

Executive Summary

Introduction

The six-county Chicago metropolitan region is home to more than nine million people, 5.1 million jobs, and a \$500 billion economy. It is a globally diversified economy that contains 160 company headquarters, 30 Fortune 500 company headquarters, 12 Fortune Global 500 and 10 Financial Times Global 500 companies.

The Elgin O'Hare-West Bypass (EO-WB) study area is about 17 miles northwest of Chicago's central business district. It is strategically located at a transportation crossroads that includes O'Hare International Airport; a network of freeways and tollways including I-90, I-190, I-294, Elgin O'Hare Expressway and I-290; transit facilities (including Metra rail lines and Pace bus service); and freight rail service and multimodal transfer facilities. The EO-WB study area contains the second largest employment base in the metropolitan area. Given its geographic position as a transportation and employment hub, 18 percent of all vehicle trips in the region occur in the EO-WB study area; consequently, traffic congestion throughout the roadway system is severe.

In 2005, as part of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU) Federal Transportation Bill, the U.S. Congress identified the EO-WB as a project of regional and national significance, one of only a dozen such projects nationwide. Thus, in 2007, the EO-WB study was launched to address the growing transportation needs. The study, sponsored by the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA), began with a process that had several key objectives:

- Provide for extensive stakeholder outreach to seek input to solutions that fit into and reflect their surroundings
- Identify the major transportation problems and issues
- Evaluate a broad range of multimodal transportation solutions that leads to a preferred transportation system concept for the study area

The outcome of that process is two build alternatives that emerged from a thorough and comprehensive alternatives development and evaluation process. The analysis presented in this Draft Environmental Impact Statement (Draft EIS) is a side-by-side comparison of the remaining build alternatives and a No-Action (Baseline) Alternative. It is intended to assist decision-makers in selecting a preferred system transportation concept for the study area. Subsequent National Environmental Policy Act (NEPA) documents will focus upon detailed environmental and engineering analyses for the preferred transportation system concept.

Study Area

The study area is bounded roughly by I-90 on the north, I-294 on the east, I-290 on the south, and the Elgin O'Hare Expressway on the west. It comprises 127 square miles and 27 communities in northwest Cook and DuPage counties, and is home to roughly 509,900

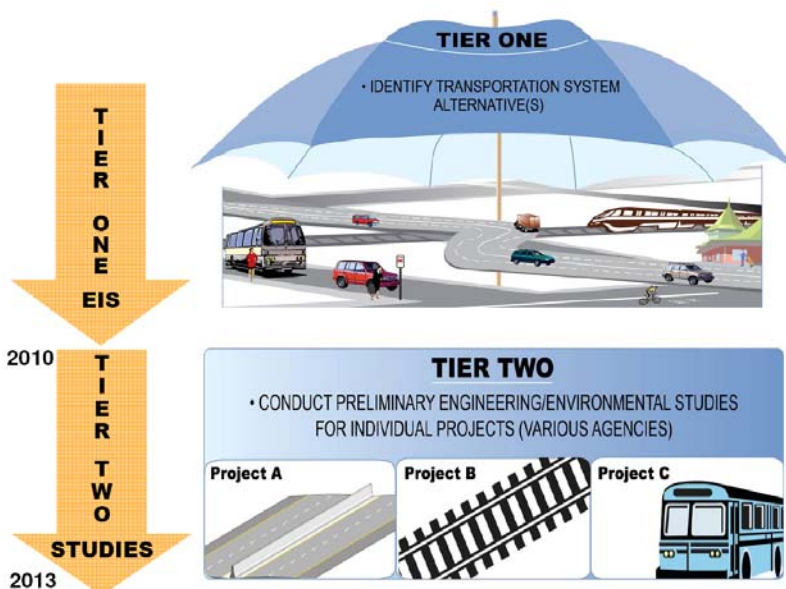
persons (5.3 percent) and 569,500 jobs (11.1 percent) within the six-county Chicago metropolitan region (Cook, DuPage, Kane, Lake, McHenry, and Will). The area is densely developed with a mix of residential, commercial, and industrial land uses. It is a regional transportation hub, with multiple interstate highways, transit facilities, and major freight transportation facilities and distribution centers, and one of the nation’s busiest airports – O’Hare Airport.

