air street sweeping as an abatement mechanism for these pollutants.

Finally the EIS notes that the expansion project's management team will continue to coordinate with the DRSCW to investigate potential local sites within the Salt Creek Watershed for mitigation of impacts. The DRSCW is continuing to look at possibilities outside of the airport buffer that meet the team's criteria.

The Board of the DRSCW would like to thank the project team again for the chance to comment on the EIS and looks forward to working with them to make the project an environmental, as well as transportation, success story.

Sincerely



Stephen McCracken

DRSCW Watershed Coordinator

ⁱ DRSCW Chloride Usage Education and Reduction Program Study, CDM 2007

ⁱⁱ Priority Rankings based on Estimated Restorability for Stream Segments in the DuPage-Salt Creek Watersheds, MBI 2012 (Draft)

ⁱⁱⁱ Metals and PAHs adsorbed to street particles Sim-Lin Lau, Michael K. Stenstrom Water Research (2005) Volume: 39, Issue: 17, Publisher: Elsevier, Pages: 4083-4092



Illinois Department of Transportation

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

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

October 8, 2012

Mr. Stephen McCracken
DuPage River Salt Creek Workgroup
10S404 Knock Knolls Road
Naperville, IL 60565

Re: Elgin O'Hare – West Bypass Project
Response to comment on the Draft Environmental Impact Statement

Dear Mr. McCracken:

Thank you for your comments on the Elgin O'Hare – West Bypass (EOWB) Draft Environmental Impact Statement (EIS). We offer the following in response:

Water Quality - Chlorides

Comment: In summary, the DuPage River Salt Creek Workgroup (DRSCW) noted concerns with water quality (specifically chlorides), aquatic life, and Total Maximum Daily Loads. As mitigation, your office suggested a commitment to the following post construction steps:

- Full review of current road salting policies and procedures.
- A binding commitment to fully implement chloride reduction practices, including anti-icing and use of alternative products throughout the project area, and to measure chloride reductions.
- Review of procedures, including frequency of equipment calibration and a review of the procedure to set and control application rates.
- Upgrade storage and handling facilities and incorporate storage and handling training for operators.

Response: As stated in the Draft EIS, we are proposing several strategies to minimize the potential effect that the proposed improvements could have on the aquatic environment. These strategies include, but are not limited to:

- Implementation of water quality Best Management Practices (BMP), including coordination with the U.S. Army Corps of Engineers (USACE), U.S. Environmental Protection Agency (USEPA), U.S. Fish and Wildlife Service (USFWS), and Illinois Environmental Protection Agency (IEPA).
- Promoting weather-related data sharing with local communities.
- Approaching chloride reduction on a watershed basis by partnering with local municipalities. The outcome of these partnerships will assist in providing a holistic view and approach to chloride application and reduction on a watershed level.

Mr. Stephen McCracken
 October 8, 2012
 Page 2

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Additionally, over the next two and half years (by Winter 2014-2015 – prior to winter maintenance of new facilities), road salting policies, practices, procedures, and materials will be reviewed. Adjustments will be made where practicable and feasible. Additional operator training will be provided, as necessary based on this review. The potential use of chloride reduction BMP, including a water quality monitoring program, will be explored and coordinated with your office.

Riparian Buffers

Comment: The DRSCW recommended that existing riparian buffers be preserved and that your office be granted easements to re-build buffers in the project corridor.

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Response: Please note that disturbance of streamside/riparian vegetation will be kept to a minimum. Areas that are disturbed would be stabilized in accordance with the National Pollutant Discharge Elimination System (NPDES) and Clean Water Act Section 404 permit requirements. Tree/vegetation replacement will be guided by Federal Aviation Administration (FAA), Illinois Tollway, and IDOT policies. Erosion controls, stormwater quality/quantity best management practices (e.g., compensatory floodplain storage, bioswales, etc.), trees, shrubs, and other appropriate vegetation would be installed near streams to mitigate for riparian impacts. Coordination with the DRSCW would take place to investigate local sites within the Salt Creek Watershed that could provide additional riparian mitigation, if necessary.

It is important to note that the FAA is a signatory on the Final EIS and has a great deal of interest in protecting the traveling public through implementation of a variety of wildlife deterrents, including vegetation management techniques. The project must conform to an FAA wildlife hazard management advisory circular (*Hazardous Wildlife Attractants On or Near Airports*, AC No. 150/5200-33B, dated August 28, 2007) to protect the traveling public. FAA will dictate, to a large degree, what types of vegetation can be installed and where. Within the project corridor, the FAA is unlikely to allow installation of vegetation that can be considered wildlife attractants that would put air travelers at risk.

Fish Passage

Comment: The DRSCW also recommended that fish passage be maintained at any river crossing or culvert that the project installs.

Response: As part of the proposed improvements, several existing roads will be widened. Several of the drainage structures along these roads will remain in place and will be extended, as necessary. The Elgin-O'Hare Expressway will be extended east from IL Rte 53 to O'Hare Airport (within the existing Thorndale Avenue corridor). Existing Thorndale Avenue will be re-established as a frontage/service road that will flank the proposed Elgin-O'Hare Expressway. The West Bypass will be constructed on new alignment.

Mr. Stephen McCracken

October 8, 2012

Page 3

3 All new crossing structures have been designed in accordance with state and federal requirements. Existing structures that will remain have also been evaluated. If the existing structures need to be upgraded, they will be replaced to meet design requirements. Similarly, new culverts at intermittent and perennial waterways will be designed to accommodate anticipated high-water flows, fish passage, and not to impede low-water flows to minimize the negative effects to the aquatic ecosystem. Per the Illinois Tollway drainage design criteria, culverts are designed for the 50-year peak flow and checked for the 100-year and 500-year peak flows to avoid overtopping.

As specified in subsection 3.21 (*Environmental Commitments*) of the Draft EIS, the bottom of new box or pipe culverts will be buried below streambed elevations to maintain a more natural appearance, when feasible, given the size of the structure and context of location. Bottomless culverts will be considered in final design, when feasible, based on size of the span, geometry, skew, potential environmental impact associated with its installation, and cost. It is important to note that if a culvert or pipe is less than 48 inches wide (e.g., diameter), it is very difficult to place riverbed material within the structure.

Polycyclic Aromatic Hydrocarbons (PAHs)

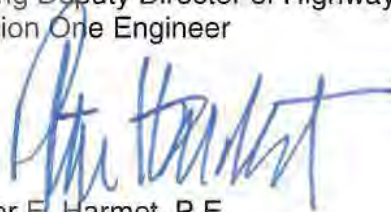
4 **Comment:** The DRSCW noted that the BMP presented in the Draft EIS to manage PAHs are reasonable. Your office also suggested that regenerative air street sweeping be considered.

Response: The project team will re-evaluate post construction water quality BMPs, including street sweeping practices. Regenerative air street sweeping will be considered as part of this review.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

1 that issue addressed, and that's at 850 Elmhurst Road.
 2 There's a school bus parking lot on the property, and
 3 the only access in and out of the property is off of or
 4 onto Elmhurst Road.

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8 MR. BOSKELLY: Mr. Terrence J. Boskelly,
 9 B O S K E L L Y, 1070 Tennessee Lane, Elk Grove Village,
 10 Illinois 60007.

11 I'd like to say that this sound barrier, where
 12 they have the proposal here, I would like it to stay
 13 where it's at. It shows it being moved to the north of
 14 the pond. I would like it to stay south of the pond,
 15 where it basically exists right now. So I kind of
 16 oppose this proposal of where they want to move it to.

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Illinois Department of Transportation

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

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

August 31, 2012

Mr. Terrence Boskelly
1070 Tennessee Lane
Elk Grove Village, IL 60007

Re:
Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Boskelly:

Thank you for the comment you provided at the April 18, 2012 Public Hearing.

1 [Your comment, indicated a preference for the location of the noise wall. The Illinois Department of Transportation (IDOT) is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths, and heights. Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will begin meeting later this fall.

The Tier Two Final EIS is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705- 4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village

1 MS. FRERES: Andrea and Greg, G R E G, Freres,
 2 F R E R E S, 1089 Florida Lane, Elk Grove Village,
 3 Illinois.

4 We do want the sound barrier to remain, and we
 5 do want it to remain right where it is. Because we had
 6 heard it was going to move. So we do, definitely, want
 7 it because it is noisy even with the noise barrier
 8 that's there. So we definitely want the sound barrier,
 9 but we would like it to remain exactly where it's at
 10 because if they move it, it will affect our property
 11 value. Thank you.

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 15 MR. PETZOLD: Paul Petzold, P E T Z O L D,
 16 1246 Dover Lane, Elk Grove Village, Illinois 60007.

17 Well, I would like to say that all of the
 18 people that have the name tags on and that help the
 19 people are doing an excellent job and I couldn't find
 20 anything without them. That's it.

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Illinois Department of Transportation

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

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

September 4, 2012

Mr. and Mrs. Greg Freres
1089 Florida Lane
Elk Grove Village, IL 60007

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. and Mrs. Freres:

Thank you for the comment you provided at the April 18, 2012 Public Hearing.

Your comment, indicated a preference for the location of the noise wall. The Illinois Department of Transportation (IDOT) is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths, and heights. Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will begin meeting later this fall.

The Tier Two Final EIS is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705- 4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village

1 MR. HUDGINS: Scott Hudgins, 1062 Tennessee Lane,
2 Elk Grove Village, H U D G I N S.

3 We would like to have the sound barrier wall,
4 but we would like it placed in the same spot it is now.
5 We don't want it moved to the north side of the lake or
6 retention ponds there. They show that on -- It's on one
7 of the pamphlets. She's got the other one. They had
8 showed it in one of the pamphlets, that they were moving
9 it. We just want it where it is, to be placed where it
10 is. Then we would like it. Otherwise, we don't want
11 it.

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15 MR. HARTMAN: My name is Donald Hartman,
16 H A R T M A N, at 1074 Tennessee Lane, Elk Grove
17 Village.

18 This is pertaining to the noise wall. We
19 would like to retain the noise wall if it stays in its
20 current location and doesn't move north of the retention
21 pond. And we'd also like it to be made of something
22 aesthetically pleasing. Thank you.

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Illinois Department of Transportation

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

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

August 31, 2012

Mr. Donald Hartman
1074 Tennessee Lane
Elk Grove Village, IL 60007

Re:
Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Hartman:

Thank you for the comment you provided at the April 18, 2012 Public Hearing.

1 [Your comment, indicated a preference for the location of the noise wall. IDOT is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths, and heights. Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will begin meeting later this fall.

The Tier Two Final EIS is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705- 4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village



Illinois Department of Transportation

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

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

August 20, 2012

Mr. Scott Horejs
209 East Murray Drive
Wood Dale, IL 60191

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Horejs:

We are writing to acknowledge and thank you for the comment you provided at the April 18, 2012 Public Hearing, which stated general support for the project.

The Tier Two Final EIS is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

cc: Jeff Mermuys, City Manager, City of Wood Dale

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MR. HUDGINS: Scott Hudgins, 1062 Tennessee Lane,
Elk Grove Village, H U D G I N S.

We would like to have the sound barrier wall,
but we would like it placed in the same spot it is now.
We don't want it moved to the north side of the lake or
retention ponds there. They show that on -- It's on one
of the pamphlets. She's got the other one. They had
showed it in one of the pamphlets, that they were moving
it. We just want it where it is, to be placed where it
is. Then we would like it. Otherwise, we don't want
it.

- - - - -

MR. HARTMAN: My name is Donald Hartman,
H A R T M A N, at 1074 Tennessee Lane, Elk Grove
Village.

This is pertaining to the noise wall. We
would like to retain the noise wall if it stays in its
current location and doesn't move north of the retention
pond. And we'd also like it to be made of something
aesthetically pleasing. Thank you.

- - - - -



Illinois Department of Transportation

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

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

August 31, 2012

Mr. Scott Hudgens
1062 Florida Lane
Elk Grove Village, IL 60007

Re:
Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Hudgens:

Thank you for the comment you provided at the April 18, 2012 Public Hearing.

Your comment, indicated a preference for the location of the noise wall. The Illinois Department of Transportation (IDOT) is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths, and heights. Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will begin meeting later this fall.

The Tier Two Final EIS is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705- 4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village

1 MS. FRERES: Andrea and Greg, G R E G, Freres,
 2 F R E R E S, 1089 Florida Lane, Elk Grove Village,
 3 Illinois.

4 We do want the sound barrier to remain, and we
 5 do want it to remain right where it is. Because we had
 6 heard it was going to move. So we do, definitely, want
 7 it because it is noisy even with the noise barrier
 8 that's there. So we definitely want the sound barrier,
 9 but we would like it to remain exactly where it's at
 10 because if they move it, it will affect our property
 11 value. Thank you.

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14
 15 MR. PETZOLD: Paul Petzold, P E T Z O L D,
 16 1246 Dover Lane, Elk Grove Village, Illinois 60007.

17 Well, I would like to say that all of the
 18 people that have the name tags on and that help the
 19 people are doing an excellent job and I couldn't find
 20 anything without them. That's it.

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Illinois Department of Transportation

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

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

August 20, 2012

Mr. Paul Petzold
1246 Dover Lane
Elk Grove Village, IL 60007

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Petzold:

We are writing to acknowledge and thank you for the comment you provided at the April 18, 2012 Public Hearing, which noted the helpfulness of project staff.

The Tier Two Final Environmental Impact Statement (EIS) is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village

COMMENT FORM



Do you have comments?
Please fill out this sheet and mail it back to us by May 14, 2012.



1

THE mailer I received showed the sound barrier as going thru my backyard. After speaking with Ron Krall here, it was stated that the mailer is wrong. Noise barrier is shown incorrectly. I DO NOT WANT A NOISE BARRIER IN MY YARD! If it is by the on ramp that is fine.

Multiple horizontal lines for additional comments.

I (do do not) desire a response.
Would you like your name added to our project mailing list?
Yes No

Name: LORIE SIMON
Address: 1065 FLORIDA LANE
ELK GROVE, IL 60007
Phone: 847.301.2787

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MS. SIMON: Lorie Simon, L O R I E, S I M O N.
1065 Florida Lane, in Elk Grove.

So, okay, here's the problem. The mailing we received shows the potential noise barrier as directly in my backyard. The map here is saying that the mailing was incorrect.

So I don't want the noise barrier if it's going to be directly along our yard line, but if it is going to be along the street line, I do vote yes.

- - - - -

MR. ZENKICH: My name is Ilias, I L I A S. Last name is Z, as in zebra, E N K I C H, Zenkich.

I have an issue with the Elmhurst Road development. And I don't know if you can take a quick look, but I'm trying to explain it as best I can.

When they make this median here (indicating), there's going to be no ability to cross and make a left turn out of the property and no left turn into the property off of Elmhurst Road. And I need to have that. And she said it's because of some kind of issue with crossing the road. But this driveway here (indicating) is going to have access either way. So I need to have



Illinois Department of Transportation

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

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

August 31, 2012

Ms. Lorie Simon
1065 Florida Lane
Elk Grove Village, IL 60007

Re:
Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Ms. Simon:

Thank you for the comment you provided at the April 18, 2012 Public Hearing.

1 [Your comment indicated a preference for the location of the noise wall proposed in your area. The Illinois Department of Transportation (IDOT) is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths, and heights. Material type and aesthetic features of the walls will be determined by the Illinois Tollway's Local Advisory Committee, which will be formed this fall.

The Tier Two Final Environmental Impact Statement (EIS) is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705- 4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village

1 MS. SIMON: Lorie Simon, L O R I E, S I M O N.
2 1065 Florida Lane, in Elk Grove.

3 So, okay, here's the problem. The mailing we
4 received shows the potential noise barrier as directly
5 in my backyard. The map here is saying that the mailing
6 was incorrect.

7 So I don't want the noise barrier if it's
8 going to be directly along our yard line, but if it is
9 going to be along the street line, I do vote yes.

10
11 - - - - -
12

13 MR. ZENKICH: My name is Ilias, I L I A S. Last
14 name is Z, as in zebra, E N K I C H, Zenkich.

15 I have an issue with the Elmhurst Road
16 development. And I don't know if you can take a quick
17 look, but I'm trying to explain it as best I can.

1 18 When they make this median here (indicating),
19 there's going to be no ability to cross and make a left
20 turn out of the property and no left turn into the
21 property off of Elmhurst Road. And I need to have that.
22 And she said it's because of some kind of issue with
23 crossing the road. But this driveway here (indicating)
24 is going to have access either way. So I need to have



Illinois Department of Transportation

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

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

October 8, 2012

Mr. Ilias Zenkich
850 Elmhurst Road
Elk Grove Village, IL 60007

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Zenkich:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

1 | In your comment, you expressed concern regarding the potential restriction of left-turn movements into and out of your property. Access control measures are required for the expansion of Elmhurst Road to six lanes and include a raised median in the vicinity of your property. Initially, the proposed improvements included the restriction of all left-turn movements into and out of your driveway on the west side of Elmhurst Road. However, in consideration of your comment, a northbound to westbound left-turn lane has now been incorporated into the Elmhurst Road design to allow left-turns from Elmhurst Road into your property with school bus parking, but left-turn movements out of the Private Drive to Elmhurst Road continue to be restricted. Please see the attached exhibit.

