

APPENDIX G

POTENTIAL CONTRIBUTIONS TO CUMULATIVE IMPACTS TO THE ENVIRONMENT IN THE PROJECT AREA

	Description of Action	Timeframes (1)			Project Effects	Status of Project Effects	Potential to Contribute to Cumulative Impacts During the Proposed Interim Fly Quiet Period
		Past (2005–today)	Present	Future (today–January 2021)			
1. FAA Air Traffic							Sources: (A) (B)
1.1	New Main Airport Traffic Control Tower at O'Hare (Opened in 1996)	X			Temporary, localized construction impacts.	Previously disclosed in O'Hare Modernization Environmental Impact Statement (EIS).	None. Construction would not occur during Interim Fly Quiet operation. Interim Fly Quiet does not alter impervious surfaces.
1.2	Chicago Terminal Airspace Project (CTAP)	X			Potential changes in noise exposure.	Superseded by O'Hare Modernization Program (OMP) airspace modifications. This is reflected in noise modeling; no further changes to contribute to cumulative impacts.	None. No longer relevant.
1.3	Removal of the High Density Rule	X			Potential changes in noise exposure.	Previously disclosed in EIS.	None. No longer relevant.
1.4	Land and Hold Short (LAHSO) - new procedures reduced use of LAHSO	X			Effects reflected in noise and air quality analyses of the 2015 Written Re-Evaluation.	Disclosed in the 2015 Re-Evaluation.	None.
1.5	Upgrade Runways 27L and 27R to Cat II/III Capability	X			Impacts would be consistent with impact analyses of the EIS.	Finding of no Significant Impact (FONSI) issued in 2004. Disclosed in the 2015 Re-Evaluation.	None.
1.6	Development of Procedures for quad Instrument Flight Rules (IFR) approaches if OMP is implemented	X			Possible increase in aircraft operations and associated noise and air quality impacts in poor weather; consistent with EIS.	Not implemented.	None.

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1.7	Westbound Departures from Runway 22L	X			Possible change in aircraft flight patterns and associated noise impacts in poor weather; consistent with EIS.	Disclosed in the 2015 Re-Evaluation.	None.
1.8	Revised Instrument Arrival Procedures from the Southeast (VEECK STAR)	X			Possible change in aircraft flight patterns and associated noise impacts; consistent with EIS.	Disclosed in the 2015 Re-Evaluation.	None.
1.9	Revised Instrument Arrival Procedures from the Southeast (ESSPO STAR)	X			Possible change in aircraft flight patterns and associated noise impacts; consistent with EIS.	Disclosed in the 2015 Re-Evaluation.	None.
1.10	Adjustment to Southbound Departure Fix Use	X			Possible change in aircraft flight patterns and associated noise impacts; consistent with EIS.	Disclosed in the 2015 Re-Evaluation.	None.
1.11	Movement of Westbound Departure Fixes	X			Possible change in aircraft flight patterns and associated noise impacts; consistent with EIS.	Disclosed in the 2015 Re-Evaluation.	None.
1.12	Movement of Southbound Departure Fixes	X			Possible change in aircraft flight patterns and associated noise impacts; consistent with EIS.	Disclosed in the 2015 Re-Evaluation.	None.
1.13	Evaluation of 9R Runway use during construction	X			Possible change in aircraft flight patterns and associated noise impacts.	Not implemented.	None. Program being modified in Interim Fly Quiet.
1.14	Converging Runway Operations (CRO)	X			Possible change in aircraft flight patterns and associated noise impacts.	Disclosed in the 2015 Re-Evaluation.	None.
1.15	Runway 10R/28L changes to Instrument Flight Procedures (Offset Localizer)	X			Possible change in aircraft flight patterns and associated noise impacts.	Disclosed in the 2015 Re-Evaluation.	None.