About the Study

The EO-WB study is being advanced in two parts, or tiers. During Tier One, a preferred multimodal transportation concept for the study area, priorities for improvement, and financing strategies are identified and provide a basis for hardship or protective right-of-way acquisition. It includes the preparation of Draft and Final EISs that will document the potential environmental and social effects (evaluated at a planning level) of the proposed improvements. Tier One concludes with the FHWA’s Record of Decision (ROD), which states the preferred multimodal transportation system for the study area.

During Tier Two, detailed engineering and environmental studies are conducted for elements of the conceptual plan that have independent operational utility as identified in the Tier One ROD. The availability of project funding will be the primary determinant for advancing elements of the plan. Detailed engineering will be conducted to produce the appropriate engineering and environmental documentation for individual projects that comply with NEPA and the regulatory requirements of state and federal agencies.

Study Area



An important aspect of the study has been the extensive stakeholder and public outreach that has both been consistent with IDOT’s Context Sensitive Solution (CSS) policy and has accompanied the technical work over the course of the planning process. The object of CSS is an interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop cost-effective solutions that fit into and reflect the project’s surroundings. During the course of the study, dozens of meetings were held with

communities, transportation providers, special districts, state and federal agencies, and the general public. Input was requested about transportation problems, the improvements needed, valued community resources that should be considered, the criteria and data that should be used to evaluate alternatives, the alternatives considered, and the process for evaluating alternatives. The two final build alternatives retained for evaluation directly reflect the application of the CSS process and the valued input of the many stakeholders that have been involved.

Sponsoring Agencies

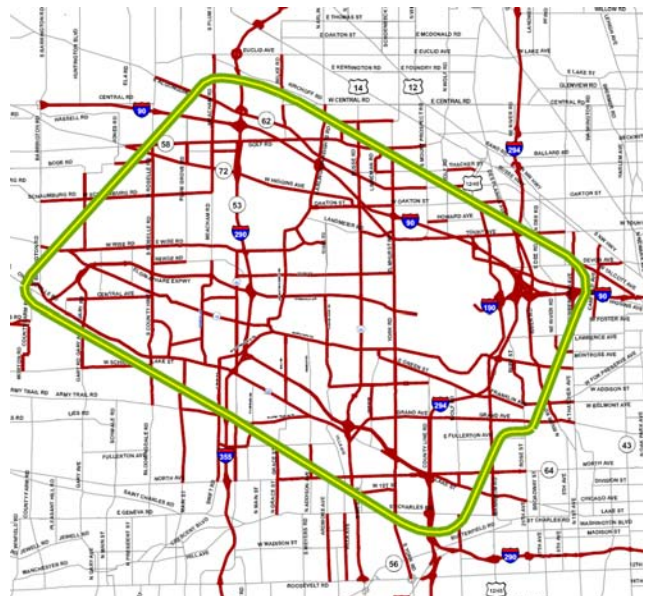
The joint lead agencies for preparing the Tier One EISs are FHWA and IDOT. FHWA, the lead federal agency, and IDOT managed the study and environmental review process and provided opportunities for the public and participating agencies to get involved. As such, FHWA (Division Administrator) and IDOT (Secretary of Transportation) are the ultimate decision-makers for the project. As part of the process, FHWA and IDOT have extended cooperating agency and participating status to a number of agencies and communities—see Section 5 for details.

Transportation Need

Rapidly increasing travel demand has been outpacing the capacity of the transportation infrastructure, resulting in facilities characterized by congestion, traffic delays, and overall reduced travel efficiency. These conditions, coupled with unique multimodal opportunities in the area, underscore the need for a comprehensive and innovative planning solution that considers all modes. This study involved detailed technical analysis and extensive outreach to stakeholders to obtain their perspective on transportation issues in the study area. See the EO-WB's *Transportation System Performance Report* (FHWA and IDOT, 2009), and *Stakeholder Problem Definition* (FHWA and IDOT, 2008) for details. The following are some major findings:

- Eighteen percent of all travel in the region enters, leaves, or passes through the study area. By 2030, that amount will grow to 19 percent.
- Roughly 86 percent of the area's interstate highways and major arterials are congested. That will grow to 91 percent by 2030.
- Congestion on major roads will spill over to secondary roads, with 70 percent of minor arterials (as shown in red on the map) congested by 2030 and travel delay increasing to 52 percent.