The Tier Two Final Environmental Impact Statement (EIS) is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

Mr. Ilias Zenkich
October 8, 2012
Page 2

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

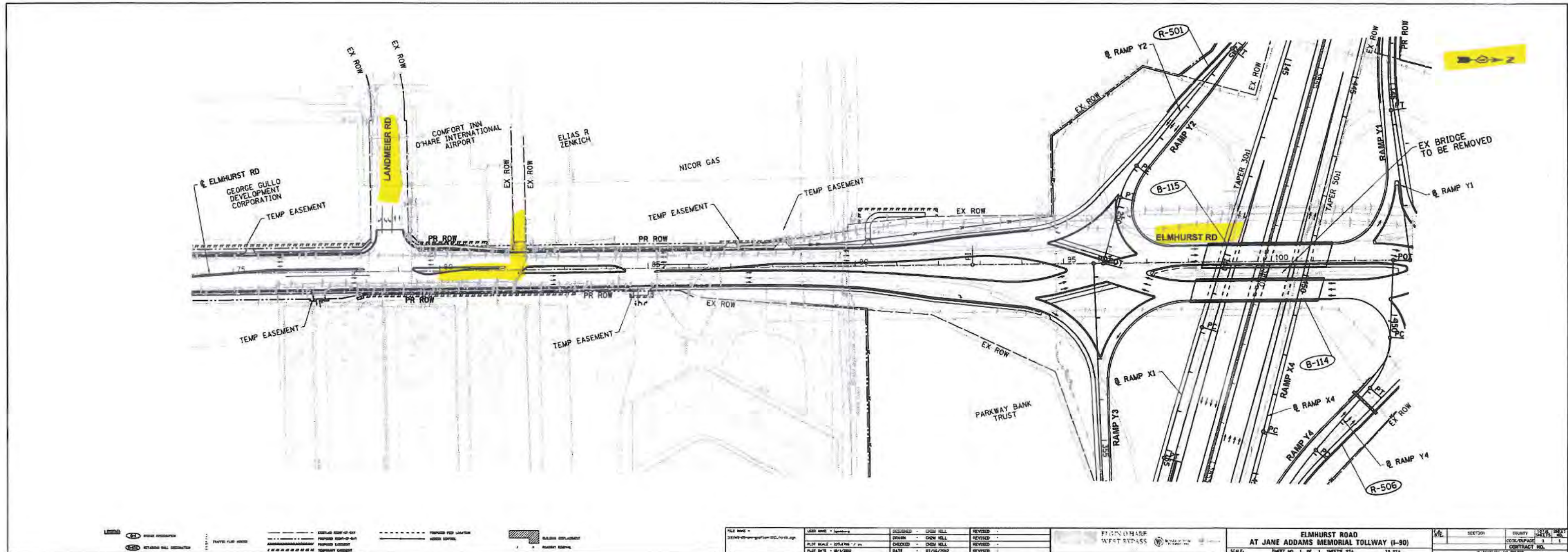
John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer



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

Attachment

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village



	EXISTING RIGHT-OF-WAY	PROPOSED RIGHT-OF-WAY	PROPOSED FUTURE LAYOUT	ADJACENT PROPERTY	ADJACENT EASEMENT	ADJACENT EASEMENT	ADJACENT EASEMENT
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	EXISTING RIGHT-OF-WAY	PROPOSED RIGHT-OF-WAY	PROPOSED FUTURE LAYOUT	ADJACENT PROPERTY	ADJACENT EASEMENT	ADJACENT EASEMENT	ADJACENT EASEMENT
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FILE NAME	USER NAME	DESIGNED	REVISION
2004-01-01	CHOW HILL	CHOW HILL	CHOW HILL
2004-01-01	CHOW HILL	CHOW HILL	CHOW HILL
2004-01-01	CHOW HILL	CHOW HILL	CHOW HILL

FIGURE WEST BYPASS

ELMHURST ROAD AT JANE ADDAMS MEMORIAL TOLLWAY (I-90)

SCALE	SHEET NO.	OF	SHEETS	DATE
1" = 100'	1	1	1	07/16/2002

NORTH SECTION

1

1 MR. MUSSO: I'm the property owner, Joseph,
2 J O S E P H, Musso, M U S S O.

3 And I'm leaving a comment in regards to the
4 intersection alternatives for Illinois Route 72 and
5 Elmhurst Road. I would like to say as a business owner
6 that we support either the Old Higgins Road alternate or
7 the Greenleaf Avenue alternate. I believe it would be
8 far less detrimental to our business and have a more
9 positive impact. Thank you.

10
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12
13 MR. HOREJS: Scott Horejs, H O R E J S,
14 209 East Murray Drive, M U R R A Y, in Wood Dale,
15 Illinois 60191.

16 I'm for the full build of the ring road, and
17 I'm also for any additional improvements, transit and
18 bicycle and pedestrian.

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COMMENT FORM



Do you have comments?
Please fill out this sheet and mail it back to us by May 14, 2012.



I.D.O.T.

FIRST, THANK YOU, THE MEETING WAS VERY INFORMATIVE.

I HAVE A QUESTION REGARDING TGR NOISE WALL (DI) AT THE BIRSTERFIELD/1290 INTERCHANGE. I WANT TO KNOW APPROXIMATELY WHEN CONSTRUCTION WILL BEGIN. I ALSO WANT TO KNOW THE PROPOSED HEIGHT OF THE WALL AT VARIOUS STAGES BETWEEN DEVON + BIRSTERFIELD ESPECIALLY AT THE NORTH BOUND EXIT RAMP.

I LIVE RIGHT AT THE RAMP AND THE EXISTING NOISE COMING DOWN FROM THE HALFWAY POINT UP THE RAMP IS UNBEARABLE. I WANT TO BE SURE THAT THIS PORTION WILL HAVE THE HIGHEST (25 FT) BARRIER. AT THIS POINT MY YARD IS APPROX. 100 FT. FROM THIS RAMP. I WOULD REALLY LIKE TO SIT OUT ON MY PATIO + HAVE COFFEE IN THE A.M. WITHOUT THE CONSTANT NOISE.

(do do not) desire a response.

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

Yes No

Name: PATRICK J. CUSACK

Address: 1006 MARTHA ST.

ELK GROVE IL. 60007

Phone: Home 847-640-6876

WORK 847-699 5233

EMAIL PCUSACK@PARKER.C

B-307A



Illinois Department of Transportation

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

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

August 31, 2012

Mr. Patrick Cusack
1006 Martha Street
Elk Grove Village, IL 60007

Re:
Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Cusack:

Thank you for the comment you provided at the April 18, 2012 Public Hearing.

In your comment, you indicated support for a noise wall in your area and had questions regarding noise wall parameters and the construction schedule. The Illinois Department of Transportation (IDOT) is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths, and heights. Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will begin meeting later this fall.

The Tier Two Final Environmental Impact Statement (EIS) is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

The project is being constructed by the Illinois Tollway as part of the 15-year capital program, Move Illinois: The Illinois Tollway Driving the Future (Move Illinois Program.) As indicated in the Move Illinois Program, construction near the I-290 interchange is scheduled to occur between 2013 and 2017.

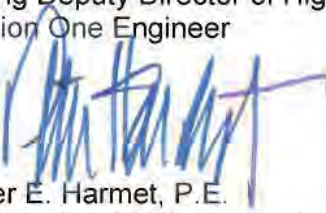
1

Mr. Patrick Cusack
August 31, 2012
Page 2

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705- 4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

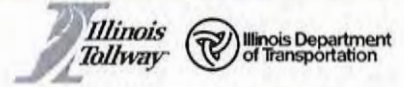
By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village

COMMENT FORM



Do you have comments?
Please fill out this sheet and mail it back to us by May 14, 2012.



1

Con-way Freight at 401 W. Touhy Ave Des Plaines, IL objects to the temporary easement scope. The proposed temp. easement would substantially interfere with daily operations at this location. We request input on size / scope / duration of easement. As well as continuous access to the property during construction from both Touhy Ave and Old Higgins Rd. We request contact with Con-way Freight at headquarters address:

2211 Old Earhart Rd
Suite 100
Ann Arbor MI 48105
Attn: Legal / Real Estate

I (do do not) desire a response.

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

Name: Jeanette Darnell
Address: 2211 Old Earhart Rd
Suite 100
Phone: Ann Arbor MI 48105
734-757-1273



Illinois Department of Transportation

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

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

October 5, 2012

Ms. Jeannette Darnell
Con-way Freight
Attn: Legal/Real Estate
2211 Old Earhart Road, Suite 100
Ann Arbor, MI 48105

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Ms. Darnell:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

1 [Your comment expressed concern regarding maintaining operations at Con-way Freight on Touhy Avenue in Des Plaines during construction. Construction staging plans have not yet been developed. During the final design process, the Illinois Tollway will prepare maintenance of traffic plans for each section of construction to maintain traffic through the construction zone and access to adjacent properties. The maintenance of traffic plan will be coordinated with the City of Des Plaines and details of the plan will be shared with property owners. Ample notification will occur prior to construction, and any concerns can be discussed further with the Illinois Tollway at that time.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by email at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

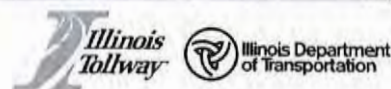
cc: Timothy Oakley, Director of Public Works and Engineering, City of Des Plaines

COMMENT FORM

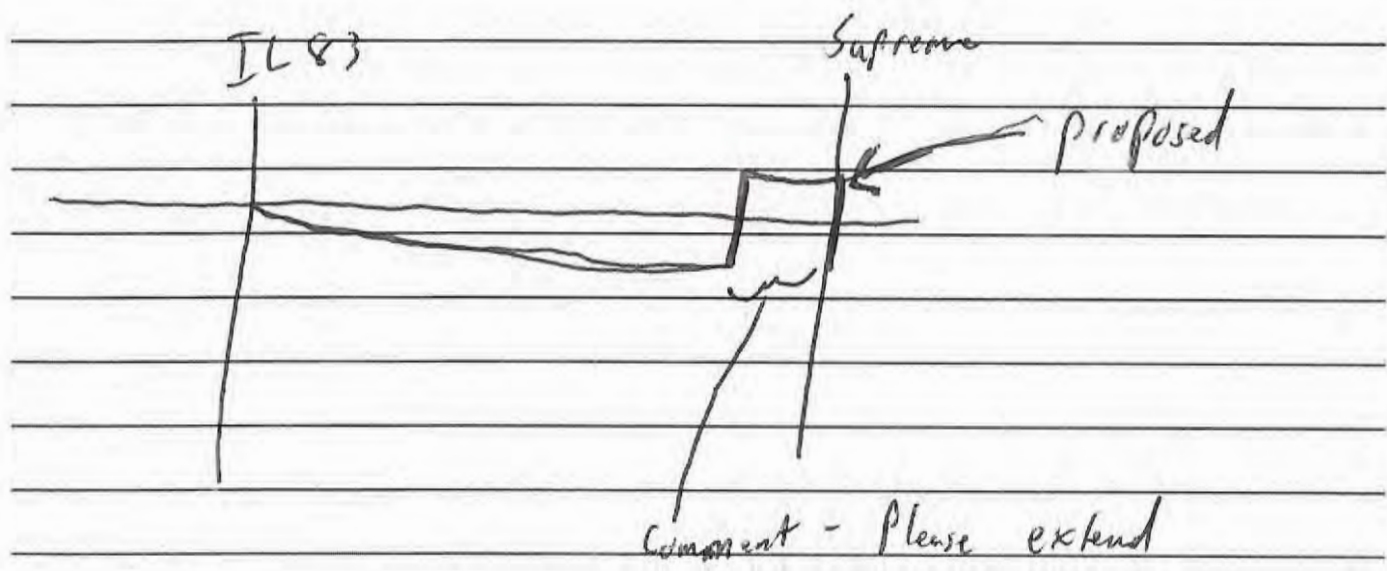


Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



1 [Heading Eastbound on the tollway,
 Please provide direct access between IL-83 and Supreme
 opposed to going back under the express way North, over the
 tracks to Supreme.



I (do do not) desire a response.

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

Yes No

Name: Jason DeFilippis
 Address: 2 N. LaSalle 9th Floor
Chicago, IL 60602
 Phone: 312 3245922



Illinois Department of Transportation

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

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

October 5, 2012

Mr. Jason DeFilipps
2 N. LaSalle, 9th Floor
Chicago, IL 60602

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. DeFilipps:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

1 [Your comments expressed concern regarding the proposed design of the frontage road between Illinois Route 83 and Supreme Drive. This section of the frontage road has been redesigned as a continuous frontage road between Illinois Route 83 and York Road, where the section between Illinois Route 83 and Supreme Drive is one-way eastbound, and the remaining section to the east accomodates two-way travel. The revised design is contingent upon Illinois Commerce Commission (ICC) approval of an at-grade railroad crossing on the proposed frontage road east of Illinois Route 83, (see the attached exhibit).

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by email at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

Attachment



LEGEND

- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED EASEMENT
- PROPOSED TEMPORARY EASEMENT
- PROPOSED ACCESS CONTROL
- PROPOSED NOISE WALL
- DISPLACEMENT
- X EXISTING SIGNALIZED INTERSECTION
- PROPOSED SIGNALIZED INTERSECTION
- PROPOSED FULL BUILD
- PROPOSED INITIAL CONSTRUCTION PHASE

**ELGIN O'HARE EXPRESSWAY
AT BUSSE ROAD (IL 83)**

PREPARED BY:
CH2MHILL.

TOTAL SHEETS	SHEET NO.
1	1

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



1

THIS PROJECT FILLS A MUCH-NEEDED GAP IN TRANSIT FROM THE WEST SUBURBS TOWARD O'HARE. THE PARTICIPATION OF IATA WILL HELP MOVE THIS FORWARD QUICKLY.

BUILD IT NOW!

I (do do not) desire a response.

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

Yes No

Name: DAVEN T FRAUEN

Address: 235 HOME AVE

ITOLA IL 60143

Phone: 630 688 0724



Illinois Department of Transportation

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

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

October 5, 2012

Mr. Darren T. Franzen
235 Home Avenue
Itasca, IL 60143

Re: Elgin O'Hare – West Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Franzen:

1 [We are writing to acknowledge and thank you for the comment that you provided at the April 18, 2012 Public Hearing, which stated general support for the project.

The Tier Two Final Environmental Impact Statement (EIS) is expected to be distributed later this year and will incorporate public and agency comments received on the Tier Two Draft EIS and from the Public Hearing. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

cc: Evan Teich, Village Administrator, Village of Itasca

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



My family lives at the north end of Lincoln.
Our property runs up against the existing IDOT right of way. There are 2 things that concern me:

1
① Noise - We absolutely need the noise wall. We cannot sit in our backyard today & have a conversation. Additional traffic will have me closing my windows even more in an attempt to shut out the noise.

2
② Water - Any decent amount of rain results in runoff from the EOE to the low-lying area north of our property & eventually standing water at the end of our drive way where I cannot get my car sun & out & water running down our block for hours. Please resolve the grading problem with the noise wall installation. Our basement has flooded multiple times because of the water runoff

Thank you for your consideration. I look forward to a response.

I (do do not) desire a response.

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

Name: Daniel George
Address: 1720 Lincoln St
Roseville, IL 60172
Phone: 224-217-0410



Illinois Department of Transportation

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

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

October 5, 2012

Mr. Daniel George
1720 Lincoln Street
Roselle, IL 60172

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at April 18, 2012 Public Hearing

Dear Mr. George:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

1 | Your comments indicated support for the noise wall in your area. IDOT is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths, and heights. IDOT's final recommendations will be presented in the Final Environmental Impact Statement (EIS). Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will begin meeting later this fall.

2 | Your comments also indicated concern regarding flooding in your area. A review of the plans for the original construction of the Elgin O'Hare Expressway indicates that approximately 40 percent of the land within the highway right-of-way originally draining to a pipe culvert and a well-defined channel near Lincoln Street. This drainage has been rerouted easterly since that time. The construction of the existing Elgin O'Hare Expressway reduced stormwater runoff volume and peak discharge to the concerned area. The future construction of the "Full Build" expressway would further reduce the highway runoff tributary area to this location. Therefore, the proposed improvements will not worsen the drainage conditions.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

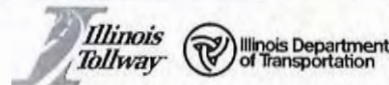
Mr. Daniel George
October 5, 2012
Page 2

cc: Jeffrey O'Dell, Village Administrator, Village of Roselle

COMMENT FORM



Do you have comments?
Please fill out this sheet and mail it back to us by May 14, 2012.



1
I'm disappointed that a road I currently use (EO from Meachum to I 290) will now be toll. Also with no information as to how the city will handle access to the eastern (term 12345) terminals I see no advantage to building this road!

2
This ~~new~~ project will only cost me more money (toll) each morning & doesn't make getting to O'Hare easier
My vote is don't build this road!

I (do do not) desire a response.

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

Name: Cathy Gucci
Address: 901 Cross Creek Dr. No.
Roselle IL 60172
Phone: 312-371-5087



Illinois Department of Transportation

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

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

October 5, 2012

Ms. Cathy Gucci
961 Cross Creek Drive
Roselle, IL 60172

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Ms. Gucci:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

1 [In your comment, you expressed opposition to tolling the Elgin O'Hare Expressway between Meacham Road and I-290. An extensive analysis was conducted to determine the most viable way to fund the proposed improvements. In addition, an Advisory Council was also formed to develop a strategy for funding the project. Many alternatives were examined, including traditional federal and state funding sources, tolling all or portions of the improvements, local funding sources, and federal loans. The result of the analysis concluded that tolling would fulfill the Advisory Council's objective of identifying a viable funding mechanism.