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1.16	Minor administrative changes to air traffic procedures	X			Possible change in aircraft flight patterns and associated noise impacts.	Disclosed in the 2015 Re-Evaluation.	None.
1.17	Metroplex Implementation	X			Possible change in aircraft flight patterns and associated noise impacts. Reflected in noise modeling; no further changes to contribute to cumulative.	Disclosed in the 2015 Re-Evaluation. Superseded by OMP airspace modifications.	None. No longer relevant.
1.18	Publication of Helicopter Routes in the vicinity of O'Hare. Two helicopter routes were published in 2016. Two helicopter routes are planned to be published in April 2019. In all cases, the estimated helicopter operations were below the threshold justifying a noise analysis.	X	X	X	Modification of helicopter flight patterns in the area around O'Hare.	Categorical Exclusions (CATEXs) issued in 2016 and in 2018.	None. The level of activity anticipated on the new routes would be too low to contribute to significant noise impacts.
1.19	On December 15, 2011, FAA published a notice of proposed policy and request for comments in the Federal Register (76 FR 77939) on the FAA's proposal for gradually reducing the current VHF Omnidirectional Range (VOR) network to a Minimum Operational Network (MON) as the National Airspace System (NAS) transitions to performance-based navigation (PBN) as part of the Next Generation Air Transportation System. As a part of this program, the VOR at O'Hare was eliminated as no longer being necessary. For additional information, see: https://www.federalregister.gov/d/2016-17579/p-3 .	X	X		The majority of the changes involve deleting the name of the O'Hare VOR and replacing it with another NAVAID or geographical point.		None. Primary ground tracks will not change from those reflected in the 2005 EIS.
2. Chicago Department of Aviation Projects - Airfield						Sources: (A) (B) (C)	
2.1	O'Hare Modernization Program (OMP)	X			Operational changes affecting noise and air quality.	Impacts fully disclosed in the EIS.	Limited. The Existing Fly Quiet (EFQ) and Interim Fly Quiet are intended to reduce the noise impacts of the OMP.
2.2	Taxiway NN Reconstruction and Associated Improvements	X			Temporary de minimis construction emissions (2016 construction season). Slight increase in impervious surfaces.	FAA memo of June 23, 2016: impacts consistent with assumptions in EIS.	None. Construction would not occur during Interim Fly Quiet operation. Interim Fly Quiet does not alter impervious surfaces.

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2.3	Rehabilitation of Runway 10L/28R	X			Temporary operational changes and de minimis construction emissions during construction (2016 construction season).	CATEX issued August 23, 2016. No anticipated cumulative effects.	None. Construction would not occur during Interim Fly Quiet operation.
2.4	Northeast Service Road Relocation and Taxiway H2 Demolition	X			Temporary de minimis construction impacts (2018 construction season).	FAA memo of July 18, 2016: impacts consistent with assumptions in EIS.	None. Construction would not occur during Interim Fly Quiet operation.
2.5	Taxiways K and L Extension and Associated Improvements		X		Temporary de minimis construction emissions (2019 construction season). Slight increase in impervious surfaces.	FAA memo of April 4, 2018: impacts consistent with assumptions in EIS.	None. Revised construction phasing incorporated in Interim Fly Quiet. Interim Fly Quiet does not alter impervious surfaces.
2.6	Revisions to Approved Taxiways for Runway 9C/27C, Runway 9R Extension and Associated Taxiways, and Taxiways K and L		X	X	Temporary de minimis construction emissions (2018–21). Slight increase in impervious surfaces.	FAA memo of May 4, 2016: impacts consistent with assumptions in EIS.	None. Revised construction phasing incorporated in Interim Fly Quiet.
2.7	Modifications to Taxiways for Runway 9C/27C; RW 9R Extension and Associated Taxiways; and Taxiways K and L		X	X	Operational changes and temporary de minimis construction emissions during construction (2018–21).	Disclosed in the 2015 Re-Evaluation.	None. Revised construction phasing incorporated in Interim Fly Quiet.
2.8	Relocation of Taxiways A and B			X	Construction impacts. Would reduce aircraft taxi times. Other potential impacts not known at this time.	National Environmental Policy Act (NEPA) documents being prepared.	None. Revised construction phasing incorporated in Interim Fly Quiet. Interim Fly Quiet does not alter impervious surfaces.
3. Chicago Department of Aviation Projects - Non-Airfield							Sources: (B) (C)
3.1	Terminal Core Airfield Improvement Projects	X			Temporary de minimis construction emissions (June–November 2016).	FAA memo of March 17, 2017: impacts consistent with assumptions in EIS.	None. Construction would not occur during Interim Fly Quiet operation.
3.2	Runway 10C/28C Runway Status Lights Equipment Building and Associated Improvements	X			Temporary de minimis construction emissions (2016–17 construction seasons). Slight increase in impervious surfaces.	FAA memo of January 30, 2017: impacts consistent with assumptions in EIS.	None. Revised construction phasing incorporated in Interim Fly Quiet. Interim Fly Quiet does not alter impervious surfaces.