2030 Baseline Congestion



- Travel times to interstate connections are longest in 40 percent of the study area, and much of the area consists of densely developed commercial and industrial uses that rely upon superior access to major transportation facilities.
- Travel times from the proposed O'Hare West Terminal to locations west and northwest are among the longest in the study area. Future travel demand with the construction of the new west terminal will warrant improved access compatible with a world class airport.
- Approximately four percent of all trips in the study area are made by transit, estimated to increase to five percent by 2030. More is needed to reduce dependence upon the automobile in the study area.

The technical analysis of the transportation problems and stakeholders' perspectives were jointly used to develop purpose of and need for the project:

- Improve regional and local travel by reducing congestion
- Improve travel efficiency
- Improve access to O'Hare Airport from the west
- Improve modal opportunities and connections

These four basic needs served as the foundation upon which the range of reasonable transportation alternatives were developed and the measures by which to comparatively evaluate their performance.

Alternatives Development and Evaluation Process

The alternative development and evaluation process for the EO-WB study was both comprehensive and structured, with the goal of considering a broad range of the alternatives that could be screened using appropriate technical data and stakeholder perspectives to distinguish those that warrant further consideration. The process began with stakeholders identifying the transportation problems and locations where physical improvements were needed. Using that information, the project team assembled working concepts for roadway and transit system alternatives. The 15 initial roadway concepts were screened to 10 based on whether they satisfied purpose and need. A subsequent screening step examined the environmental and socioeconomic effects of the remaining alternatives and determined that three additional alternatives should be dismissed because of high socioeconomic impacts, leaving seven remaining roadway alternatives under consideration.

The seven remaining roadway alternatives were refined in terms of roadway layout, footprint or right-of-way requirements, access requirements, and incorporation of the transit improvements into corridors shared by roadways and transit. The criteria used to compare the alternatives were expanded to include travel performance, design feasibility, construction and right-of-way costs, and environmental and socioeconomic impacts. The measured effects of each alternative (travel efficiency, travel times, acres affected, number of resources affected, residential and businesses displaced, and tax revenue loss) were analyzed using both quantitative and qualitative analyses supported by stakeholder input. The combination of

these evaluation methodologies yielded justification to drop five of the seven alternatives, leaving only Alternatives 203 and 402 for further analysis. Parallel to this process was an analysis of options for connecting the bypass part of the system alternatives to I-90 on the north and I-294 on the south. After completing this evaluation, North Bypass Connection Option D was selected as the preferred corridor, and South Bypass Connection Options A and D were selected as corridors warranting further study.

The transit alternative evaluation followed a path similar to the roadway alternative evaluation process, with more than 20 transit improvement corridors proposed initially, screened to 15 at the end of the process. The final transit corridors carried into the Draft EIS have been refined in length and location, type of service, station locations, transit center locations, parking requirements, and more. The location of transit improvements will be common to both roadway alternatives.

The roadway and transit improvements are supported by a common set of other improvements, including transportation system management (TSM) strategies, travel demand management (TDM) strategies, and bicycle and pedestrian improvements. TSM and TDM strategies are endorsed by the Chicago Metropolitan Agency for Planning (CMAP) and influence the trip generation in the regional travel model.

Public Involvement

IDOT implemented an extensive public involvement program that provided an opportunity for every stakeholder with an interest in or affected by the proposed transportation improvements to participate. Many venues were provided, with the goal of establishing meaningful opportunities for stakeholders to be actively involved, and influence the outcome of the process. Details are provided in the *Stakeholder Involvement Plan (SIP)* (FHWA and IDOT, 2009). The public outreach program included the following major elements:

- Project working groups that essentially met monthly. A key element has been the “workshop” format, which involved stakeholders literally drawing on study area maps to define the transportation issues and to facilitate development and evaluation of alternatives.
- Open house public meetings in November 2007 (transportation needs), September 2008 (initial alternatives), and March 2009 (refined alternatives and expanded study area), which yielded invaluable insights regarding stakeholder issues and priorities. Regular newsletters provided detailed information on project activities and progress, and an opportunity for public comment (distribution to almost 1,000).
- A Web site (www.elginohare-westbypass.org) that provides study information, summaries of meeting minutes, reports, and an opportunity for the public to send comments and feedback to the project team.
- Speakers bureau meetings, based on the requests from individuals and groups, as a venue for putting the project message and information to the public.
- Extensive media coverage.