2 [An analysis was also conducted to determine if all or a portion of the proposed improvements should be tolled. Several variations were examined, but the conclusions were always similar. Excluding sections of the project from tolling would result in lower total revenue, causing a major shortfall in funding. As such, the full extent of the proposed project would be tolled. Please see our November, 2010 Corridor Planning Group Presentation at:

http://www.elginohare-westbypass.org/TierTwo_StakeholderWorkingGroups/101116_CPG_PDF_VER_SION.pdf

The Tier Two Final Environmental Impact Statement (EIS) is expected to be distributed later this year and will incorporate public and agency comments received on the Tier Two Draft EIS and at the Public Hearing. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

Ms. Cathy Gucci
October 5, 2012
Page 2

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

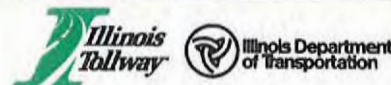
cc: Jeff O'Dell, Village Administrator, Village of Roselle

COMMENT FORM



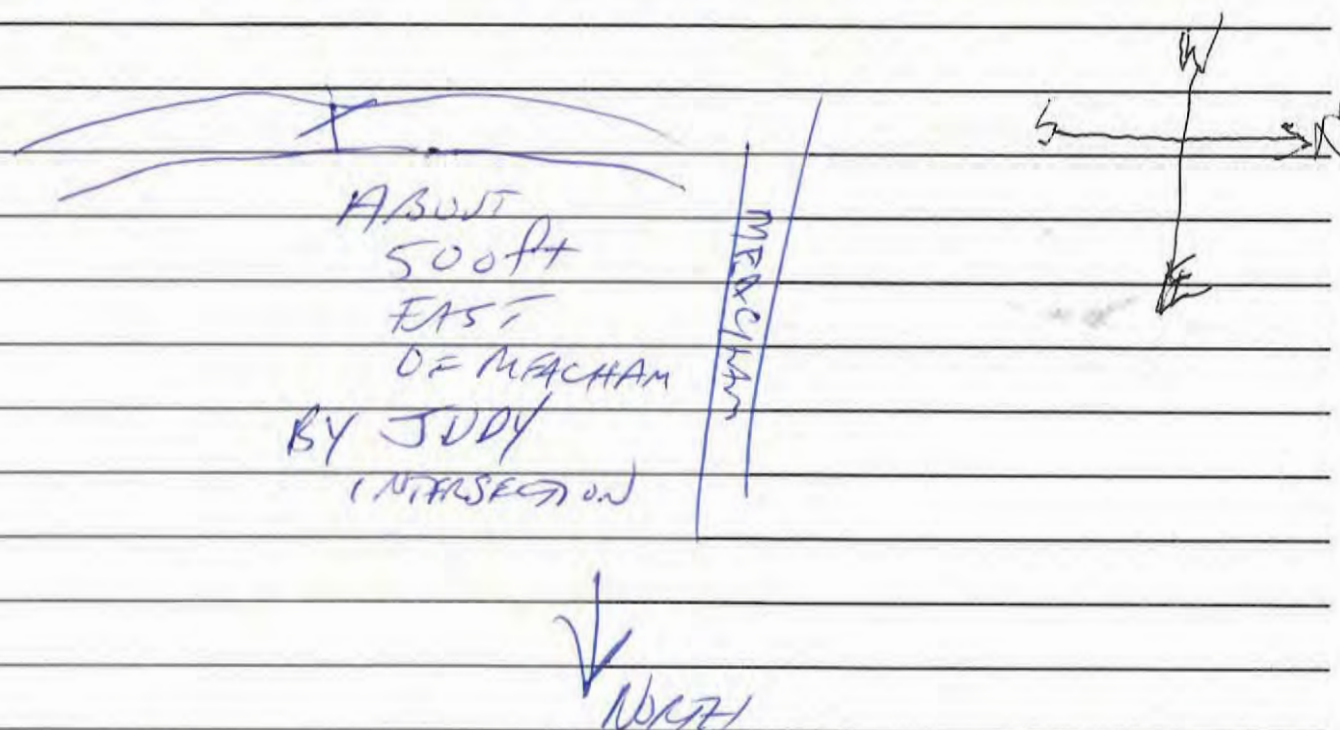
Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



1

PLEASE CHECK OUT BUMP ON PAVEMENT ON WEST BOUND EXIT RAMP FOR MERCHAM ROAD. IT SHAKES OUR HOUSE WHEN TRUCKS HIT IT. SHAKES PICTURES/MIRRORS IN OUR HOME !!!



PLEASE REPAIR A.S.A.P. BEFORE PROJECT STARTS.

I (do do not) desire a response.

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

Yes No

Name: Gregg Jackson

Address: 1715 ROOSA LANE
ELK GROVE, IL 60007

Phone: 708 372-2596



Illinois Department of Transportation

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

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

October 5, 2012

Mr. Gregg Jackson
1715 Roosa Lane
Elk Grove Village, IL 60007

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Jackson:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

1 | Your comment noted that truck movements on the westbound exit ramp to Meacham Road causes your house to shake, and you indicated that the road may be in need of repair. In response to your concern, this section of roadway was patched in May of this year.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by email at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

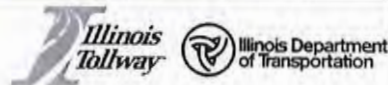
By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village

COMMENT FORM

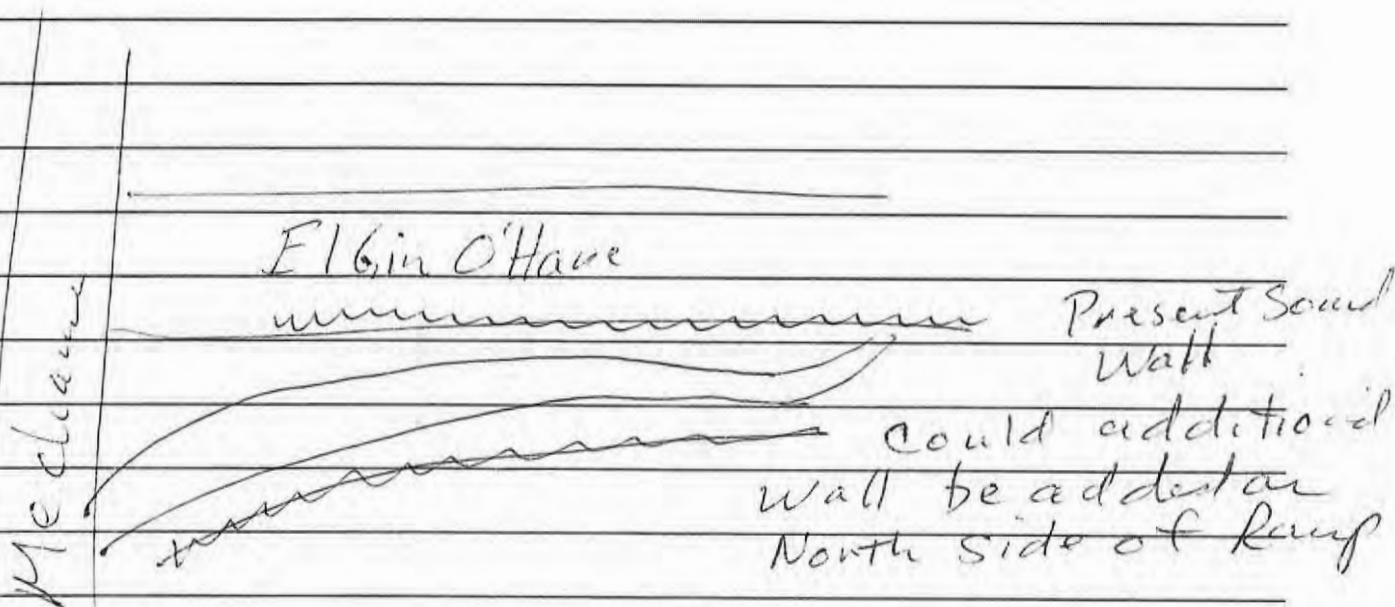


Do you have comments?
Please fill out this sheet and mail it back to us by May 14, 2012.



Noise concern

Mechan Ramp (west bound)
ie Noise created by
vehicle truck going west
onto Elgin O'Hare



I (do do not) desire a response.

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

Yes No

Name: Bob Kast
Address: 1034 Tennessee Ln
Elk Grove Il
Phone: 847-895-8195



Illinois Department of Transportation

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

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

October 5, 2012

Mr. Bob Kast
1034 Tennessee Lane
Elk Grove Village, IL 60007

Re: Elgin O'Hare – West Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Kast:


Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

1 | In your comment, you indicated a preference for the location of the proposed noise wall on the north side of the Elgin O'Hare Expressway, west of Meacham Road. The proposed location of this noise wall has been moved south of the pond so that it is adjacent to the westbound entrance ramp from Meacham Road (see attached exhibit). Further evaluation with regards to the noise wall's length and height will be conducted during final design as will the material type and aesthetic features of the walls.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by email at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

Attachment

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village



LEGEND

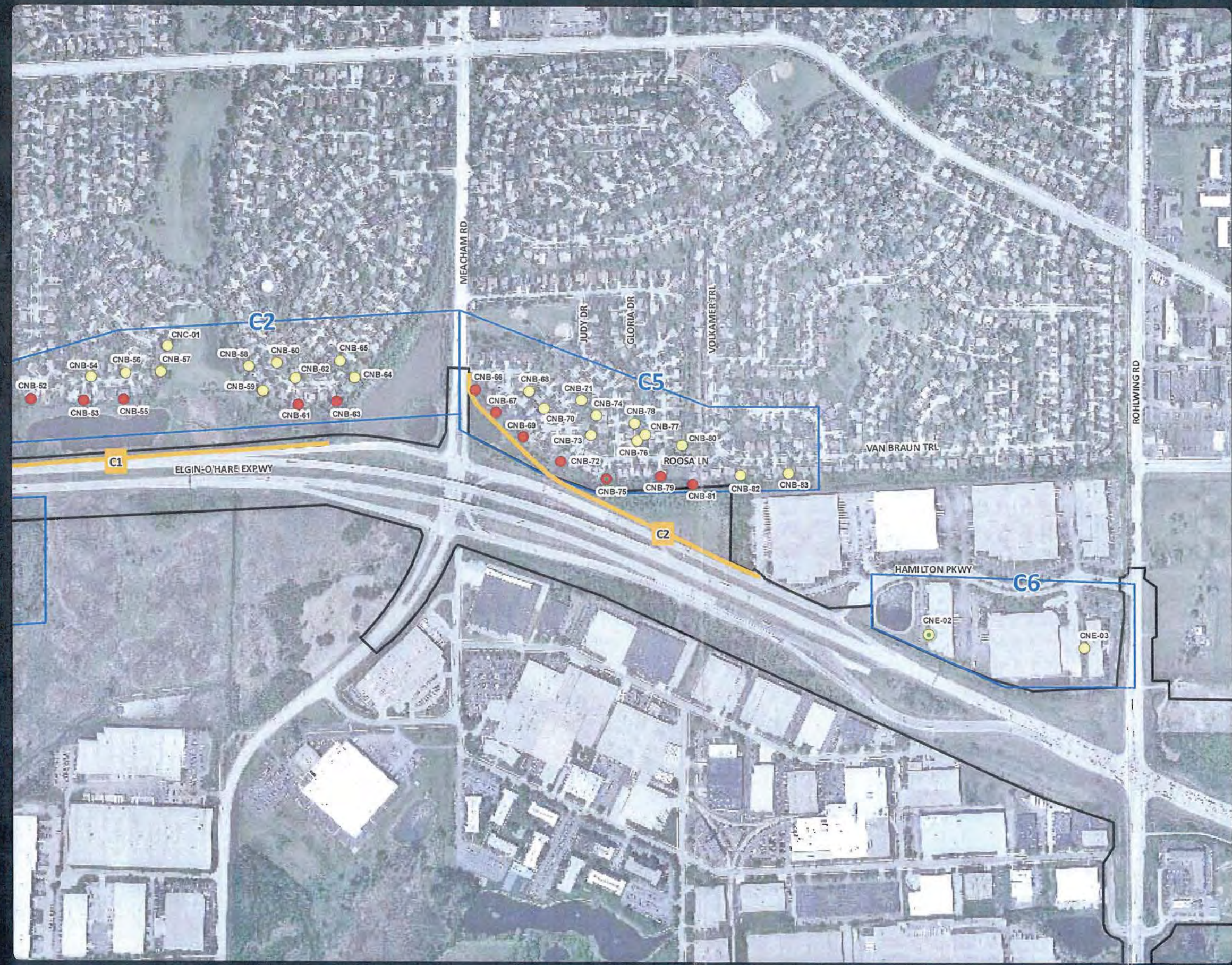
- Receptors
- Impacted Receptors
- Representative Worst Case Receptors
- Noise Barrier to be Implemented
- Common Noise Environment
- Project Corridor

Note:
- Barrier locations are approximate.

Source:
- Aerial photography: City of Chicago, 2009



Noise Receptors
Section C

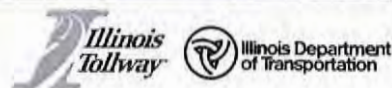


COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



I manage the property at 1100 Arlington Heights Rd in Itasca.

We would like to begin discussions regarding a second egress/ingress route from our parking lot out onto Ketter Dr.

This would be directly across from the light that is already scheduled as Ramp L1.

Multiple horizontal lines for additional handwritten comments.

I (do do not) desire a response.

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

Yes No

Name: Adam Keldermans

Address: 8755 Higgins Rd, Suite 100 Chicago, IL 60631

Jones Lang LaSalle

*
Phone: 630-561-3751



Illinois Department of Transportation

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

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

September 24, 2012

Mr. Adam Keldermans
8755 W. Higgins Road, Suite 100
Chicago, IL 60631

Re: Elgin O'Hare West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Keldermans:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

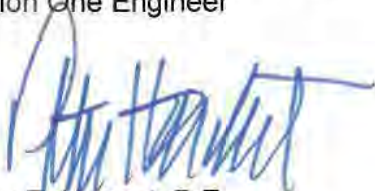
1 [Your comment indicated you would like to discuss additional access from your parking lot onto Ketter Drive. The proposed Elgin O'Hare West Bypass improvements do not affect current access. We suggest that you contact the Village of Itasca to discuss additional access points onto this Village roadway.

The Tier Two Final Environmental Impact Statement (EIS) is expected to be distributed later this year and will incorporate public and agency comments received on the Tier Two Draft EIS and at the Public Hearing. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

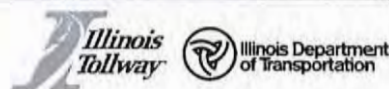
cc: Nicole Aranas, Director of Community Development, Village of Itasca

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



1

Will the noise wall be constructed first before construction begins to widen the existing Elgin-O'Hare?

Multiple horizontal lines for writing additional comments.

I (do do not) desire a response.

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

Yes No

Name: TONY LANE

Address: 320 KENNEDY LN

ROSELLE, IL

Phone: 630 529 5990



Illinois Department of Transportation

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

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

October 3, 2012

Mr. Tony Lane
320 Kennedy Lane
Roselle, IL 60172

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Lane:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

In your comment, you asked if the noise walls will be constructed before the roadway improvements. The sequence for constructing the noise walls and roadway improvements is still being analyzed and has not been finalized. Construction is expected to begin as early as 2013 along the existing Elgin O'Hare Expressway.

1 The Illinois Department of Transportation (IDOT) is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths and heights. IDOT's final recommendations will be presented in the Final Environmental Impact Statement (EIS). Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will begin meeting in the Fall of 2012.

The Tier Two Final EIS is expected to be distributed later this year and will incorporate public and agency comments received on the Tier Two Draft EIS and from the Public Hearing. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

Mr. Tony Lane
October 3, 2012
Page 2

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer



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

cc: Jeff O'Dell, Village Administrator, Village of Roselle

COMMENT FORM



Do you have comments?
Please fill out this sheet and mail it back to us by May 14, 2012.



I live next to the proposed sound barrier in Elk Grove village. My neighbors and I are for it. My concern is that a lot of cards went to renters and not the actual owners of our properties. Please keep in mind that if you don't receive enough cards, it is not because of a lack of interest.

1

I (do do not) desire a response.

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

Name: Vito LaSusa
 Address: 1092 Savoy Ct
 EGV
 Phone: 847-640-6650



Illinois Department of Transportation

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

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

August 31, 2012

Mr. Vito LaSusa
1092 Savoy Court
Elk Grove Village, IL 60007

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. LaSusa:

Thank you for the comment you provided at the April 18, 2012 Public Hearing.

1 [In your comment, you indicated support for a noise wall in your area and expressed concern that we may not have contacted all stakeholders regarding this issue. Please note that for properties that are rented, mailers were sent to both the property owner and the renter.

IDOT is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths, and heights. Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will be formed this fall.

The Tier Two Final Final Environmental Impact (EIS) is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705- 4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 

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

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



To Whom it May Concern :

The noise we hear from the Elgin O'hare already is so loud for us here that we can't leave our bedroom windows open at night as it stands right now, Turning the EOE into a toll way will add alot of "faster" traffic like 80mph traffic.

We would like to know what material will be used for the new wall because the thin wood that is in place right now does little to abate the noise.

We'd like a solid wall, no split for stream - ~~open~~ and the tallest walls possible so that we can be on our deck and hear each other talking. what will be done to preserve the value of our house - we don't want value to go down.

I (do do not) desire a response.

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

Yes No

Name: Linda Long
Address: 491 Shadow Lake Bay
Roselle, IL 60172
Phone: 630-307-9545

Thank You
Linda Long (Pinkus)



Illinois Department of Transportation

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

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

October 5, 2012

Ms. Linda Long
491 Shadow Lake Bay
Roselle, IL 60172

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Ms. Long:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

1 [In your comment, you requested the proposed noise wall have no breaks and be as tall as possible. IDOT is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths, and heights. IDOT's final recommendations will be presented in the Final Environmental Impact Statement (EIS). Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will begin meeting later this fall.

The Tier Two Final EIS is expected to be distributed later this year and will incorporate public and agency comments received on the Tier Two Draft EIS and from the Public Hearing. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

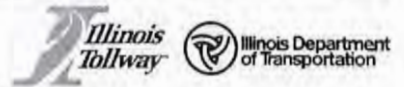
cc: Jeff O'Dell, Village Administrator, Village of Roselle

COMMENT FORM

 ELGIN O'HARE
WEST BYPASS

Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



OUR HOUSE IS LOCATED AT 1745 ROOSA LANE
 ELK GROVE VILLAGE. OUR BACKYARD FACES THE
 WESTBOUND RAMP EXISTING WESTBOUND ELGIN-
 O'HARE EXPRESSWAY REFER TO SHEET NO 5 OF 22
 " WEST SECTION AND CENTRAL SECTION - PART A.
 THE PROPOSED NOISE WALL IS NORTH OF
 EXPRESSWAY AND EAST OF MEACHAM RD.
 IT IS DESIGNATED AS C2 ON EXHIBIT 3-11E
 IN DEIS. WE NEED THIS NOISE BARRIER.