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3.3	American Airlines Facility Relocation	X			Temporary de minimis construction emissions (2018 construction season). Increased impervious surface. Changed surface traffic patterns.	FAA memo of June 1, 2017: impacts consistent with assumptions in EIS.	None. Construction impacts would not coincide w/ Interim Fly Quiet. Interim Fly Quiet would not affect impervious surface or surface traffic.
3.4	Aircraft Rescue and Firefighting (ARFF)-2 Relocation	X			Increased construction activity compared to EIS (December 2017–November 2018).	FAA memo of April 4, 2018: impacts consistent with assumptions in EIS.	None. Construction would not occur during Interim Fly Quiet operation.
3.5	Terminal 2 Underground Hydrant Fuel System	X			Temporary localized construction impacts.	Disclosed in the 2015 Re-Evaluation.	None. Construction would not occur during Interim Fly Quiet operation.
3.6	Northeast Cargo Area Improvements	X			Potential water quality impacts with new impervious surface, and social impacts from roadway modifications. Mitigation measures proposed.	Disclosed in the 2015 Re-Evaluation.	None. Construction would not occur during Interim Fly Quiet operation. Interim Fly Quiet would have no water quality impacts.
3.7	A-380 Gate Enhancement	X			No anticipated environmental effects.	CATEX issued November 18, 2015. No anticipated cumulative effects.	None. No effects.
3.8	Additional Commercial Vehicle Holding Area (CVHA) Men's Restroom	X			No environmental effects.	CATEX issued February 23, 2016. No anticipated cumulative effects.	None. No effects.
3.9	Airport Maintenance Complex (AMC) Expansion	X			Temporary de minimis construction emissions (2017 construction season). Additional impervious surface.	CATEX issued July 11, 2016. No anticipated cumulative effects.	None. Construction emissions would not coincide w/ Interim Fly Quiet. Interim Fly Quiet would not affect impervious surfaces.
3.10	HR Emergency and Standby Power System (ESPS) Replacement	X			Increased energy use. Temporary de minimis construction emissions (October 2016–August 2018). Operational air emissions conform to State Implementation Plan (SIP).	CATEX issued June 24, 2016. No anticipated cumulative effects.	None. Operational emissions conform to SIP.