Stakeholder involvement has helped to develop the foundation upon which the study rests – the purpose of and need for the transportation project within the study area. Stakeholders have helped to identify the type and location of improvements, information that served as a starting point for developing the initial roadway and transit alternatives. Later they helped to develop criteria that would be used to evaluate and compare alternatives.

Transportation providers and other agencies have provided valuable input regarding the development and evaluation of roadway, transit proposals, and refinements in the transportation concept that would avoid conflicts with their respective plans and operations. Planning and regulatory/resource agencies also have been integral to the process. The regulatory and resources agencies have partnered with the project sponsors from the beginning to guide the project through the NEPA/404 Merger process, and the analysis techniques used to measure natural and socioeconomic impacts. For additional details regarding the EO-WB public involvement activities, refer to Section 5, Coordination.

Alternatives Considered

Build alternatives 203 and 402, including the South Bypass Connection Options A and D, and the No-Action Alternative were carried forward for further consideration in the Draft EIS. Each is briefly described below (see Section 3, Alternatives, for details).

No-Action Alternative

The No-Action Alternative consists of transportation improvements to roadway and transit facilities that are expected to be constructed within the study area by 2030. It represents an investment aligned to current program funding levels and thus does not include the major improvements considered in this study. Transportation improvements under the No-Action Alternative represent 80 lane miles of additional capacity, 135 miles of rehabilitation improvements to roadways, 54 interchange/intersection location improvements, and bus and rail transit improvements (see Exhibits 3-8 and 3-9, and Table 3-11).

Build Alternatives 203 and 402

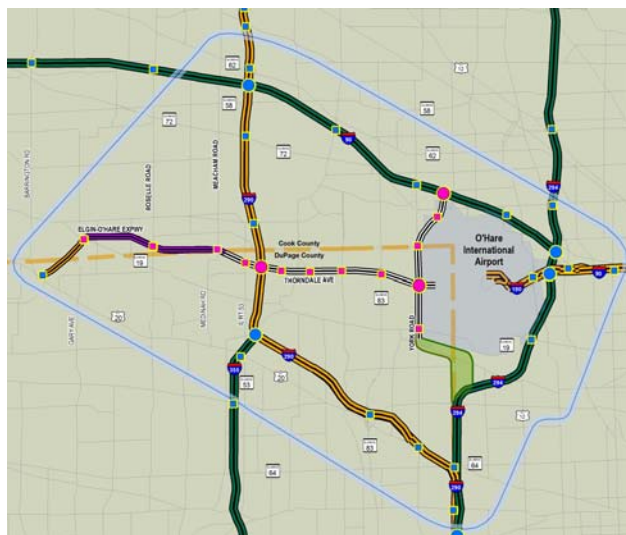
The build alternatives that emerged from a comprehensive evaluation of travel performance, environmental and social impacts, and costs are Alternatives 203 and 402. The two are similar except for their configuration north of Thorndale Avenue.

Alternative 203

Elgin O'Hare Expressway Section.

Alternative 203 consists of upgrading and extending the Elgin O'Hare Expressway between IL 19/Gary Avenue to the O'Hare West Bypass for about 10 miles. Between IL 19/Gary Avenue and I-290, the expressway