OUR BACKYARD BECOMES USELESS AS THE
 NOISE LEVEL EXCEEDS FAR ENOUGH TO CONDUCT
 CONVERSATION. THE EXISTING BARRIER IS
 NOT EFFECTIVE AND BROKEN AT FEW PLACES.
 WE NEED BARRIERS THAT ARE AT
 LEAST 20 FT HIGH AND WILL REDUCE
 NOISE LEVEL HIGHER THAN 5-10DBA AS
 PROPOSED IN CURRENT DESIGN.

AN EFFECTIVE BARRIER WILL MAKE
 SUBSTANTIAL DIFFERENCE IN OUR LIFESTYLE
 AND OUR NEIGHBOURS.

THANK YOU.

I (do do not) desire a response

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

Yes No

Name: SHIRSH MANIAR
 Address: 1745 ROOSA LANE
 ELK GROVE VILLAGE IL 60007
 Phone: 847 891 1173



Illinois Department of Transportation

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

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

August 31, 2012

Mr. Shirish Maniar
1745 Roosa Lane
Elk Grove Village, IL 60007

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Maniar:

Thank you for the comment you provided at the April 18, 2012 Public Hearing.

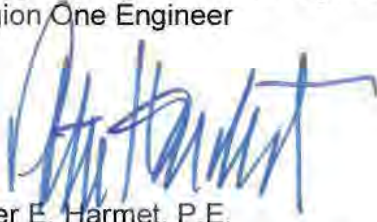
1 [In your comment, you indicated support for a noise wall in your area. The Illinois Department of Transportation (IDOT) is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths, and heights. Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will be formed this fall.

The Tier Two Final Environmental Impact (EIS) is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705- 4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



SEE ATTACHED -
 2 pages

Parcel ID 0836100011

2801 Touhy
 Elk Grove, Ill.

I (do do not) desire a response.

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

Yes No

Name: MELLENBACH COMPANY
AGENT AND MANAGER

Address: JAMES W. MELLENBACH
25. N. NORTHWEST HWY
PARK RIDGE, ILL, 60068

Phone: 847-655-3370

On April 18, 2012 we attended the IDOT Public Hearing and witnessed all four intersection alternatives for IL 72 (Touhy Avenue) and Elmhurst Road. We have a major concern that the impact of these proposals will have a catastrophic effect on the property known as, 2801 Touhy, Elk Grove Village, IL, by reducing access and eliminating parking along IL 72.

The Panel marked "Continuous Flow Alternate" proposes the taking of approximately 21' across the entire front of the site (for a total take of 0.12 acres). This frontage contains the prime 20 car parking spaces for tenants, Fastenal, Subway and (coming) Honda Equipment. There is no doable alternative on site to replace these spaces. Such taking and loss would constitute grounds for lease terminations as well as a change to "non-conforming" under the current zoning in Elk Grove. This action would generate severe economic loss and render these and adjoining leasable space unusable as currently occupied. The "Continuous Flow Alternate" appears to be the most detrimental to our property.

The two alternates that appear to have the least impact on our prime parking spaces are the "Quadrant Bypass (Old Higgins Road) Alternate" and the "Quadrant Bypass (Greenleaf Avenue) Alternate".

It also appears, and is highly desirable, that the left-in and left-out movements at the existing driveway entrance could remain under these alternates. This is very strategic for our tenant's survival.

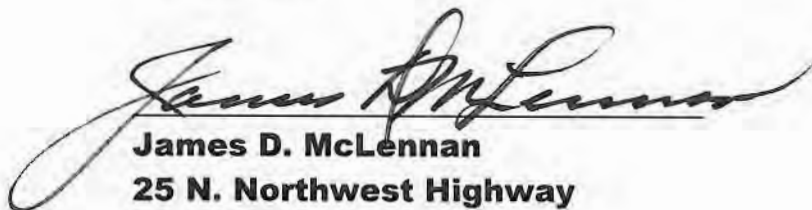
When the property was first developed in 1986 it was subdivided into four (4) lots and access was reduced to two (2) driveways with both having full access on IL 72 (Touhy Avenue). Businesses were attracted and have remained in operation requiring the full accesses. Any reduction in access would severely impact and cripple the viability of the tenants. Therefore the functional, commercial, and economic value of the whole property would be damaged.

1 In particular, the left-in and left-out movements for 2801 Touhy are made possible by IDOT's installation of a mountable median at the end of the taper for the left turn lanes on IL 72 at the intersection with Elmhurst Road. This condition can be maintained with both "Quadrant Bypass Alternates" and is critical. This condition is not unique or problematic and is seen throughout the Chicago Metropolitan area. One such example is along IL 53, north of North Avenue.

We ask that you give full and appropriate consideration to the facts reported in this comment sheet. The future economic viability of 2801 Touhy rests on these determinations.

Submitted this 7th day of May, 2012

By Building Manager and Agent for
Ownership,



James D. McLennan
25 N. Northwest Highway
Park Ridge, IL 60068
847-655-3370



Illinois Department of Transportation

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

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

October 19, 2012

Mr. James D. McLennan
25 N. Northwest Highway
Park Ridge, IL 60068

Re: Elgin O'Hare – West Bypass Project
Response to comment provided during the public comment period

Dear Mr. McLennan:

Thank you for the comment that you provided on May 7, 2012 regarding the Elgin O'Hare – West Bypass project.

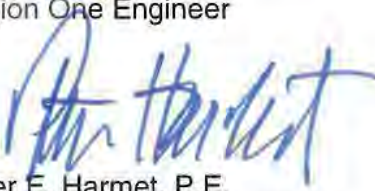
1 | In your comment, you expressed concern regarding the impact the Continuous Flow Intersection Alternate at Elmhurst Road and IL 72 would have on your property. The Continuous Flow Intersection design is not being pursued as the preferred alternate. Rather, the Quadrant Bypass (Old Higgins Road) Intersection Alternate is being carried forward as the preferred alternate (see attached exhibit).

The preferred alternate would not impact building parking along the frontage of your property. Under the proposed improvement, traffic movement from Touhy Avenue at your property will allow for left in, right-in and right-out only. Along Old Higgins Road, preliminary design currently indicates the need to close access at the western driveway because of the realignment of Old Higgins Road in this location. The eastern driveway will remain open and unchanged.

As final design advances in this location, additional input will be requested from affected property owners. If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

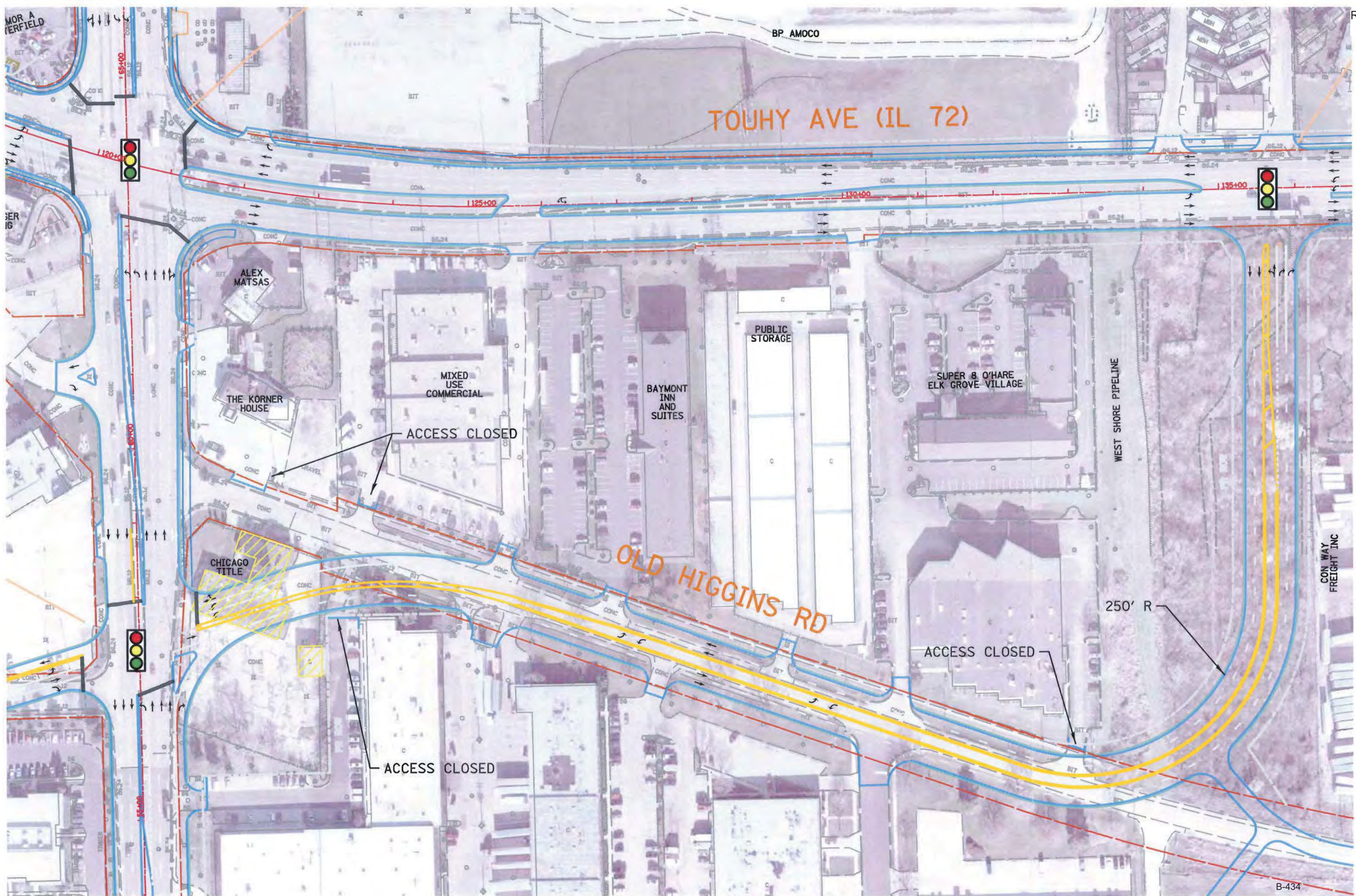
John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

Mr. James D. McLennan
October 19, 2012
Page 2

Attachment

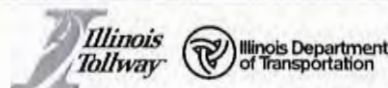
cc: Shawn Hamilton, City Manager, City of Park Ridge



COMMENT FORM



Do you have comments?
Please fill out this sheet and mail it back to us by May 14, 2012.



Jay Patel

7N245 Parkside Ave, Itasca IL 60143

JHNS247@YAHOO.COM 847-456-5419.

1

I see that the noise wall stops at Arlington Hts Road and does go east of that. There are only 2 rows of home east and would be nice if the noise wall be extended further. Will this be in future consideration? We are concerned because of future traffic and rail proposals you have.

Thanks

Jay Patel.

I (do do not) desire a response.

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

Yes No

Name: _____

Address: _____

Phone: _____



Illinois Department of Transportation

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

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

September 27, 2012

Mr. Jay Patel
7N245 Parkside Avenue
Itasca, IL 60143

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Patel:

Thank you for the comment you provided at the April 18, 2012 Public Hearing.

In your comment, you asked if extending the noise wall east along the existing Thorndale Avenue corridor (future eastern extension of Elgin O'Hare) would be considered. The results of the noise analysis indicate that the proposed improvements would not cause sensitive receptors east of the noise wall to be impacted by traffic noise. IDOT's policy is to evaluate the use of noise barriers only where impacts caused by the project are predicted. There are no predicted impacted receivers east of the proposed wall location.

1

IDOT is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths and heights. IDOT's final recommendations will be presented in the Final Environmental Impact Statement expected to be distributed for public review later this year. Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will begin meeting in Fall 2012.

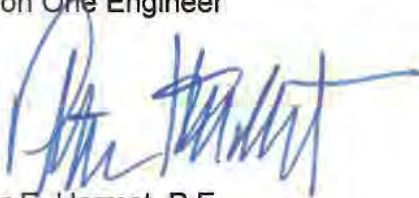
The Tier Two Final Environmental Impact Statement (EIS) is expected to be distributed later this year and will incorporate public and agency comments received on the Tier Two Draft EIS and from the Public Hearing. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

Mr. Patel
September 27, 2012
Page 2

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705- 4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer



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

cc: Evan Teich, Village Administrator, Village of Itasca

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



04/18/12

THE CONCEPT IS GOOD AND IS NEEDED, BUT IT SHOULD BE AS IT BEGAN - AN EXPRESSWAY - NOT A TOLLWAY!!!

THE TOLLWAY BONDS HAVE BEEN, OR SHOULD HAVE BEEN PAID FOR, YEARS AGO. INSTEAD WE HAVE HAD NOTHING BUT INCREASES IN THE COST AT EVERY TOLL PLAZA THIS IS REDICULOUS AND NEVER ENDING.

EXPRESSWAY ONLY! NO TOLLWAY!

WITH HOME VALUES GOING DOWN OUR PROPERTY TAXES CONTINUE TO RISE. WHERE IS ALL THIS MONEY GOING!

IT'S A RIPP OFF IF YOU ASK ME!

I (do do not) desire a response.

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

Yes No

Name: TOM PIGNOTTI

Address: 421 N. ELM ST.

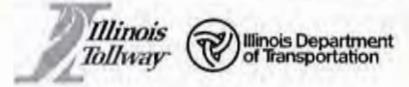
ITASCA, IL. 60143-1719

Phone: (630) 773-0996

COMMENT FORM



Do you have comments?
Please fill out this sheet and mail it back to us by May 14, 2012.



I feel we do not need all these interchanges and toll ways. The Originally the toll ways were to be paid off; turn out to be a rip off because of "Expense/Keyer/etc People hiring Relative - friend + filling their pocket with money."

The People here you hired can not even answer my question they go and get some one else; have wasted Money - in Our I. Dod - City - Govt. top to bottom; No Improvement needed ^{Roads} first straighten out your departments

I (do do not) desire a response.
Would you like your name added to our project mailing list?
Yes No

Name: Eileen Pignatta
Address: 421 W. Elm
Glascow, IL.
Phone: _____



Illinois Department of Transportation

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

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

October 3, 2012

Mr. and Mrs. Tom Pagnotti
421 N. Elm
Itasca, IL 60143

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. and Mrs. Pagnotti:

Thank you for the comments you provided at the April 18, 2012 Public Hearing.

1 [Please note that an extensive analysis was conducted to determine the most viable way to fund the proposed improvements. An Advisory Council was also formed to develop a strategy for funding the project, and was asked to look at a variety of funding sources and financing mechanisms. Alternatives included traditional federal and state funding sources, tolling all or portions of the project, local funding sources, and federal loans. The result of the analysis concluded that tolling would fulfill the Advisory Council's objective of identifying a viable funding mechanism.

The Tier Two Final Environmental Impact Statement (EIS) is expected to be distributed later this year and will incorporate public and agency comments received on the Tier Two Draft EIS and at the Public Hearing. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

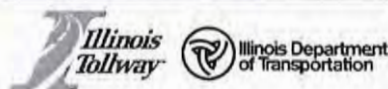
By: 
Peter E. Harmet, P.E.
Bureau Chief of Programming

cc: Evan Teich, Village Administrator, Village of Itasca

COMMENT FORM

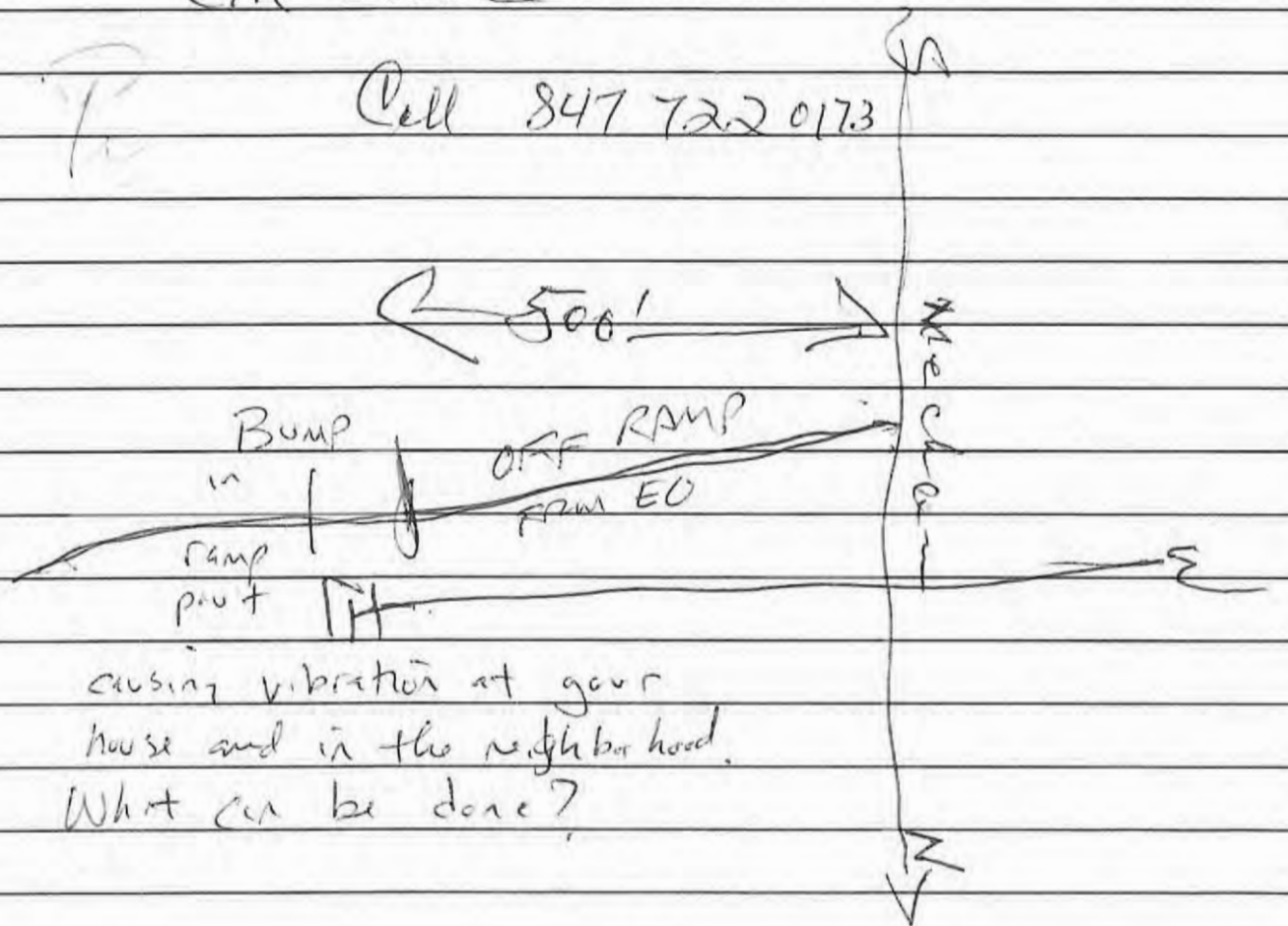


Do you have comments?
Please fill out this sheet and mail it back to us by May 14, 2012.