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3.11	Miami Beach Lift Station	X			Temporary de minimis construction emissions anticipated August 2017–February 2018.	CATEX issued April 11, 2016. No anticipated cumulative effects.	None. Effects would not coincide with Interim Fly Quiet.
3.12	Rideshare Relocation	X			Temporary de minimis construction emissions (October–November 2016).	CATEX issued December 5, 2016. No anticipated cumulative effects.	None. Effects would not coincide with Interim Fly Quiet.
3.13	Electric Charging Stations for Ground Support Equipment	X			Minimal effects.	CATEX issued July 11, 2016. No anticipated cumulative effects.	None. No effects.
3.14	Daytona Beach Lift Station	X			Minor increase in construction activity and emissions compared to EIS (2016 construction season).	FAA memo of May 3, 2016: impacts consistent with assumptions in EIS.	None. Effects would not coincide with Interim Fly Quiet.
3.15	Low-Level Windshield Alert (LLWAS) 1 Installation	X			Minor increase in construction activity and emissions compared to EIS (2017 construction season).	FAA memo of June 1, 2017: impacts consistent with assumptions in EIS.	None. Effects would not coincide with Interim Fly Quiet.
3.16	Rotating Beacon Relocation	X			No anticipated increase in environmental effects compared to EIS.	FAA memo of March 22, 2016: impacts consistent with assumptions in EIS.	None. No effects.
3.17	Temporary United Employee Parking Lot Relocation	X			Increase in construction activity emissions compared to EIS (2018 construction season).	FAA memo of April 12, 2018: impacts consistent with assumptions in EIS.	None. Effects would not coincide with Interim Fly Quiet.
3.18	United Move - 180 day Storage Relocations	X			Increase in construction activity and emissions compared to EIS (2018 construction season).	FAA memo of April 4, 2018: impacts consistent with assumptions in EIS.	None. Effects would not coincide with Interim Fly Quiet.
3.19	ARFF-1 Modifications	X			Temporary de minimis construction emissions anticipated in 2017 construction season.	CATEX issued December 5, 2016. No anticipated cumulative effects.	None. Effects would not coincide with Interim Fly Quiet.

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3.20	Airport Service Detection Equipment (ASDE-X) Installation		X		Floodplain encroachment (minimal). Increase in impervious surface. Use of hazardous materials. Temporary de minimis construction emissions (March 2018–April 2019).	CATEX issued March 17, 2016. No anticipated cumulative effects.	None. Interim Fly Quiet does not alter impervious surfaces or involve floodplain encroachment or use of hazardous materials. Construction emissions de minimis.
3.21	Installation of Automatic Dependent Surveillance Broadcast (ADS-B) Squitter Units		X		No construction activity. No other impacts.	CATEX issued September 1, 2016. No anticipated cumulative effects.	None. No effects.
3.22	Central Deicing Facility & TW ZJ		X		Decreased construction impacts compared to EIS.	FAA memo of June 5, 2017: impacts consistent with assumptions in EIS.	None. No effects.
3.23	Concourse L Stinger		X		Decreased construction impacts compared to EIS.	FAA memo of March 17, 2017: impacts consistent with assumptions in EIS.	None. No effects.
3.24	East Airfield Lighting Control Vault		X		Minor increase in construction activity and emissions compared to EIS (February 2018–early 2019).	FAA memo of May 4, 2018: impacts consistent with assumptions in EIS.	None. No noise effects, minimal increase in air emissions determined to be consistent with assumptions of EIS.
3.25	Terminal 5 Expansion		X		Decreased construction impacts compared to EIS.	FAA memo of January 27, 2017: impacts consistent with assumptions in EIS.	None. No effects.
3.26	O'Hare Terminal Design Competition			X	Design only. No construction.	Public announcement.	None.
3.27	Terminal Area Plan			X	Additional gate capacity, modernization and increased efficiency, construction impacts.	To be addressed in future NEPA review.	None. Not reasonably foreseeable at this time.

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3.28	Hotel Development			X	Construction impacts. Other potential impacts not known at this time.	Request for Quotation issued November 2016. To be addressed in future NEPA review.	None. Not reasonably foreseeable at this time.
4. Highway Transportation Projects in the Vicinity of O'Hare (5 mile radius)							Source (D)
4.1	Joint Use Rental Car and Parking Facility: revised lane configurations at intersections and road sections	X			Temporary construction impacts including air emissions. Enhanced surface traffic flows. Effects reflected in surface traffic analysis in the 2015 Re-Evaluation.	Project received separate NEPA approval. Disclosed in the 2015 Re-Evaluation.	None. Interim Fly Quiet does not affect resources other than noise and air quality. Construction emissions consistent with SIP under Transportation Conformity Rule.
4.2	Illinois State Toll Highway Authority Regional Roadway Improvements: East River Road / Cumberland Flyover Project	X			Improved efficiency on Interstate 190 / Interstate 90 from O'Hare to Cumberland Avenue in Cook County, Illinois. Long-term reduction in congestion and air emissions. Temporary construction impacts.	Construction completed 2018.	None.
4.3	Modifications to sections of Touhy Avenue, Mannheim Road, Bessie Coleman Drive, and other roads		X		Temporary construction impacts including air emissions. Enhanced surface traffic flows. Effects reflected in surface traffic analysis in the 2015 Re-Evaluation.	Project received separate NEPA approval. Disclosed in the 2015 Re-Evaluation.	None. Interim Fly Quiet does not affect resources other than noise and air quality. Construction emissions consistent with SIP under Transportation Conformity Rule.
4.4	Balmoral Avenue SB Tunnel		X		Temporary construction impacts including air emissions. Enhanced surface traffic flows. Effects reflected in surface traffic analysis in the 2015 Re-Evaluation.	Project received separate NEPA approval. Disclosed in the 2015 Re-Evaluation.	None. Interim Fly Quiet does not affect resources other than noise and air quality.