Alternative 203

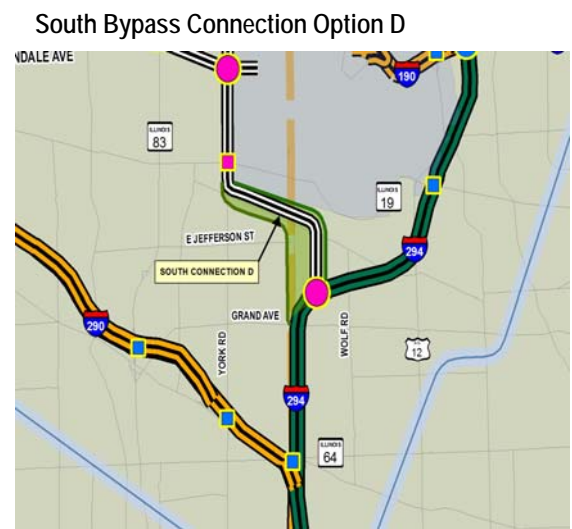


would be widened and upgraded along the existing alignment. East of I-290, extending to the West Bypass and proposed western terminal, Thorndale Road would be upgraded to a new full-access control freeway. The mainline facility would be three to four basic lanes in each direction, with additional auxiliary lanes between high volume interchanges. A 70-foot median would accommodate potential dedicated transit service. To accommodate local traffic circulation, frontage roads would be provided extensively throughout the corridor. Service interchanges would provide access at IL 19, Springinsguth Road, Wright Boulevard, Roselle Road, Meacham Road, Rohlwing Road, Park Boulevard, Arlington Heights Road/Prospect Avenue, Wood Dale Road, and IL 83. Access to other intersecting roadways would be provided by a frontage road system. A full-access system interchange would be provided at I-290. In many cases, crossroad improvements would extend several hundred feet north and south of the intersections.

O'Hare West Bypass Section. Alternative 203 includes a freeway section that would extend from I-90 at the current location of the Des Plaines Oasis, south along the western edge of O'Hare Airport to the Bensenville Yard. The overall length of the O'Hare West Bypass is 4.35 miles. The freeway would then tunnel under and extend east along the south edge of the Yards before turning south to a connection with I-294.

The freeway would consist of four basic lanes in each direction, with additional auxiliary lanes at interchanges, and a 70-foot median to accommodate transit service north of Thorndale Avenue. System interchanges are proposed at I-90, the Elgin O'Hare Expressway, and I-294. Service interchanges are proposed at IL 72, Devon/Pratt, the proposed O'Hare West terminal, IL 19, and Green/Franklin Street. There are two alignment options for connecting to I-294 that would begin at the tunnel under the Yard. They are described below.

- **South Bypass Connection Option A**— The freeway generally would proceed south along the west edge of County Line Road to a new system connection with I-294 near Grand Avenue. County Line Road would be retained as a one-way frontage road on the east side, and a new one-way frontage road would be provided on the west side of the proposed freeway facility.
- **South Bypass Connection Option D**— The freeway generally would extend southeast along the south edge of the marshalling yard, then cross the Union Pacific Railroad (UPRR) and proceed south, paralleling the east side of the railroad, to a new system connection with I-294 near Grand Avenue.



These options also include a new bridge that reconnects Taft Road across the Bensenville Yard, linking Franklin Avenue and IL 19. A full-access system interchange would be provided at I-294. Part of I-294, extending roughly from Grand Avenue south to North Avenue, would be improved to accommodate system ramp connections and lane balance requirements.

Alternative 402

The Elgin O’Hare Expressway and south bypass sections for Alternative 203 are the same for Alternatives 402. However, the north section (north of Thorndale Avenue) for Alternative 402 is proposed as an arterial improvement to York Road/Elmhurst Road. The proposed improvement would add a travel lane in each direction, for a total of three travel lanes in each direction. The arterial improvement would extend along York Road/Elmhurst Road from the east end of the new Elgin O’Hare Expressway to the service interchange at I-90. The partial interchange would be completed to accommodate I-90 exiting and entering movements from all directions.