Ted Rekawik
1719 ROOSA LN.
EIK GROVE

Cell 847 722 0173



I (do do not) desire a response.

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

Name: Ted Rekawik
Address: 1719 ROOSA LN.
EIK GROVE
Phone: 847 722 0173



Illinois Department of Transportation

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

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

October 5, 2012

Mr. Ted Rekawik
1719 Roosa Lane
Elk Grove Village, IL 60007

Re: Elgin O'Hare – West Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Rekawik:

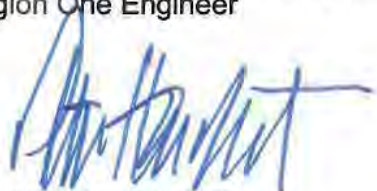
Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

1 | Your comment noted that truck movements on the westbound exit ramp to Meacham Road causes your house to shake, and you indicated that the road may be in need of repair. In response to your concern, this section of roadway was patched in May of this year.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by email at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

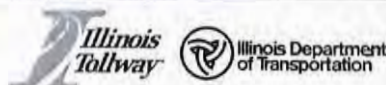
cc: Matthew Roan, Deputy Village Manager, Elk Grove Village

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012



I AM REFERRING THE SOUTH SECTION SHEET 12
TRI STATE TOLLWAY I-294 AT LAKE ST AND NORTH AVE RT 64

MY CONCERNS ARE RELATED TO PROPOSED EXIT FROM
SOUTH BOUND I 294 ON TO COUNTY LINDER RD FOR ACCESS TO
NORTH AVE.

• THE INCURSION OF THE RAMP INTO THE MAYWOOD
SPORTSMENS CLUB WILL CAUSE THE LAKE THERE TO BE
BECOME POLLUTED WITH SALT KILLING ALL THE WILDLIFE
IN THE LAKE AND THE ADJACENT WET LANDS.

• THE PROPOSED RAMP LOCATION WILL CREATE A SERIOUS
SAFETY HAZARD TO THOSE ENTERING AND EXITING BOTH
McMASTER-CARR AND MAYWOOD SPORTSMENS CLUB.

• IT WOULD SEEM MORE LOGICAL TO MOVE THIS EXIT
TO THE SOUTH.

• THE NOISE WILL DRIVE OUT THE NESTING BLUE HERONS
• MAJOR SAFETY CONCERNS ABOUT LIGHTS FROM CLUB BLINDING
DRIVERS ON RAMP AND SHOOTGUN FALLOUT,

I (do do not) desire a response

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

Yes No

Name: JEFF RICE

Address: 15W 233 LEXINGTON ST.

ELMHURST, IL 60126

Phone: 630 834 3063



Illinois Department of Transportation

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

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

October 3, 2012

Mr. Jeff Rice
15W233 Lexington Street
Elmhurst, IL 60126

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Rice:

Thank you for the comment you provided at the April 18, 2012 Public Hearing.

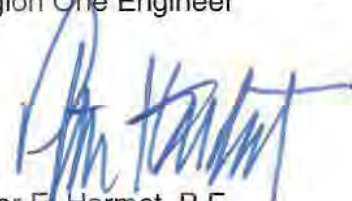
1 [The Illinois Department of Transportation (IDOT) and the Illinois Tollway have been coordinating with the Maywood Sportsmen's Club regarding the concerns the Club and its members have expressed. Please find enclosed a copy of the letter sent to the Club that responds to those concerns.

1 [IDOT is currently evaluating all input received from the public and is making any feasible adjustments to the design. These adjustments will be presented in the Final Environmental Impact Statement that is expected to be distributed later this year.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 

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

Enclosure

cc: James Grabowski, City Manager, City of Elmhurst



Illinois Department of Transportation

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

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

October 3, 2012

Mr. Michelangelo Scafidi
President, Maywood Sportsmen's Club
P.O. Box 522
Elmhurst, IL 60126

Re: Elgin O'Hare – West Bypass Project
Response to comment provided during the public comment period

Dear Mr. Scafidi:

Thank you for the comments that you provided during the public comment period. The Illinois Department of Transportation (IDOT) and Illinois Tollway have considered each of the issues stated in your May 10, 2012 comment letter.

In your comment, concerns were cited regarding the proposed improvements along the Maywood Sportsmens Club (MSC) property. In response, several alternative locations have been examined, including moving the ramp either further north or south to address those concerns. Additional analysis and discussions with the MSC, the City of Elmhurst, the City of Northlake, and McMaster-Carr Supply Company has lead to a decision by IDOT and the Illinois Tollway to adjust the location of the ramp. In a joint meeting of the stakeholders on June 6, 2012, the re-evaluation of the ramp location was discussed and the preferred alternates presented. At that meeting, consensus was reached by the agencies and the stakeholders that the preferred location of the ramps would be shifted to option B, as shown in the attached exhibit.

The MSC also indicated concerns regarding what the potential impacts would have on the chloride levels in the lakes and wetlands on the MSC's property and the subsequent effect on breeding habitat for fish and wildlife. The Tier Two Draft Environmental Impact Statement (EIS) contains a detailed analysis of chloride runoff and related stream or water body contamination. It is important to note that planned roadway improvements in the vicinity of the MSC would be served by a closed drainage system. Stormwater piping would capture and convey roadway runoff to infield areas and/or to nearby stream channels, and the system would extend across the full length of the MSC property bordering County Line Road. Therefore, no fugitive runoff would reach the MSC's lake. Further, the U.S. Army Corps of Engineers (USACOE) has directed the project to use Best Management Practices (BMP) for enhancement of water quality.

Mr. Michelangelo Scafidi
October 3, 2012
Page 2

The project team has developed a concept plan for the implementation of BMP for this purpose. The use of infiltration beds, bioswales, and dry basins are part of the family of techniques available for water quality enhancement.

All sections of the project will require the use these BMP to address the requirements of the USACOE.


MSC also noted that the tree line along County Line Road would be removed, and requested a screen or visual barrier along the roadway to reduce headlight glare into their property. The roadway improvements at this location will include a visual barrier approximately 1,100 feet in length and about eight feet high, and will likely be constructed as post and panel. The final details will be determined in final design, and will include further coordination with the MSC and other stakeholders.

The Tier Two Final EIS is expected to be distributed later this year, and will incorporate public and agency comments received on the Tier Two Draft EIS. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

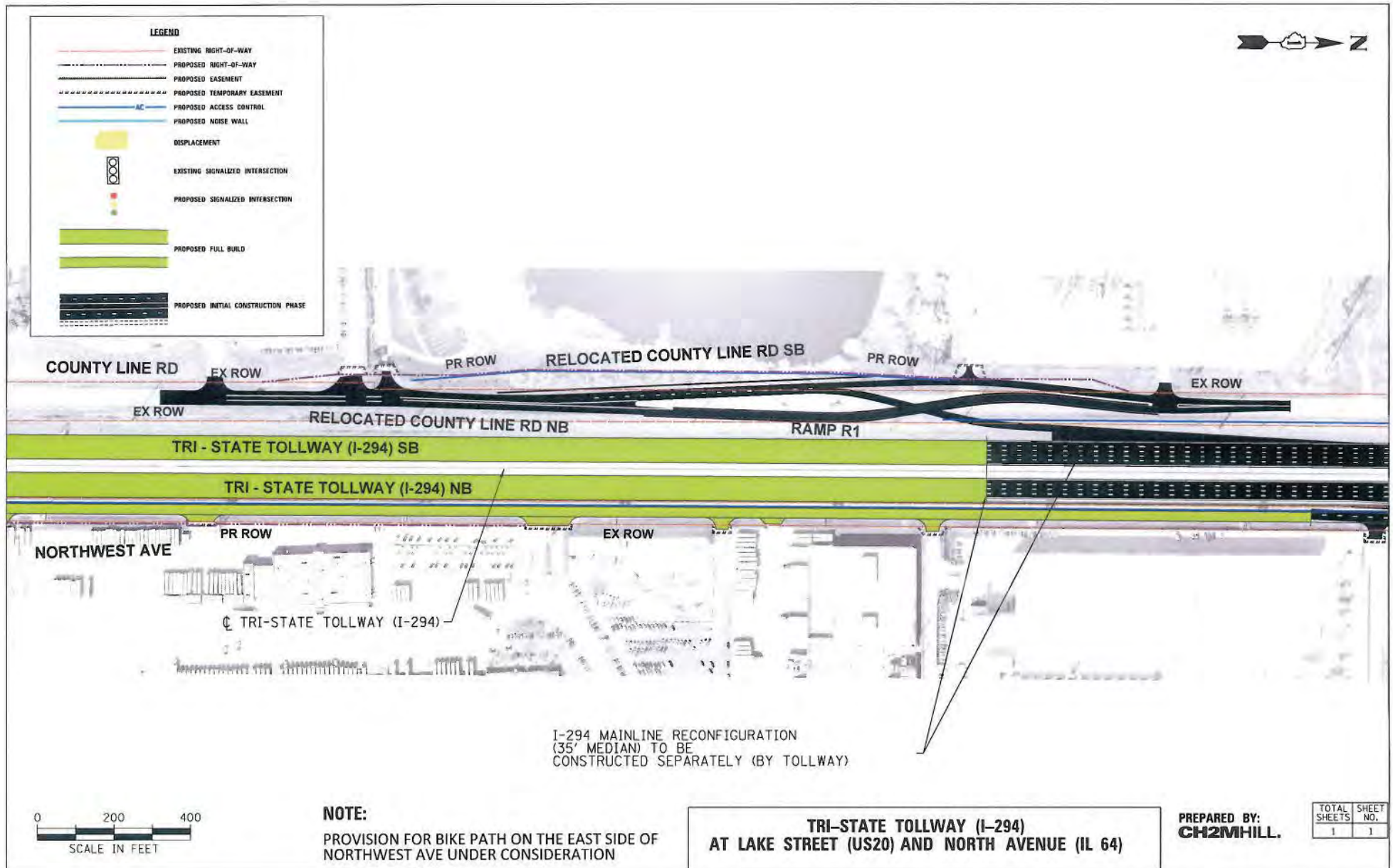
Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

Attachment

cc: James Grabowski, City Manager, City of Elmhurst

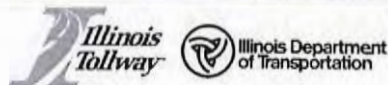


COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



1 Why are there no noise barriers proposed for the south end near County line Road & Green street in Bensenville?

2 When will the construction start in above mentioned area?

I (do do not) desire a response.

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

Yes No

Name: Kim Schoppe

Address: 314 E Jefferson
Bensenville IL 60106

Phone: _____



Illinois Department of Transportation

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

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

October 5, 2012

Ms. Kim Schoppe
314 E. Jefferson
Bensenville, IL 60106

Re: Elgin O'Hare West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Ms. Schoppe:

Thank you for the comments that you provided at the April 18, 2012 Public Hearing.

1 [As part of your comments, you asked why noise barriers are not proposed near County Line Road and Green Street in Bensenville. The properties adjacent to Green Street and within this general area are industrial in nature and are not considered sensitive receptors that would be analyzed for noise impacts. In addition, if your property were a sensitive noise receptor, your location is beyond the 500 foot effectiveness distance for a noise wall.

2 [The project is being constructed by the Illinois Tollway as part of the Illinois Tollway's 15-year capital program, *Move Illinois: The Illinois Tollway Driving the Future*. As indicated in the *Move Illinois* program, construction of the south leg of the West Bypass is scheduled to occur between the 2018 and 2022 timeframe.

The Tier Two Final Environmental Impact Statement (EIS) is expected to be distributed later this year and will incorporate public and agency comments received on the Tier Two Draft EIS and from the Public Hearing. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

Ms. Kim Schoppe
October 5, 2012
Page 2

cc: Michael Cassady, Village Manager, Village of Bensenville

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



First, thank you for having this session & holding it at a central location & convenient time!

We're most interested in the 1) location of the noise wall north of Elgin O'hare west of Meacham/Medina Rd, the proposal we saw saw a new wall moved north to the north side of the wetland ponds. We are strongly opposed to this idea - it would cost much more for so much more wall & be unsightly for us & neighbors. We are glad the decision was made to use the existing wall location. Great!

2) Noise from the expressway is high. A noise wall does not help much. I believe that converting from concrete to asphalt (sp?) is the way to go. Compare the noise at our location to a similar distance from the 53 in Palatine @ Twin Lakes - VRR's much more quiet! Why? Asphalt used on that section of 53. We are in favor of a conversion to asphalt.

Thanks,

Doug Schreiber

I (do do not) desire a response.

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

Yes No

Name: Doug Schreiber

Address: 1058 Tennessee Ln
Elk Grove Village

Phone: 847-923-9850

email doug_schreiber@yahoo.com



Illinois Department of Transportation

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

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

October 5, 2012

Mr. Doug Schreiber
1058 Tennessee Lane
Elk Grove Village, IL 60007

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Schreiber:

Thank you for the comments that you provided at the April 18, 2012 Public Hearing.

1 [Your comments indicate a preference for the location of the proposed noise wall on the north side of the Elgin O'Hare Expressway, west of Meacham Road. The proposed location of this noise wall has been moved south of the pond so that it is adjacent to the westbound entrance ramp from Meacham Road (see attached exhibit).

2 [The Illinois Tollway uses both concrete and asphalt as paving materials for its roadways. For this project, the decision on which material to use will be dependent upon future traffic mix and volumes (trucks versus cars). The final determination of the preferred material type will be made during final design.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by email at ronald.krall@illinois.gov.

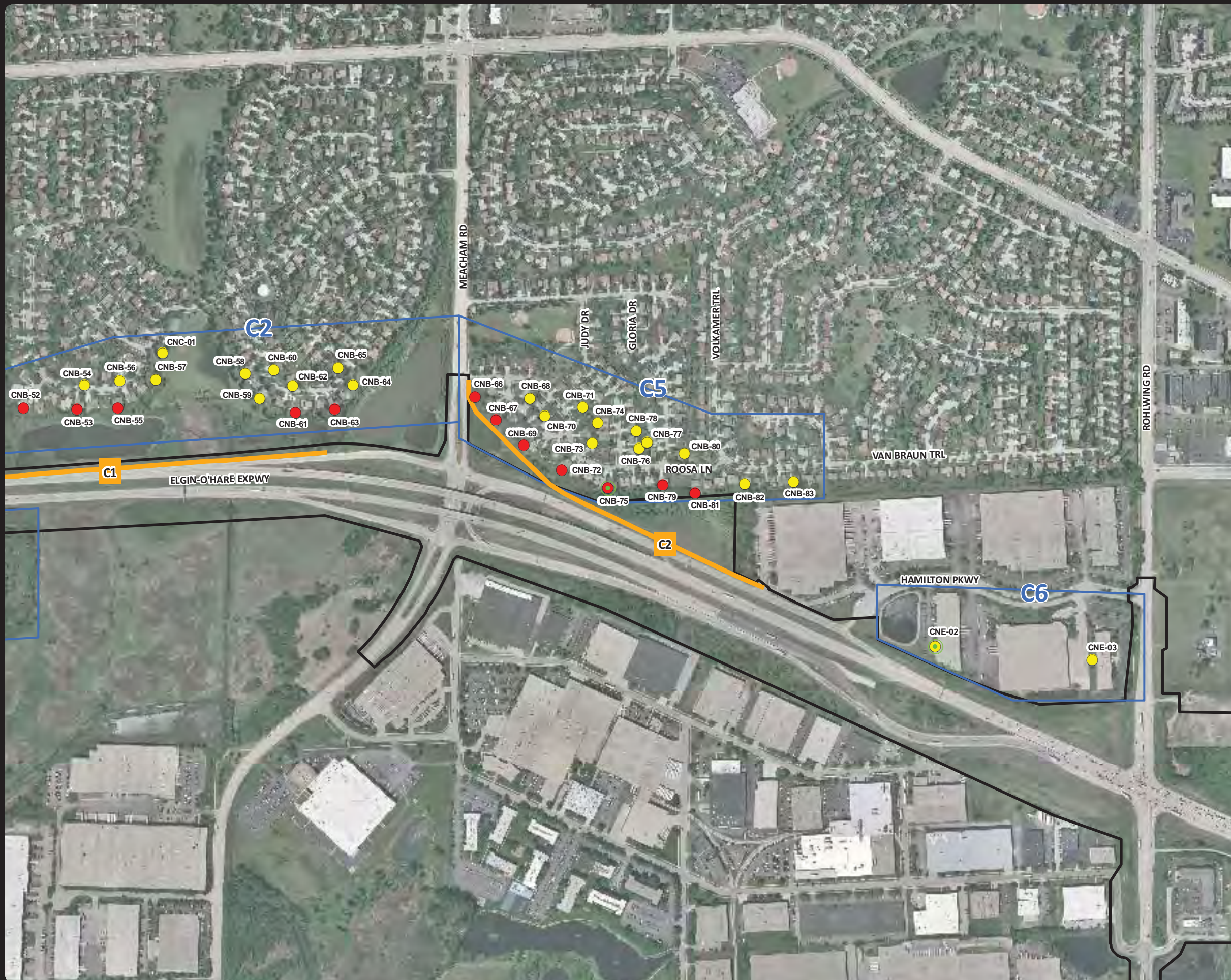
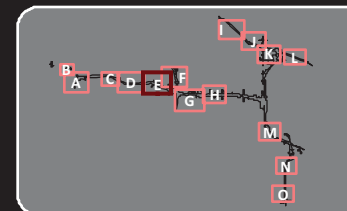
Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

Attachment

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village

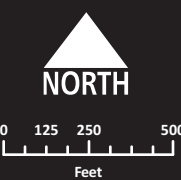


LEGEND

- Receptors
- Impacted Receptors
- Representative Worst Case Receptors
- Noise Barrier to be Implemented
- Common Noise Environment
- Project Corridor

Note:
- Barrier locations are approximate.