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4.5	Illinois State Toll Highway Authority Regional Roadway Improvements: Central Tri-State (I-294) Roadway and Bridge Repairs; Balmoral Ave. to Lake Cook Road		X		Work includes pavement repairs in all lanes in both directions, as well as bridge deck and joint repairs and repairs to the substructures and approach slabs. Temporary construction impacts including air emissions.	Construction began summer of 2018 and will continue into 2019.	None. Construction emissions consistent with SIP under Transportation Conformity Rule.
4.6	Illinois Department of Transportation (IDOT) - Crossovers and Associated Signaling on Metra Tracks in Franklin Park		X		Reduces delays to commuter and freight trains and to motorists at nearby at-grade crossings. Temporary construction impacts: noise, air quality, traffic.	Construction ongoing.	Limited temporary noise and air quality impacts.
4.7	IDOT FY 2019–24 Highway Improvement Program; US-14 improvements: resurfacing, ADA improvements, storm sewer, retaining wall. Arlington Heights / Mount Prospect / Des Plaines / Park Ridge / Niles		X		Temporary construction impacts: noise, air quality, traffic.	Construction scheduled for 2019.	Minor localized noise and traffic impacts. Air emissions accounted for in approved Transportation Improvement Plan (TIP).
4.8	IDOT FY 2019–24 Highway Improvement Program; Golf Road: resurfacing, ADA improvements. Arlington Heights / Mount Prospect / Des Plaines / Park Ridge / Rolling Meadows		X		Temporary construction impacts: noise, air quality, traffic.	Construction scheduled for 2019.	Minor localized noise and traffic impacts. Air emissions accounted for in approved TIP.
4.9	IDOT FY 2019–24 Highway Improvement Program; I-72 (Higgins Rd.) / Mannheim Rd.: resurfacing, ADA improvements. Rosemont / Des Plaines		X		Temporary construction impacts: noise, air quality, traffic.	Construction scheduled for 2019.	Minor localized noise and traffic impacts. Air emissions accounted for in approved TIP.
4.10	Illinois State Toll Highway Authority Regional Roadway Improvements: Elgin O'Hare West Access project, Interstate 490 "ring road," and other transportation improvements. Includes relocation of Canadian Pacific Railway tracks. The road would run from I-90 south and west past O'Hare, eventually joining with I-294		X	X	Construction impacts. Permanent effects to a wide range of natural resources. Would reduce congestion, delay, and associated air emissions in the O'Hare region.	Elgin O'Hare West Access under construction; expected completion in 2024. Other projects planned for completion between 2016 and 2025.	None. Interim Fly Quiet does not affect resources other than noise and air quality. Construction emissions consistent with SIP under Transportation Conformity Rule.

