

ELGIN O'HARE - WEST BYPASS STUDY
COOK AND DUPAGE COUNTIES, ILLINOIS

PROJECT NUMBER: P-91-443-06

TIER ONE DRAFT ENVIRONMENTAL IMPACT STATEMENT

Submitted Pursuant to 42 USC 4332(2)(c)
and 49 USC 303 by

the U.S. Department of Transportation, Federal Highway Administration
and the Illinois Department of Transportation
Cooperating Agencies

Illinois Department of Natural Resources

Transportation Security Administration

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For Illinois Department of Transportation



For Federal Highway Administration

The following persons may be contacted for additional information concerning this document:

Norman Stoner, P.E.
Division Administrator
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703
Phone: 217-492-4600

Diane O'Keefe
Deputy Director, Region 1 Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196
Phone: 847-705-4000

Abstract: The Illinois Department of Transportation (IDOT), in consultation with the Federal Highway Administration (FHWA), has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, which comprises 127 square miles and 27 communities in Cook and DuPage counties in Illinois. The study is being advanced as a tiered process. Tier One will yield a preferred multimodal transportation concept for the study area, and Tier Two will conduct detailed engineering and environmental studies for elements of the preferred concept. Alternatives under consideration in the Tier One Draft Environmental Impact Statement include the No-Action (Baseline) Alternative, and two build alternatives: Alternative 203 and Alternative 402. The proposed build alternatives would provide more than 40 miles of freeway and arterial improvements. Companion to both roadway alternatives are transit, bicycle/pedestrian, and freight rail improvements, and travel demand management/transportation system management strategies. The build alternatives would have both adverse and beneficial impacts. Environmental and social impacts include a loss of up to 39 acres of wetlands, 27 acres of floodplains, and seven acres of park or forest preserve properties. Depending on the alternative and south bypass connection option selected, up to 18 homes, 38 industrial structures, 12 commercial structures, and 57 businesses in those commercial and industrial structures would be displaced, and 730 to 1,200 employees would be displaced. The tax revenue loss would be up to \$4.45 million, depending on the alternative selected. The build alternatives would directly create 9,200 and 7,000 jobs per year from the construction of Alternatives 203 or 402, respectively. The project investment would include added job growth totaling 21,600 and 16,600 for Alternatives 203 or 402, respectively. Other benefits of the build alternatives include an increase in the overall system efficiency up to 10 percent, reduced congestion on secondary roads up to 15 percent, increased speed up to eight percent, and an increase in transit trips.

Comments are due by October 26, 2009.