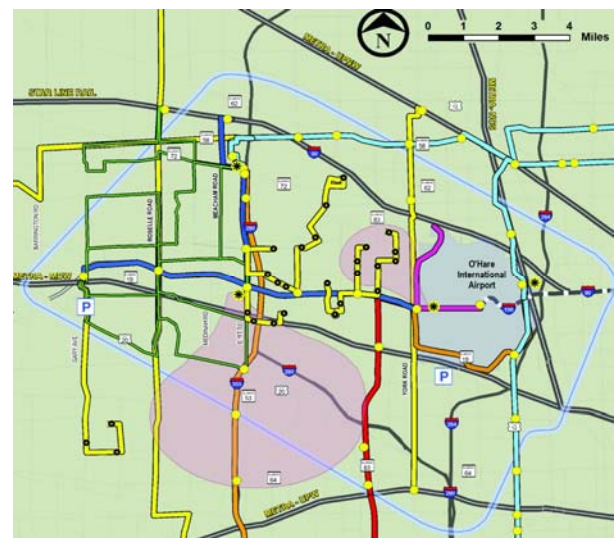
Alternative 402



Transit Improvements

New transit opportunities and connections in the study area are regarded an important objective, and so are a component of the project purpose and need. The proposed set of transit improvements has 15 elements (see Table S-1). These elements consist of corridors that would provide commuter rail service, rail or bus rapid transit (BRT), express bus, local bus, and shuttles (to be built by others). Other facets include new stations, intermodal facilities or transit centers, and park and ride facilities. Improvements include a transit corridor along the J-Line west corridor from the proposed O’Hare West terminal station to the Schaumburg Metra Milwaukee District West (MDW) station. This transit improvement would be either BRT or rail, and would be located in the median of the proposed roadway improvement. This particular improvement would link residents to jobs in the study area and to downtown Chicago.

Transit Connections



the J-Line would be an express bus service extending south along IL 83 and then in a westerly direction to a terminus at the proposed STAR Line station in Aurora. Other elements of the plan include extending the Chicago Transit Authority (CTA) Blue Line service from O'Hare's terminal core to the proposed O'Hare West Terminal, and the STAR Line rail service from the O'Hare West Terminal to the I-90 corridor where the service would be extended west. Express bus service is planned on I-355, Golf Road, Dempster, Irving Park, and Mannheim Road. Circulator bus routes and shuttles are planned to develop better connections to stations and employment and activity centers. Rail and BRT stations have been added at key locations, as well as park and ride facilities to provide convenience to the system. The sum of these improvements is aimed at providing an alternative to the automobile for area residents and workers.

Supporting Improvements

Other supporting transportation improvements were considered in the development of a comprehensive transportation solution for the study area. Among these were TDM and TSM strategies, and a bicycle and pedestrian plan. TDM strategies are designed to decrease vehicle demand on the roadway system by increasing vehicle occupancy or changing the attractiveness of competing

TABLE S-1
Transit Element Screening Results

TRANSIT ELEMENT	SCREENING RESULTS	
> DEDICATED OR MOSTLY DEDICATED R-O-W (RAIL OR BRT)		
J-Line (West O'Hare to IKEA)	●	
J-Line (West O'Hare to Schaumburg MD-W Metra)	●	
J-Line (IL 83 West O'Hare to Aurora/Naperville)	●	
STAR Line Connection to West Terminal	●	
CTA Blue Line Extension to West Terminal	●	
Express Airport Train *		●
MidCity Transitway *		●
> HIGH LEVEL BUS (ART OR EXPRESS BUS)		
Golf (Evanston to Woodfield)	●	
Dempster (East O'Hare to Yellow Line Skokie)	●	
Mannheim (East O'Hare to I-55)	●	
Irving Park (East O'Hare to West O'Hare)	●	
I-94 Yellow Line Transfer (Jefferson Park to Yellow Line Skokie)		●
I-294 (East O'Hare to Ogden Ave.)		●
I-294 (East O'Hare to Lake Cook Road)		●
I-355 (Higgins to 87th Street)	●	
> LOCAL BUS, SHUTTLES, AND CIRCULATORS		
York Road Shuttle (UPNW to UPW)	●	
Golf West (Northwest Transportation Center to Elgin)	●	
Roselle Road (Palatine to Glen Ellyn UPW Metra)	●	
Community Circulators	●	
Employment Shuttles	●	
LEGEND		
● = Carried Forward into the Draft EIS ● = Eliminated from further study		

* These are Regional Supporting Projects that impact the regional system and the EO-WB area. They have been eliminated from further analysis in this project because they are largely outside the study area.

modes (e.g., rideshare programs, park and ride facilities, employer shuttles to and from transit stations, etc.). TSM strategies are designed to make the transportation system function more effectively, work more reliably, and operate more safely (e.g., measures that modernize traffic signal control systems that adjust to optimize traffic flow). Lastly, non-motorized transportation is an important aspect of the plan that would benefit home to work trips, recreational opportunities, and linkages to transit facilities, activity centers, and employment centers. Each of these improvements would be common to the build alternatives. The types of recommended strategies include the following:

