

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

TIER ONE FINAL 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

4/29/10
Date of Approval

Scott Smith
For Illinois Department of Transportation

4/30/2010
Date of Approval

Norman R. Stoner
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, in consultation with the Federal Highway Administration, has conducted a study of alternative multimodal transportation solutions for the Elgin O'Hare-West Bypass study area, which comprises 127 square miles and 27 communities in Cook and DuPage counties in Illinois. The study is being advanced as a tiered process. The goal of Tier One is to yield a preferred multimodal transportation concept for the study area. During Tier Two, detailed engineering and environmental studies will be conducted for elements of the preferred concept. Alternatives considered in the Tier One Draft Environmental Impact Statement include the No-Action (Baseline) Alternative, and two build alternatives: Alternative 203 and Alternative 402. Two options for connecting the south portion of the O'Hare West Bypass to I-294, Options A and D, were also considered. Alternative 203 with Option D was identified as the Preferred Alternative. It includes more than 40 miles of freeway and arterial improvements. Companion improvements, including transit, bicycle/pedestrian, and freight rail improvements, and travel demand management/transportation system management strategies, were considered. The Preferred Alternative would have both adverse and beneficial impacts. Thirty-nine acres of wetlands, 25 acres of floodplains, and 0.95 acre of Section 4(f) property would be impacted. Eleven homes, 28 industrial structures, 12 commercial structures, 35 businesses in those commercial and industrial structures, and 1,277 employees would be displaced. The tax revenue loss would be up to \$4.47 million. Construction of the Preferred Alternative would directly create 9,200 jobs per year. The project investment would create a total of 21,600 new jobs to the regional economy. Other benefits of the Preferred Alternative include an increase in the overall system efficiency about 10 percent, reduced congestion on secondary roads of about 15 percent, increased speed of about eight percent, and an increase in transit trips.