Source:
- Aerial photography: City of Chicago, 2009

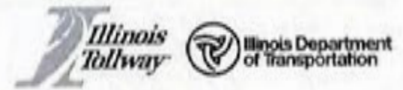


COMMENT FORM



Do you have comments?

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I ~~do~~ BELONG TO MAYWOOD SPORTSMAN CLUB
 I HAVE GRAVE CONCERNS REGARDING SAFETY &
 ENVIRONMENTAL ISSUES. I AM REFERRING TO THE
 294 SOUTH EXIT RAMP ON COUNTY LINE RD. THE EXIT
 RAMP IS EXTREMELY CLOSE TO OUR LAKE THAT HAS PREMIER
 FISHING QUALITY. THE ROAD SALT FROM THE WINTER ALONE
 WILL POISON OUR WATERWAY WHICH FLOWS TO A SECOND
 SMALL LAKE WHICH FLOWS EVENTUALLY TO A WETLAND AREA
 AND INTO SALT CREEK. THE TRAFFIC FROM THE EXIT RAMP
 COMING DOWN THE RAMP POSES A HUGE RISK TO OUR MEMBERS,
 ESPECIALLY THOSE WITH TRAILERS, TRYING TO ENTER/EXIT
 THE CLUB. BECAUSE WE DO TRAP SHOOTING, WHICH GENERATES
 REVENUE FOR THE CLUB OPERATIONS, WE WILL PROBABLY LOSE
 20,000-30,000 ANNUALLY BECAUSE 2-3 TRAP FIELDS WILL
 HAVE TO BE CLOSED SINCE THE ROADWAY WILL NOW BE
 CLOSER. DURING CONSTRUCTION THERE IS THE MATTER OF
 SECURING OUR PROPERTY, DAMAGE TO THE WATERWAY, REPLACEMENT
 OF OUR FENCING, RELOCATING OUR GATED ENTRANCE. ALSO A
 CONCERN IS THE LIGHTS FROM OUR TRAP FIELDS SHINING
 INTO THE EYES OF DRIVERS EXITING AND CAR LIGHTS SHINING
 INTO A SHOOTERS EYES WHILE SHOOTING. WE HAVE EVENING TRAP SHOOTING
 PLUS MORE.!!!

I (do do not) desire a response.

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

Name: GERRY SEIWERT
 Address: 1635 N. 77TH AVE
ELMWOOD PARK IL 60707
 Phone: 708-268-5504

MOVE THE RAMPS 1500 FEET NORTH OR SOUTH. IT WILL STILL WORK.



Illinois Department of Transportation

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

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

October 5, 2012

Mr. Gerry Seiwert
1635 N. 77th Avenue
Elmwood Park, IL 60707

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Seiwert:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

The Illinois Department of Transportation (IDOT) and the Illinois Tollway have been coordinating with the Maywood Sportsmen's Club regarding the concerns the Club and its members have expressed. Enclosed, please find a copy of the letter sent to the Club that responds to those concerns.

IDOT is currently evaluating all input received from the public and is making any feasible adjustments to the design. These adjustments will be presented in the Final Environmental Impact Statement that is expected to be distributed later this year.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

Enclosure

cc: Paul Volpe, Village Manager, Village of Elmwood Park



Illinois Department of Transportation

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

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

October 3, 2012

Mr. Michelangelo Scafidi
President, Maywood Sportsmen's Club
P.O. Box 522
Elmhurst, IL 60126

Re: Elgin O'Hare – West Bypass Project
Response to comment provided during the public comment period

Dear Mr. Scafidi:

Thank you for the comments that you provided during the public comment period. The Illinois Department of Transportation (IDOT) and Illinois Tollway have considered each of the issues stated in your May 10, 2012 comment letter.

In your comment, concerns were cited regarding the proposed improvements along the Maywood Sportsmens Club (MSC) property. In response, several alternative locations have been examined, including moving the ramp either further north or south to address those concerns. Additional analysis and discussions with the MSC, the City of Elmhurst, the City of Northlake, and McMaster-Carr Supply Company has lead to a decision by IDOT and the Illinois Tollway to adjust the location of the ramp. In a joint meeting of the stakeholders on June 6, 2012, the re-evaluation of the ramp location was discussed and the preferred alternates presented. At that meeting, consensus was reached by the agencies and the stakeholders that the preferred location of the ramps would be shifted to option B, as shown in the attached exhibit.

The MSC also indicated concerns regarding what the potential impacts would have on the chloride levels in the lakes and wetlands on the MSC's property and the subsequent effect on breeding habitat for fish and wildlife. The Tier Two Draft Environmental Impact Statement (EIS) contains a detailed analysis of chloride runoff and related stream or water body contamination. It is important to note that planned roadway improvements in the vicinity of the MSC would be served by a closed drainage system. Stormwater piping would capture and convey roadway runoff to infield areas and/or to nearby stream channels, and the system would extend across the full length of the MSC property bordering County Line Road. Therefore, no fugitive runoff would reach the MSC's lake. Further, the U.S. Army Corps of Engineers (USACOE) has directed the project to use Best Management Practices (BMP) for enhancement of water quality.

Mr. Michelangelo Scafidi
October 3, 2012
Page 2

The project team has developed a concept plan for the implementation of BMP for this purpose. The use of infiltration beds, bioswales, and dry basins are part of the family of techniques available for water quality enhancement.

All sections of the project will require the use these BMP to address the requirements of the USACOE.


MSC also noted that the tree line along County Line Road would be removed, and requested a screen or visual barrier along the roadway to reduce headlight glare into their property. The roadway improvements at this location will include a visual barrier approximately 1,100 feet in length and about eight feet high, and will likely be constructed as post and panel. The final details will be determined in final design, and will include further coordination with the MSC and other stakeholders.

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If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

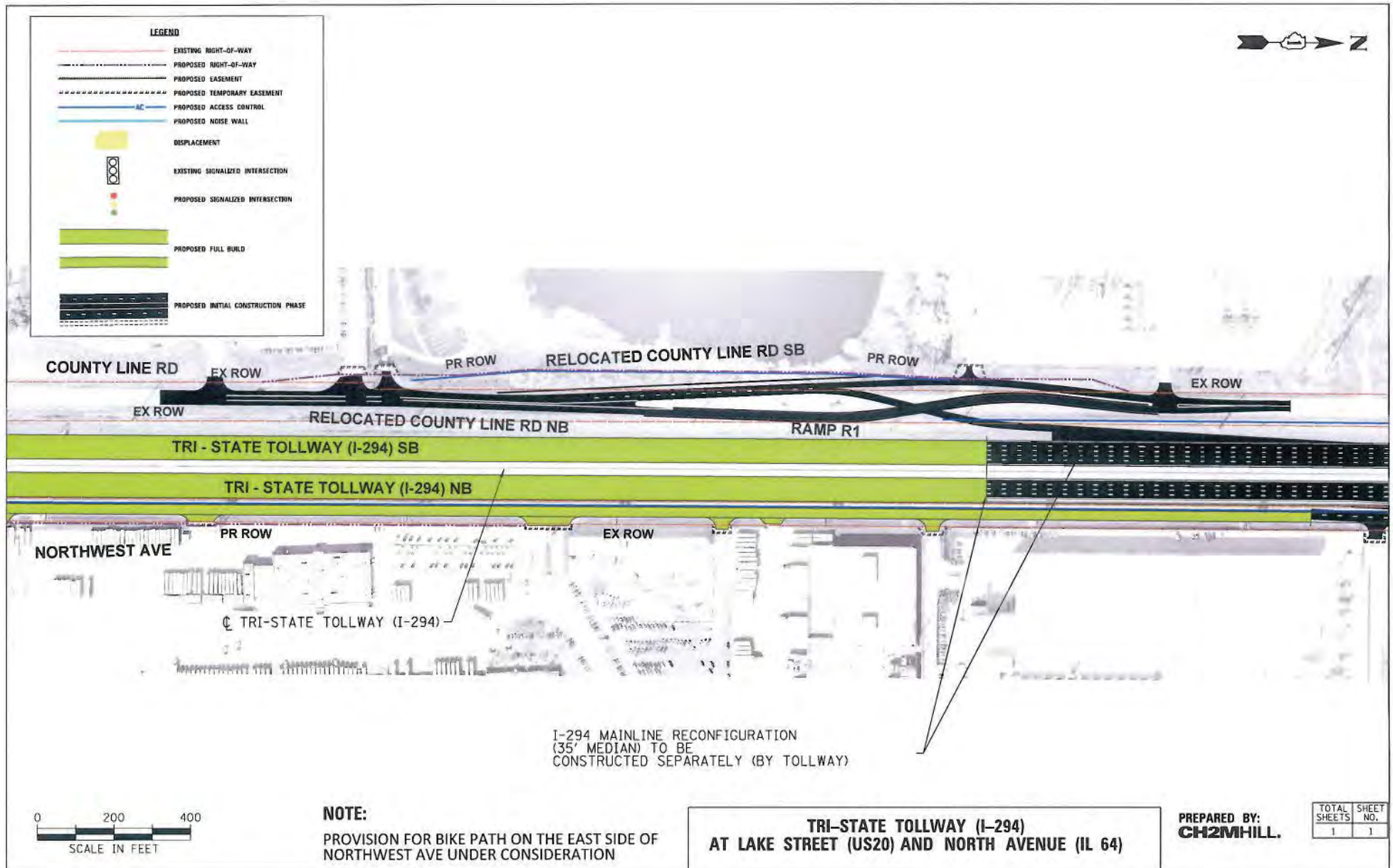
Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

Attachment

cc: James Grabowski, City Manager, City of Elmhurst



COMMENT FORM



Do you have comments?
Please fill out this sheet and mail it back to us by May 14, 2012.



1 OVERALL I FULLY AND COMPLETELY SUPPORT THE ENTIRE PROJECT. HOWEVER THE LONG TIME TABLE IS UNACCEPTABLE TO ME. A 3.5 YEAR FULL (NOT INITIAL) BUILD OUT SHOULD BE DONE. THIS WILL ULTIMATELY SAVE TIME AND MONEY. ADDITIONALLY I DO NOT SUPPORT THE INTERIM WEST O'HARE ACCESS AS PROPOSED. IT SHOULD BE FULLY CONSTRUCTED AS SHOWN IN PREVIOUS PRINTS.

2 ALSO THE LOSE OF THE DES PLAINES OASIS IS PROBLEMATIC BUT I'M NOT SURE WHERE TO RELOCATE IT TO. THE PROPOSED INTERCHANGE AT ELMHURST ROAD IS A GOOD "NEW" DESIGN

3 THE CONVERSION OF THE EXISTING ELGIN O'HARE SHOULD BE RECONSTRUCTED NOT REBUILT WITH ADDITIONAL LANE ALL CONSTRUCTION SHOULD BE CONCRETE NOT ASPHALT. BAD DESIGN WITH NO S/B 294 TO NEW SOUTH LEG AND NEW SOUTH LEG TO N/B 294. VERY

4 BAD DESIGN. ALSO THE INTERCHANGE AT WORTH AVENUE AND 294 APPEARS TO BE PROBLEMATIC AND "CLUNKY" IN DESIGN AND DRIVABILITY, BUT SOMETHING MUST BE DONE AT THAT LOCATION ALL UTILITY LINES MUST BE BURIED NOT JUST MOVED - BUILD IT, BUILD IT NOW AND THEN S3 WORTH.

I (do do not) desire a response.

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

Name: SAM L SEURBAN

Address: 1054 HOLLY CIRCLE
LAKE ZURICH

Phone: 847 646 6263



Illinois Department of Transportation

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

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

October 5, 2012

Mr. Sam L. Semrow
1074 Holly Circle
Lake Zurich, IL 60047

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012, Public Hearing

Dear Mr. Semrow:

Thank you for the comments that you provided at the April 18, 2012, Public Hearing.

1 | Your comments indicated concerns regarding staging the proposed improvements rather than building the entire project at one time. The Elgin O'Hare West Bypass project is a large and complex project and one that requires a substantial investment. In fact, the project represents the largest portion of the Illinois Tollway's 15-year capital program, *Move Illinois: The Illinois Tollway Driving the Future*. The project will require relocation of utilities, land acquisition, residential and commercial relocations, complex and lengthy construction near O'Hare International Airport as well as construction of three complex interchanges at Illinois Route 53/I-290, I-90 and I-294. The Illinois Tollway will construct the project in phases with consideration given to project and right-of-way readiness and funding availability. The *Move Illinois* Program is funded by bonds and toll revenue generated through a toll rate increase for passenger vehicles effective in 2012 and a previously approved increase for commercial vehicles beginning in 2015.

2 | You also noted concerns with the proposed interim O'Hare West access and the loss of the Des Plaines Oasis. Given that the timeframe for construction of the west terminal is unknown, an initial access design is proposed which will serve any initial uses at that site. A high capacity interchange has also been designed as part of this study to accommodate the full build out of the western terminal. With regard to the displacement of the Des Plaines Oasis, there were very limited opportunities for connecting the Bypass to I-90. The preferred alternative, at the location of the existing Des Plaines Oasis, had the fewest impacts. The Des Plaines Oasis is not planned to be replaced at another location.

Mr. Sam L. Semrow
October 5, 2012
Page 2

3 | Your comments further included a recommendation for reconstruction of the existing Elgin O'Hare Expressway rather than resurfacing of the roadway. The pavement condition does not warrant reconstructing the existing facility. The proposed improvements consist of adding one lane in each direction to the inside (median) of the existing mainline lanes.

4 | Lastly, you noted concerns regarding the configurations of the I-294/West Bypass interchange as well as the I-294/North Avenue (IL Rte 64) interchange. With regards to the I-294/West Bypass interchange, traffic projections did not warrant ramps providing access to and from I-294 to the north. Motorists making these movements would utilize the existing interchange at Irving Park Road/I-294 or the proposed future interchange at Irving Park Road/West Bypass. With regards to the I-294/North Avenue interchange, the objective is to provide a more direct southbound I-294 to eastbound North Avenue (IL Rte 64) movement. The many design constraints at this location limited the options for configuring the interchange, but traffic simulations demonstrate the ability of the proposed design to efficiently move traffic in the desired manner.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer



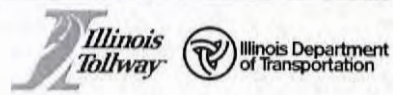
By:
Peter E. Harmet, P.E.
Bureau Chief of Programming

cc: Jason Slowinski, Village Administrator, Village of Lake Zurich

COMMENT FORM



Do you have comments?
Please fill out this sheet and mail it back to us by May 14, 2012.



Property Information:

2700 Touhy Ave
Elk Grove Village, IL

Property Owner:

Electronic Interconnect

PIN: Impact Type:

082 64 11003 TE (0.02 ac)

082 64 11003 Partial Take (0.02 ac)

082 64 11005 TE (0.02 ac)

082 64 11005 Partial Take (0.02 ac)

Question: 1

① When (date?) of work will start to the TE & Partial take

② When work will finish so that we can start using TE

③ Total Partial take is 0.02 + 0.02 AC. Final - ? → No change?

Name: SANTAY SHAH

Address: 2700 TOUHY AVE
ELK GROVE VILLAGE, IL, 60007

Phone: 847 364 4848

Cell: 219 201 2675

Email: scs@eiconnect.com

I (do do not) desire a response.

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

Yes No



Illinois Department of Transportation

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

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

September 17, 2012

Mr. Sanjay Shah
2700 Touhy Avenue
Elk Grove Village, IL 60007

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Shah:

Thank you for the comment you provided at the April 18, 2012 Public Hearing.