- **Transportation System Management** involves modernization of traffic signal control systems that adjust themselves to optimize traffic flow, freeway/arterial traffic flow management, incident detection and response, system surveillance, intersection improvements, communication with traffic/transit management center, and traveler information services.
- **Travel Demand Management** involves increased rideshare opportunities, improved pedestrian and bicycle facilities, additional park and ride facilities, expanded vanpool programs, parking management, and transit incentives.
- **Bicycle and Pedestrian** includes new bicycle trails and pedestrian paths that would provide better connections to transit stations, transportation centers, park and ride facilities, community activity centers, regional trail systems, and employment areas.

Effects of the Proposed Actions

Travel Performance

The build alternatives would improve travel in and through the study area in terms of improving regional travel, decreasing congestion on secondary roads, improving average speed throughout the system, and improving travel times to freeway connections and various destinations. Both alternatives would improve travel as compared to the No-Action Alternative.

- Overall congestion would be reduced roughly 10 percent.
- Congestion on secondary roads would be reduced roughly 20 percent.
- Travel time for selected trips in the area would be reduced up to 40 percent.
- Travel speed on arterial roadways would increase up to seven percent.
- Travel to interstate interchanges would improve in the range of 20 to 25 percent.

Economic Effects

The proposed build alternatives are expected to stimulate the local and regional economies (see Table S-2). Transportation investment would flow through all areas of the economy – restaurants and hotels, financial and banking businesses, concrete or cement industry, etc. – with increases in jobs, income, profit and tax revenue, and also provide stimulus far exceeding the original investment. The investment in transportation not only will benefit the local economy by providing needed transportation; it will also increase economic activity through a multiplier effect.

The “multiplier effect” is the phenomenon that the initial project costs, or investment, lead to the respending of those dollars in the region. Jobs would be created not only in the transportation construction industry, but also in service sectors that support construction workers such as medical facilities, laundries, restaurants, and other services. Investments in transportation infrastructure are expected to spur private investment in the redevelopment of older or obsolete structures and the modernization of industrial parks, further increasing employment opportunities.

The annual construction costs during the three-year construction period are \$1.0 billion for Alternative 203 and \$770 million for Alternative 402. This expenditure would result in an annual number of 9,200 jobs created for Alternative 203, and 7,000 for Alternative 402. Roughly 21,600 jobs would be created per year under Alternative 203 when considering the multiplier effects in other industries, and roughly 16,600 jobs under Alternative 402. The value added to the regional economy from the construction of build alternatives is estimated to be an \$1.6 billion per year for Alternative 203, or almost \$5 billion over the construction period, and \$1.3 billion per year or about \$4 billion for Alternative 402.

Environmental and Social Effects

Table S-3 summarizes the environmental, social, and economic effects of the build alternatives, and highlights are provided below. See Section 4, Environmental Consequences, for details.

- Natural resource impacts are comparable for the build alternatives, with wetland impacts ranging from 36 to 39 acres, floodplain impacts ranging from 25 to 27 acres, surface water impacts ranging from 15 to 18 acres, and the number of stream crossings ranging from 20 to 22.
- The annual tax revenue loss for Alternative 203 with Option A or D is almost \$1 million greater than the annual tax loss for Alternative 402 with Option A or D.
- Alternative 203 with Option A or D has about 16 to 22 percent greater displacement of employees compared to Alternative 402 with Option A or D.
- Alternative 203 with Option A or D displaces about four more structures than Alternative 402 with Option A or D.
- Both alternatives have limited impact on publicly owned properties.

TABLE S-2
Economic Impacts from Construction

	Alternative 203	Alternative 402
Construction costs total	\$3.0 B	\$2.3 B
Construction costs per year ^a	\$1.0 B	\$770 M
Total value added per year ^b	\$1.6 B	\$1.3 B
Total value added^b	\$4.8 B	\$3.9 B
Direct jobs created per year ^c	9,200	7,000
Total jobs created per year^d	21,600	16,600

^a Assumes a three-year construction schedule.