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4.11	IDOT FY 2019–24 Highway Improvement Program; US-12, Mannheim Road improvements: resurfacing ADA improvements. Arlington Heights / Mount Prospect / Des Plaines			X	Temporary construction impacts: noise, air quality, traffic.	Construction engineering scheduled for 2019.	None. Impacts would not coincide with Interim Fly Quiet.
4.12	Partial Interchange on I-294 at Devon Avenue (add SB off-ramp to Devon)			X	Temporary construction impacts. Would reduce traffic congestion.	Disclosed in the 2015 Re-Evaluation. Construction not included in IDOT 2019-24 Highway Improvement Program.	None. Impacts would not coincide with Interim Fly Quiet.
4.13	Expansion of I-90 Interchange at Elmhurst Road (add Elmhurst Road on-ramps to WB I-90 and EB I-90 off-ramps to Elmhurst Road)			X	Temporary construction impacts. Would reduce roadway congestion and associated emissions.	Disclosed in the 2015 Re-Evaluation. Construction not included in IDOT 2019-24 Highway Improvement Program.	None. Impacts would not coincide with Interim Fly Quiet.
4.14	I-294 Interchange with Balmoral Avenue reconstruction and reconfiguration			X	Temporary construction impacts including air emissions. Enhanced surface traffic flows. Effects reflected in surface traffic analysis in the 2015 Re-Evaluation.	Project received separate NEPA approval. Disclosed in the 2015 Re-Evaluation. Construction not included in IDOT 2019-24 Highway Improvement Program.	None. Impacts would not coincide with Interim Fly Quiet.
4.15	I-90/I-294/I-190 Interchange reconfiguration			X	Would reduce roadway congestion and associated emissions. Temporary construction impacts including air emissions.	Construction not included in IDOT 2019-24 Highway Improvement Program.	None. Impacts would not coincide with Interim Fly Quiet.
4.16	IDOT FY 2019–24 Highway Improvement Program; Golf Road: resurfacing, ADA improvements. Des Plaines			X	Physical impacts not reasonably foreseeable at this time.	Acquisition funded for 2019.	None. Any physical impacts would not coincide with Interim Fly Quiet.

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5. Rail Transportation Projects in the Vicinity of O'Hare (5 mile radius)							Source: (E)
5.1	Chicago Region Environmental and Transportation Efficiency (CREATE) Program; five crossovers and associated signaling on the Metra tracks serving the Metra Milwaukee-Franklin Park		X		Reduced delays to commuter and freight trains and to motorists at nearby at-grade crossings. Temporary construction impacts: noise, air emissions, traffic.	Construction ongoing.	Minor localized noise and traffic impacts. Air emissions accounted for in approved TIP.
5.2	High Speed Underground Transit System between Downtown Chicago and O'Hare International Airport			X	Construction and permanent impacts unknown. Would reduce congestion, delay, and associated air emissions in the O'Hare region.	City of Chicago awarded bid to The Boring Company. Negotiations ongoing.	None. Consequences not reasonably foreseeable.
6. Ongoing Community Development							Source: (F)
	The 2015 ON TO 2050 comprehensive regional plan by Chicago Metropolitan Agency for Planning (CMAP) continues to emphasize the need for infill development described in the previous GO TO 2040 plan, but continues to show limited potential for further infill development in the areas that would be affected by changes in the OMP construction phasing schedule	X	X	X	Increased traffic volumes and associated congestion, delay, and air emissions. Increased traffic noise, temporary construction noise and air impacts.	Ongoing process, as disclosed in the 2015 Re-Evaluation.	Impacts are not reasonably foreseeable.

Note (1) Timeframe for Past, Present, and Reasonably Foreseeable Future Actions:

Past = Implementation completed after EIS Record of Decision (2005) to Present

Present = Implementation ongoing

Future = Implementation expected prior to February 2021

Sources:

(A) O'Hare Modernization Program Final Environmental Impact Statement, FAA Great Lakes Region, July 2005.

(B) Written Re-Evaluation of July 2005 Environmental Impact Statement and September 2005 Record of Decision for the O'Hare Modernization Program, FAA Great Lakes Region, October 2015.

(C) FAA Chicago Airports District Office.

(D) Illinois Long-Range Transportation Plan, January 2018.

(E) Chicago Region Environmental and Transportation Efficiency (CREATE) Program - Overall Project Status Summary Revised - June 15, 2018.

(F) Chicago Metropolitan Agency for Planning (CMAP) ON TO 2050 Comprehensive Regional Plan.

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