1 | In your comment, you asked when the partial acquisition and temporary easement affecting your property might be required. The project is being constructed by the Illinois Tollway as part of the 15-year capital program, *Move Illinois: The Illinois Tollway Driving the Future* (Move Illinois Program). As indicated in the Move Illinois Program, construction in this area is scheduled to occur between 2015 and 2017. You will be contacted approximately 18-24 months prior to construction.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705- 4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

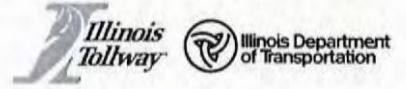
By:
Peter E. Harmet, P.E.
Bureau Chief of Programming

cc: Matthew Roan, Deputy Village Manager, Elk Grove Village

COMMENT FORM

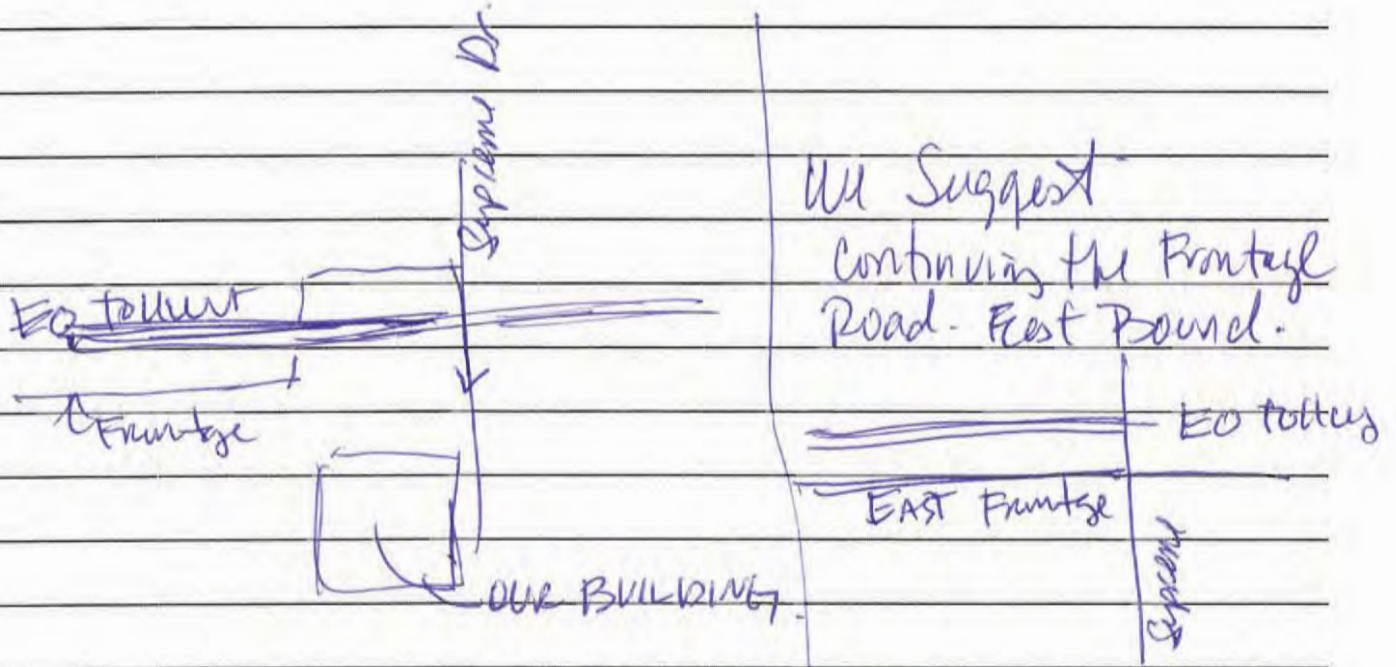


Do you have comments?
Please fill out this sheet and mail it back to us by May 14, 2012.



RE: Intersection of Supreme Dr & Thorndale in Bensenville.

Proposed East Frontage road to access our property will create ~~difficulty~~ an access right move for trucks and vehicles. by requiring traffic to head North under the EO tollway turn right on N Frontage Road to access Supreme Dr.



I (do do not) desire a response.

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

Yes No

Name: CHARL SMAGATZ.
(AS AGENT FOR SUPREME LLC.)
Address: 20 N. MARTINGALE
SUITE 100
SCHAMPAIGN IL 60173
Phone: _____



Illinois Department of Transportation

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

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

October 5, 2012

Ms. Shari Smagatz
20 N. Martingale, Suite 100
Schaumburg, IL 60173

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Ms. Smagatz:


Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

1 [In your comment, you expressed concern regarding the proposed design of the frontage road between Illinois Route 83 and Supreme Drive. This section of frontage road has been redesigned as a continuous frontage road between Illinois Route 83 and York Road, where the section between Illinois Route 83 and Supreme Drive is one-way eastbound and the remaining section to the east accommodates two-way travel. The revised design is contingent upon Illinois Commerce Commission (ICC) approval of an at-grade railroad crossing on the proposed frontage road east of Illinois Route 83 (see the attached exhibit).

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by email at ronald.krall@illinois.gov.

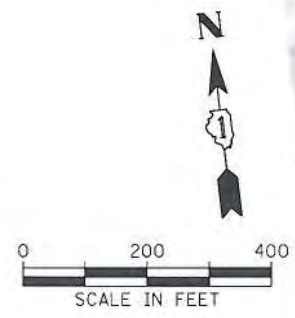
Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

Attachment

cc: June Johnson, Director of Transportation, Village of Schaumburg



**ELGIN O'HARE EXPRESSWAY
AT BUSSE ROAD (IL 83)**

PREPARED BY:
CH2MHILL

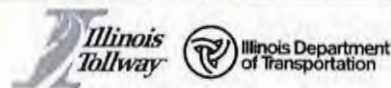
TOTAL SHEETS	SHEET NO.
1	1

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



1

OUR BIGGEST CONCERN IS THE SOUND ISSUE AND SOUND WALL. THE NEW SYSTEM OF RAMPS COMING OFF OF I 290 / THORNDALE INTO PARK BLVD DIRECTLY WILL IMPACT OUR TOWNHOME.

WE DON'T THINK THE WALL WILL BE ENOUGH, WE NEED SOUND PROOF WINDOWS!

RECOMMENDATION:

SOUND PROOF WINDOWS IN UNITS DIRECTLY IMPACTED BY THE NEW RAMPS & EXPRESSWAYS!

I (do do not) desire a response.

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

Yes No

Name: Aneta & Michal SNIADAKA

Address: 972 WILLOW ST.

ITASCA, IL 60143

Phone: (773) 879-4209



Illinois Department of Transportation

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

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

October 5, 2012

Mr. and Mrs. Michal Sniadala
972 Willow Street
Itasca, IL 60143

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. and Mrs. Sniadala:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

In your comment, you recommended sound insulating windows in addition to the proposed noise barrier. Based on the traffic noise model analysis, your residence did not incur noise levels above the threshold for abatement (66 dBA). However, a noise barrier is planned near your residence (I-290/Thorndale Ave) and will have some ancillary sound reducing benefit for your home.


IDOT is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths, and heights. IDOT's final recommendations will be presented in the Final Environmental Impact Statement (EIS). Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will begin meeting in later this fall.

The Tier Two Final EIS is expected to be distributed later this year and will incorporate public and agency comments received on the Tier Two Draft EIS and from the Public Hearing. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

Mr. and Mrs. Michal Sniadala
October 5, 2012
Page 2

cc: Evan Teich, Village Administrator, Village of Itasca



Illinois Department of Transportation

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

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

August 31, 2012

Mr. William L. Strawn
300 S. Hickory Avenue
Bartlett, IL 60103

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Strawn:

Thank you for the comment you provided at the April 18, 2012 Public Hearing.

1 | In your comment you asked whether it is less expensive to carry Rohlwing Road (IL 53) over the Elgin O'Hare Expressway. In this situation the project team determined that IL 53 should pass over the Elgin O'Hare Expressway in order to accommodate the ramps at the nearby I-290 interchange. This also resulted in significant cost savings, as the proposed mainline tollway will be maintained generally at natural ground elevations, which avoids expensive earthwork.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

cc: Valerie Salmons, Village Administrator, Village of Bartlett

COMMENT FORM



Do you have comments?
Please fill out this sheet and mail it back to us by May 14, 2012.



DESPLAINES MOBILE HOME PARK 847-827-6162
 500 W TOUCHY AVE
 DESPLAINES IL 60018
 OWNER CALVIN LEUNG
 GEORGE & GLORIA TAYLOR PROPERTY MANAGERS
 AGENT FOR THE OWNER.
 PARCEL # 0825301005

1 CONCERNS: WATER MAINS IN FRONT OF OUR WATER TOWER - NEAR THE
~~WE~~ EASEMENT - (WELL WATER-)

2 WE ALLOW THE SCHOOL BUSES TO COME UP ONTO THE PROPERTY
 FOR PICK UP AND DROP OFF THIS IS THRU OUT THE DAY - TO HAVE THE
 KIDS OUT ON TO TOUCHY AVENUE - IS SOMEWHAT OF A CONCERN

1 WE WERE ORIGINALLY TOLD THAT THEY WERE GOING TO TAKE THE WATER TOWER
 OFFICE BUILDING AND 8 OF OUR MOBILE HOMES - W/O THE WATER TOWER
 WE COULD NO LONGER OPERATE TODAY WE MEET W/ LIDIA A. PILECKY, PE
 VICE PRESIDENT TRANSPORTATION BUSINESS GROUP SHE INFORMED US
 THAT THIS IS NOT THE CASE - STILL CONCERNED

1

I (do do not) desire a response.
 Would you like your name added to
 our project mailing list?
 Yes No

GLORIA TAYLOR DBA
 Name: DESPLAINES MOBILE HOME PARK
 Address: 500 W TOUCHY AVE
 DESPLAINES IL 60018
 Phone: 847-827-6162
 gloria.kaye.2000@yahoo.com



Illinois Department of Transportation

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

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

October 19, 2012

Ms. Gloria Taylor, DBA
Des Plaines Mobile Home Park
500 West Touhy Avenue
Des Plaines, IL 60018

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Ms. Taylor:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

1 | In your comment, you indicated concern regarding the Elgin O'Hare – West Bypass project's potential impacts to the Des Plaines Mobile Home Park. The Old Higgins Road Quadrant Bypass intersection alternate is being carried forward as the preferred alternate for the IL 72/Elmhurst Road intersection improvements (see attached exhibit). Amongst other benefits, the preferred Old Higgins Quadrant Bypass will establish a new four-legged intersection that includes the mobile home's IL 72 access point. This new four-legged intersection will be channelized with left turn lanes and controlled by a new traffic signal.

With regards to the water tower, preliminary plans indicate the water tower will not need to be removed to accommodate the proposed improvements. You also noted concern regarding the watermains. Potential impacts to the watermain will be evaluated further during detailed design development and if possible we will work to avoid or minimize impacts to the watermains, if it is determined there are impacts. Avoidance of the water tower and watermains will be a priority.

2 | In your comment you also indicate you allow school buses to utilize the property to pick up and drop off school children. Preliminary design indicates the need for a strip approximately 15 feet wide along the south side of the property to accommodate the proposed improvements. Touhy Avenue, in this location, will be widened to accommodate a new center median from which an eastbound left-turn lane for accessing the Des Plaines Mobile Home Park will be added. Additionally, a new 10 foot wide multi-use trail will be placed along the north side of Touhy Avenue as well. Even with this proposed widening, school bus pick-ups/drop-offs will still be accommodated on the mobile home park property.

Ms. Gloria Taylor, DBA
October 19, 2012
Page 2

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

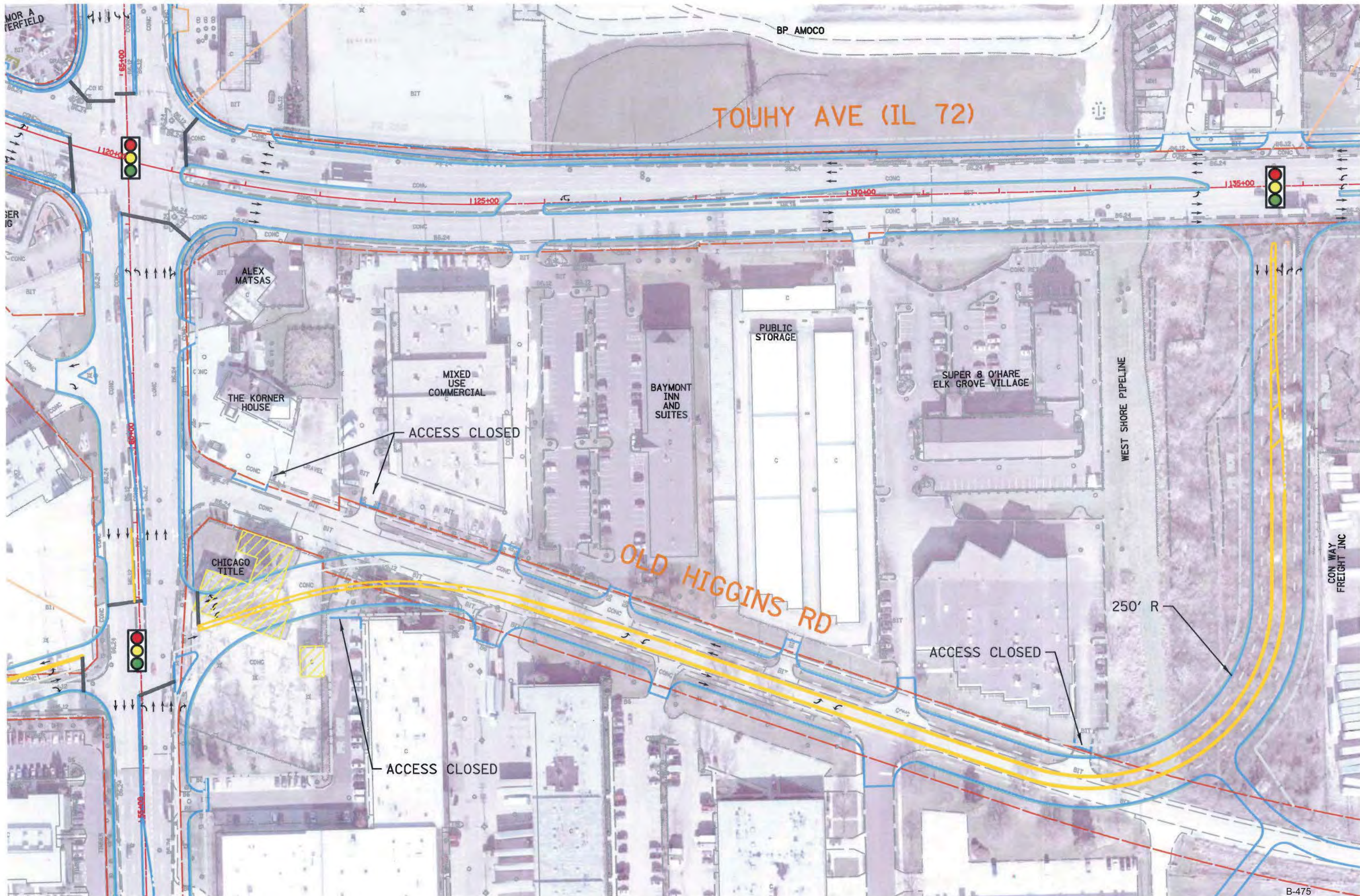
Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer



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

cc: Tim Oakley, Dir. Of Trans/Public Works, City of Des Plaines



TOUHY AVE (IL 72)

OLD HIGGINS RD

ALEX MATSAS

MIXED USE COMMERCIAL

BAYMONT INN AND SUITES

PUBLIC STORAGE

SUPER 8 O'HARE ELK GROVE VILLAGE

THE KORNER HOUSE

CHICAGO TITLE

WEST SHORE PIPELINE

CON WAY FREIGHT INC



ACCESS CLOSED

ACCESS CLOSED

ACCESS CLOSED

250' R

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



1 [When construction begins on ACORN LANE IN FRANKLIN PARK, the demolition equipment will severely impact our ability to do business. We are currently street loading off ACORN AN will have no other way to ship product if the street is UNAVAILABLE.

Thule Group
3737 N. ACORN LANE

I (do do not) desire a response.
Would you like your name added to our project mailing list?
Yes No

Name: ROBERT WARD
Address: 3737 N. ACORN LANE
FRANKLIN PARK
Phone: 847-455-2420 XT 117



Illinois Department of Transportation

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

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

October 5, 2012

Mr. Robert Ward
Thule Group
3737 N. Acorn Lane
Franklin Park, IL 60131

Re: Elgin O'Hare West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Ward:

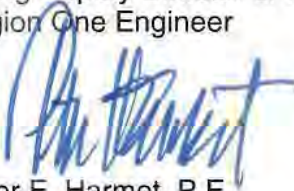
Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

1 [Your comment expressed concern about project-related impacts to Acorn Lane and efforts being made throughout the construction period to minimize property impacts. Both construction staging plans and maintenance of traffic plans will serve to manage construction, the flow of traffic, and property access. During the process of developing construction staging plans and maintenance of traffic plans, there will be opportunities for your input. Advanced notification of these opportunities will be provided to local property owners.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by email at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

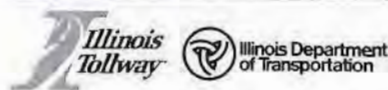
cc: John Schneider, Community Development Director, Franklin Park

COMMENT FORM


 ELGIN O'HARE
WEST BYPASS

Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



1

First of all, thank you for asking. It would probably help you to understand where I reside. I am in a townhome @ 976 Willow Street in Itasca on the northern most limits of our complex, literally the end unit bumped up against Park Blvd West. I have concerns, some of which probably sound dumb, so I apologize in advance, but I've never been through this, so everything is completely new to me. The first has to do with the proposed noise barrier. The preliminary maps indicate that this barrier will be hugging up against Park Blvd West. As Park sits right now, there are trees and other shrubbery about 10-20 feet north of Park. I have talked with other tenants of our complex, and we beg of you, if at all possible, PLEASE PLEASE put the barrier on the north side of the trees and shrubbery, so we see the trees first, then the barrier. Please don't remove that landscaping, as that's all we will have left. Another issue has to do with the noise itself. As your research has indicated, the convenience of the end product will draw increased traffic to the area, so the noise will be much more significant than it is today. Since I'm in the end unit, and right up against the roadway, which will be moved further south (and a lot closer to my unit via Ramp G6, G5 and G1) than it is today, am I going to be eligible for soundproofing via noise reducing windows? I'm concerned that that's the only way to alleviate what's sure to be a big change from what I hear today. Finally, with where I am located, with roadways G6, G5 and G1 being moved so close to the residence from where the current off ramp (and Thorndale) is located today, are there any "eminent domain" issues that I should be aware of in advance? I would assume that doesn't apply, but these ramps are coming very close in your projections, and I'd want to know as soon as possible. Thank you for your consideration.