^b This value is the measure of the contribution of economic activity by an industry to the region using the IMPLAN model.

^c These are jobs related to construction of the transportation improvement.

^d Includes all jobs created by the multiplier effect.

Summary

Tier One of the EO-WB study has brought together numerous stakeholders to assist in planning the future of transportation in an area needing substantial improvements. Two build alternatives that have risen above all others balance transportation performance with environmental and social factors. This report outlines the process that resulted in the two alternatives under consideration, and the effects each would have regarding travel performance and environmental and social impacts upon the resources and communities in the area. It serves as a tool for public and decision-makers to use to be more informed about the benefits and the consequences of each alternative. A 45-day comment period has been established, whereby the public and others may offer comments about the content of this report. A public hearing will be held in early fall. Responses to comments will be compiled and reviewed by FHWA and IDOT. The comments will be fully considered in selecting the Preferred Alternative and also the South Bypass Connection. The Final EIS will address the agency and public comments, and will include additional discussions as required and identify the preferred alternative(s). The Final EIS will be distributed to agencies and the general public. Following the comment period for the Final EIS, FHWA and IDOT will prepare a ROD that documents the reasons for selecting the Preferred Alternative.

Economic Benefits

Alternative 203
21,600 jobs created,
\$5 billion in value added

Alternative 402
16,600 jobs created,
\$4 billion in value added

TABLE S-3
 Summary of Environmental Consequences

	Alternative 203		Alternative 402	
	Option A	Option D	Option A	Option D
Length (miles) ^a	25.0	23.3	24.6	22.9
Right-of-way (acres)	1,910	1,895	1,600	1,585
Roadway construction costs	\$3,061M	\$2,987M	\$2,405M	\$2,331M
Roadway right-of-way costs	\$563M	\$648 M	\$388 M	\$473 M
Total roadway costs	\$3,624M	\$3,635M	\$2,793M	\$2,804M
Transit cost ^b	\$430M	\$430M	\$250M	\$250M
Socioeconomics				
Population (2030)	540,790	540,790	539,040	539,040
Households (2030)	207,400	207,400	206,800	206,800
Employment (2030)	712,100	712,100	698,100	698,100
Residential displacements	18	11	18	11
Commercial structure displacements	4	12	3	11
Industrial structure displacements	38	27	35	24
Employees displaced	892	1,203	729	1,040
Tax revenue loss	\$3.08M	\$4.45M	\$2.17M	\$3.54M

TABLE S-3
Summary of Environmental Consequences

	Alternative 203		Alternative 402	
	Option A	Option D	Option A	Option D
Natural Resources				
Wetlands (acre) ^c	38.9	39.1	36.3	36.5
Stream crossings (total number)	22	22	20	20
Surface waters (acre) ^c	18.2	18.1	15.2	15.1
Floodplain encroachments (acre)	24.7	24.7	27.2	27.2
Threatened and endangered species	0	0	0	0
Noise				
Noise-sensitive residential areas	48	46	44	42
Noise-sensitive, non-residential receptors (churches, schools, parks)	31	29	28	26
Cultural Resources and Potential Section 4(f) Resources				
Historic structures	0	0	0	0
Archaeological sites ^d	31	31	24	24
Potential forest preserve and local park 4(f) impacts (acres)	6.8	5.9	4.0	3.1
Potential forest preserve, local park, and trail 4(f) impacts (number of properties) ^e	8	8	6	6
Special Waste				
High-risk sites	2	2	2	2
Medium-risk sites	162	170	157	165
Low-risk sites	68	70	68	70

^a Includes new freeway/tollway as well as arterial widening where one or more lanes are added. Does not include turn lanes around existing interchanges.

^b Transit cost represents only transit infrastructure improvements co-located in proposed roadway improvement corridors (e.g., Elgin O'Hare Expressway, north leg of O'Hare West Bypass).

^c Totals include impacts to potentially jurisdictional areas, such as stormwater facilities. Subject to regulatory review, several manmade stormwater facilities may be exempt from regulation.

^d Includes known archaeological sites, sites with potential for archaeological resources, and previously studied sites.

^e One property purchased with OSLAD funds may be affected.