Name: David M. Welch

Address: 976 Willow St.

Itasca, IL 60143

Phone: (630) 234-8320

I (do do not) desire a response.

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

Yes No



Illinois Department of Transportation

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

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

October 5, 2012

Mr. David Welch
976 Willow Street
Itasca, IL 60143

Re: Elgin O'Hare – West Bypass Project
Response to comment provided at the April 18, 2012 Public Hearing

Dear Mr. Welch:

Thank you for the comment that you provided at the April 18, 2012 Public Hearing.

In your comment, you recommended sound insulating windows in addition to the proposed noise barrier. Based on the traffic noise model analysis, your residence did not incur traffic noise levels above the threshold for abatement (66 dBA). However, a noise barrier is planned near your residence (I-290/Thorndale Ave.) and will have some ancillary sound reducing benefit for your home.

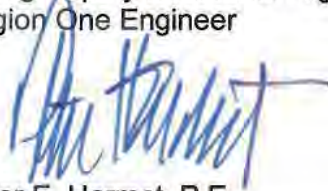
IDOT is currently evaluating all input received from the public and developing recommendations regarding noise wall locations, lengths, and heights. IDOT's final recommendations will be presented in the Final Environmental Impact Statement (EIS). Material type and aesthetic features of the walls will be determined during final design with input from the Illinois Tollway's Local Advisory Committee, which will begin meeting later this fall.

The Tier Two Final EIS is expected to be distributed later this year and will incorporate public and agency comments received on the Tier Two Draft EIS and from the Public Hearing. As the project advances, IDOT and the Illinois Tollway will continue to coordinate with those affected by the project.

If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

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

Mr. David Welch

October 5, 2012

Page 2

cc: Evan Teich, Village Administrator, Village of Itasca

From: Elgin O'Hare [noreply@critigen.com]
Sent: Tuesday, April 24, 2012 1:01 PM
To: Braband, Libby/CHI
Subject: Comments - Comment entered Tuesday, April 2...

[Elgin O'Hare](#)

Comment entered Tuesday, April 2... has been added

[Modify my alert settings](#) | [View Comment entered Tuesday, April 2...](#) | [View Comments](#) | [Mobile View](#)

Title:	Comment entered Tuesday, April 24, 2012 10:59:12 AM
FullName:	patricia
Subject:	west bypass
Address:	
AddToList:	No
Email:	pattjc1948@gmail.com
Message:	Will the mobile home park in the area of Elmhurst Rd & Higgins Rd be affected in any way? I 1

Last Modified 4/24/2012 1:59 PM by System Account

From: Krall, Ronald D [Ronald.Krall@illinois.gov]
Sent: Wednesday, October 24, 2012 5:03 PM
To: 'pattjc1948@gmail.com'
Subject: Reply to Patricia, e-mail response, for EO-WB Public Hearing comment
Attachments: patricia reply attachment.pdf

Patricia, you submitted a question relating to the Elgin O'Hare – West Bypass project Public Hearing, that asked:

“Will the mobile home park in the area of Elmhurst Road and Higgins Road be affected in any way?”

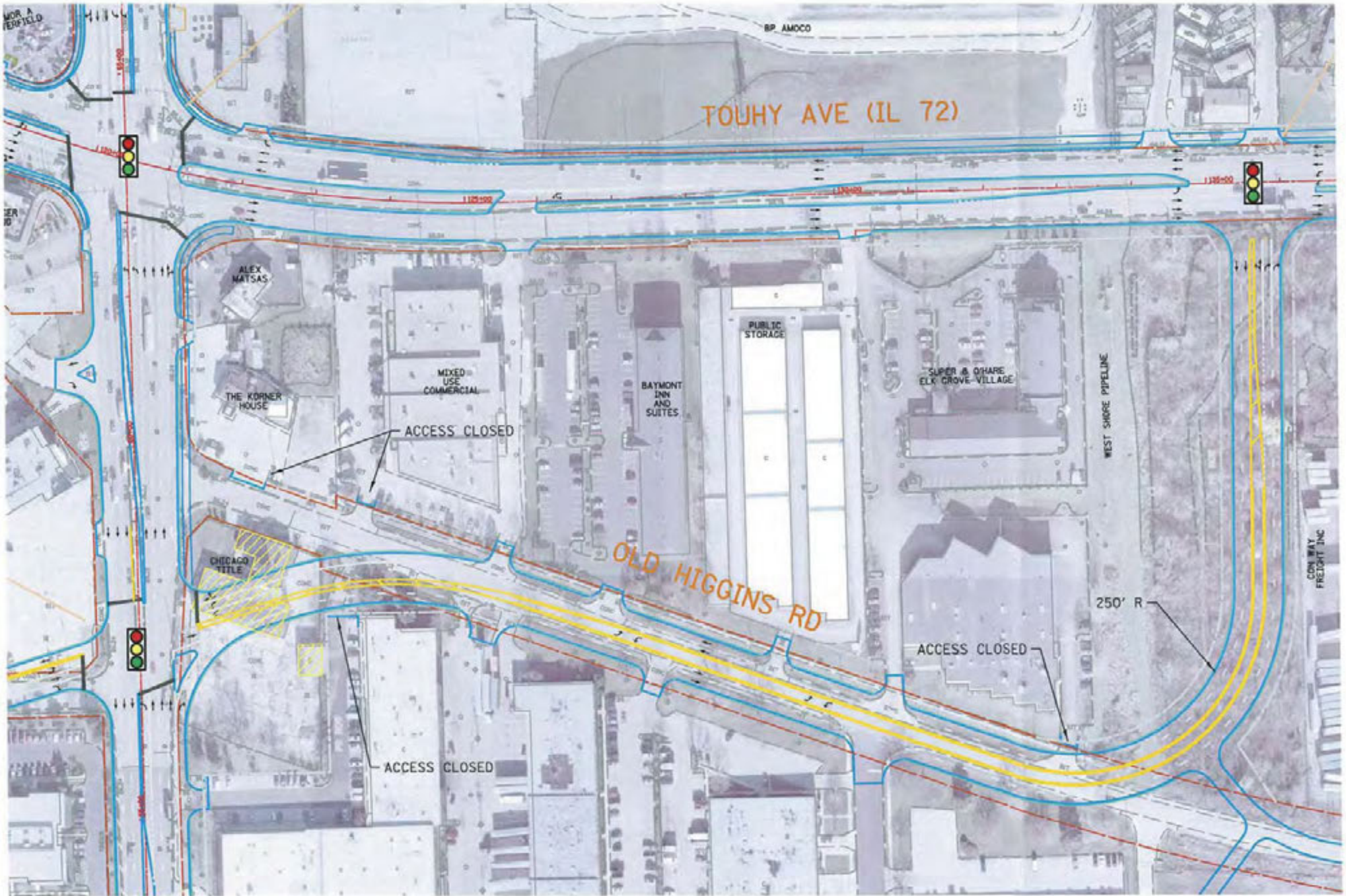
In response, we offer the following reply:

Preliminary design indicates the need for a strip of land approximately 15 feet wide along the south side of the Des Plaines Mobile Home Park property to accommodate the proposed improvements. Touhy Avenue, in this location, will be widened to accommodate a new center median from which an eastbound left-turn lane for accessing the Des Plaines Mobile Home Park will be added. Additionally, a new 10 foot wide multi-use trail will be placed along the north side of Touhy Avenue as well.

The Old Higgins Road Quadrant Bypass intersection alternate is being carried forward as the preferred alternate for the IL 72 (Higgins/Touhy)/Elmhurst Road intersection improvements (see attached exhibit). The widening noted above will allow for a continuous center median separating the east and west bound traffic. The preferred Old Higgins Quadrant Bypass will establish a new four-legged intersection that includes the mobile home's IL 72 (Touhy) access point. This new four-legged intersection will be channelized with left turn lanes and controlled by a new traffic signal.

Due to the minor widening, some right-of-way (ROW) impacts are anticipated (15 feet, as noted above). Preliminary plans indicate that the minor widening will not require the water tower be removed to accommodate the proposed improvements. In addition to the water tower, there are watermains in the area. Potential impacts to the watermain will be evaluated further during detailed design development. At this time, impacts to the watermain are not expected. If it is determined that the watermains cannot be avoided, we will work to minimize any impacts. Avoidance of the water tower and watermains will be a priority.

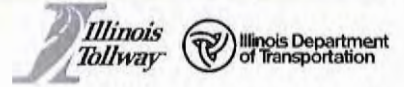
If you have any questions or need additional information, please contact Ron Krall, Project Manager, at (847) 705-4103 or by e-mail at ronald.krall@illinois.gov.



COMMENT FORM



Do you have comments?
Please fill out this sheet and mail it back to us by May 14, 2012.



I would like a copy
of the proposed drainage plan
Salt Creek Watershed I-290
paper sheet # 183

THANK YOU

GARY BERTHOLD
1023 MARTHA ST
ELK GROVE VILLAGE IL
60007
847-652-4614
gberthold@gmail.com

I (do do not) desire a response.

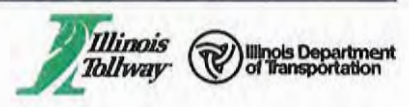
Would you like your name added to
our project mailing list?
Yes No

Name: _____
Address: _____
Phone: _____

COMMENT FORM



Do you have comments?
Please fill out this sheet and mail it back to us by May 14, 2012.



Michael Bram - CD of Sheet 12 + 13

700 N. Van Auken St
Elmhurst 60126

I (do do not) desire a response.

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

Name: _____
Address: _____

Phone: _____

COMMENT FORM



Do you have comments?
Please fill out this sheet and mail it back to us by May 14, 2012.



West Bypass plan sheets 1/2 size

Lined area for handwritten comments.

JIM.estus@COLLIERS.COM

Name: TIM Estus - COLLIER'S Inc

Address: 6250 N River Rd 11-100
Rosemont, IL 60018

Phone: 847 698-8235

I (do do not) desire a response.

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

From: Elgin O'Hare [noreply@critigen.com]
Sent: Tuesday, April 24, 2012 5:41 PM
To: Braband, Libby/CHI
Subject: Comments - Comment entered Tuesday, April 2...

[Elgin O'Hare](#)

Comment entered Tuesday, April 2... has been added

[Modify my alert settings](#) | [View Comment entered Tuesday, April 2...](#) | [View Comments](#) | [Mobile View](#)

Title:	Comment entered Tuesday, April 24, 2012 3:38:56 PM
FullName:	Jame Honses
Subject:	
Address:	701 Poydras, Suite 1046, New Orleans, LA 70139
AddToList:	No
Email:	jamie.honses
Message:	I would like to get a copy of the plans for this project to determine if Shell's pipeline will be impacted by the project. Thanks

Last Modified 4/24/2012 6:38 PM by System Account

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



South Section
Sheet #13

Steven E Johnson
11697 W. Grand Ave
Northlake IL 60164

May I have a copy of stated prints.
Thank you

Steven Johnson
Director of Compliance and Assets
CTL Global, Inc.



☎ 708-223-1181 • ☎ 708-243-2888
sjohnson@ctglobalsolutions.com
11697 W Grand Ave • Northlake IL 60164
ctglobalsolutions.com

I (do do not) desire a response

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

Yes No

Name: _____

Address: _____

Phone: _____

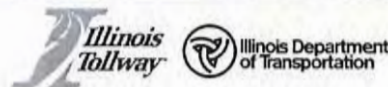
COMMENT FORM



ELGIN O'HARE
WEST BYPASS
COMMUNITY ORIENTED SOLUTIONS

Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



please send me the following map
from the meeting held on
THURSDAY APRIL 18, 2012 at the Belvidere
Sheet NO 21 NORTH SECTION
NORTH WEST QUADRANT NEAR
ELMHURST + TOUHY INTERSECTION
NEAR the property at 1100 ELMHURST RD.
ELK GROVE VILLAGE; PIN 08-26-411-006

I (do do not) desire a response.

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

Yes No

Name: MARK KUPIEC

Address: 77 N. WASHINGTON - 1801

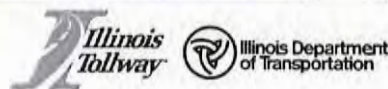
CHICAGO IL 60602

Phone: (312) 541-1878

COMMENT FORM



Do you have comments?
Please fill out this sheet and mail it back to us by May 14, 2012.



PLEASE PROVIDE THE DRAWING BELOW
ROADWAY PLAN SHEET LAYOUT
SHEETS # 21 + 20

STEVEN MAGNUS
104 SANDY Hollow Road
NORTHPORT, NY 11768

SMAGNUS@KLDLABS.COM
(516) 318-5982

I (do do not) desire a response.

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

Name: _____

Address: _____

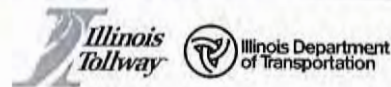
Phone: _____

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



I would like to have additional information regarding the Full Build option.

dmumm@wagenerequities.com

I (do do not) desire a response.

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

Yes No

Name: Dennis Mumm

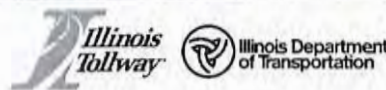
Address: 1840 Industrial Dr #310
Libertyville, IL 60048

Phone: 847-816-2620

COMMENT FORM



Do you have comments?
Please fill out this sheet and mail it back to us by May 14, 2012.



Great project. This will become
a vital transportation link for
DuPage County residents. Please
implement this as soon as possible.

I (do do not) desire a response.

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

Yes No

Name: John P. O'Neill
Address: 3191 Andover Ct.
Aurora, IL 60504
Phone: 630 978 7675

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



I liked the short video that gave a little information about the EOWB. I wish I would of gotten more information since I am not from the area. I came because I am taking a class @ UIU called citizen participation. We came and could have used more information. It was nice to see spanish translation was offered. It was a nice space and set up. It could have been a little more space between spaces and the stands with the pictures.

I (do do not) desire a response.

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

Yes No

Name: Grecia Ortega

Address: 101 Thicket Lane
South Beloit IL 61080

Phone: _____

COMMENT FORM



Do you have comments?
Please fill out this sheet and mail it back to us by May 14, 2012.



We are requesting a copy of
South section sheet no. 16
West By Pass at Irving Park Road (IL 19)

We are opposed to this project
in making Thorndale Road a tollway

I (do do not) desire a response.

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

Name: Jim + Judy Pichla
Address: 16 W. Irving Park Rd
Bensenville, IL 60106
Phone: _____

COMMENT FORM



Do you have comments?

Please fill out this sheet and mail it back to us by May 14, 2012.



I AM REQUESTING A COPY OF THE PROJECT TIMELINE & (PROJ) PLAN TIMELINE (i.e. CONSTRUCTION TIMELINE). I AM ALSO REQUESTING A COPY OF THE CENTRAL POSITION PLANS, SPECIFICALLY SHEET 22 #6, WHERE PARK AVE & THORNDALE ARE LOCATED, ALONG WITH THE SECTION WHERE ARLINGTON HIGHTON ROAD IS LOCATED. A FULL SIZE SHEET IS PREFERRED. THANK YOU IN ADVANCE.

[Handwritten Signature]

I (do do not) desire a response.

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

Yes No

Name: JEFF ROMANE

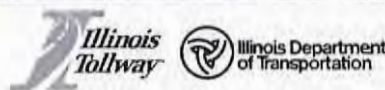
Address: 346 W. PRATTEN CIRCLE
STASLA, IL 60143

Phone: 630-254-0923

COMMENT FORM



Do you have comments?
Please fill out this sheet and mail it back to us by May 14, 2012.



I would like to request a copy of the Map.
→ Sheet 15, South Section.

Also, please put me on your mailing list.

ANUP RUIA

10909 FRANKLIN AVENUE

FRANKLIN PARK, IL 60131

email: ANUP.RUIA@VALMONT.COM

I (do do not) desire a response.

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

Yes No

Name: ANUP RUIA

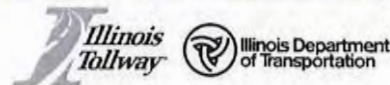
Address: 10909 FRANKLIN AVENUE
FRANKLIN PARK, IL 60131

Phone: (847) 455-0884

COMMENT FORM



Do you have comments?
Please fill out this sheet and mail it back to us by May 14, 2012.



Requesting copy of Franklin Park Drainage Study, electronically or by mail.

Lsenn@rptrust.com

8430 W Bryn Mawr Ave
Suite 400
Chicago IL 60622

Thank you,
Lindsey

I (do do not) desire a response.

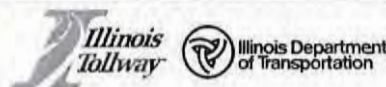
Would you like your name added to our project mailing list?
Yes No

Name: Lindsey Senn
Address: 8430 W. Bryn Mawr Ave
Suite 400, Chicago IL 60622
Phone: 60 773-695-1278

COMMENT FORM



Do you have comments?
Please fill out this sheet and mail it back to us by May 14, 2012.



Please send me the
TRD STATE Tollway at West
By Pass sheet - South section

Street # 13

Allion Waste
605 North west Ave
Northlake, IL



Stephen Vogrin
General Manager
5050 West Lake Street
Melrose Park, IL 60160
708.316.2179 • Fax 708.345.3862 • Cell 708.516.7050
svogrin@republicservices.com
www.disposal.com

I (do do not) desire a response.

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

Name: Steve Vogrin
Address: Allion Waste
5050 W Lake Street
Melrose Park, IL 60160
Phone: (708)-345-7050

COMMENT FORM



Do you have comments?
Please fill out this sheet and mail it back to us by May 14, 2012.



Ken WISA
11524 W. MADISON ST
FRANKLIN PARK IL
NEXEO SOLUTIONS
847-489-2786

Sheet 13 (South)

I (do do not) desire a response.

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

Name: _____

Address: _____

Phone: _____