- Plant species listed in the *OMP Master Specifications*, "Section 02905: Sustainable Airport Landscaping" (CDA, 2011), will be considered when preparing Landscape Plans to address FAA AC guidelines.
- Efforts will be made to preserve specimen trees, as practical and feasible. Tree and vegetation replacement will be guided by IDOT's *Preservation and Replacement of Trees* policy and Chapter 59 ("Landscape Design") of the *BDE Manual* for free roads (IDOT, 2011b). Along the proposed toll facility, tree and vegetation replacement will follow the Illinois Tollway's "Criteria for Removal and Replacement of Trees" section and other applicable sections of the *Erosion and Sediment Control, Landscape Design Criteria* manual (Illinois Tollway, 2012).
- No varieties of ash trees (*Fraxinus* spp.) will be planted in the project corridor to mitigate for tree loss as part of this project. The removal and disposition of ash trees will comply with USDA/IDOA quarantine restrictions (IDOA, 2006; 7 CFR 301.53, as amended).
- Efforts will be made to conduct construction activities that will minimize impacts to customers entering and leaving the Salt Creek Golf Course between November 1 and April 1.

3.22 Summary of Environmental Consequences

Table 3-54 summarizes the consequences that the Build Alternative would have on resources in the project corridor. One Build Alternative exists; however, two alternate interchange configurations are under consideration at the I-90 and Elmhurst Road interchange, and four intersection alternates are under consideration at the IL 72 and Elmhurst Road intersection. Both interchange alternates provide comparable traffic operations and interchange capacity while limiting construction impacts to Higgins Creek. The range of impacts between the interchange alternates is small and present for only a few resources. Traffic operations and impacts vary between the intersection alternates. All impacts are presented in Table 3-54.

The ability to design a set of improvements that are compatible with existing land use resulted in an overall minimization of environmental and socioeconomic impacts. The project corridor is highly urbanized and built-up. Therefore, impacts to sensitive resources are minimized. Impacts to socioeconomic resources are also reduced because the proposed improvements would occur primarily to existing facilities, thereby limiting right-of-way needs. The impacts that would occur would be minimized to the greatest extent possible using design modifications and alternative techniques, construction methods, and mitigation measures as described in this document.

TABLE 3-54
Summary of Environmental Consequences of the Build Alternative

Resource	Build Alternative			
	With IL 72 and Elmhurst Road Intersection Widening Alternate	With IL 72 and Elmhurst Road Continuous Flow Intersection Alternate	With IL 72 and Elmhurst Road Quadrant Bypass (Old Higgins Road) Alternate	With IL 72 and Elmhurst Road Quadrant Bypass (Greenleaf Avenue) Alternate
Socioeconomics				
Residential displacements (#)	7	7	7	7
Businesses displaced (employees displaced) (#)	51 (1,398)	48 (1,375)	46 (1332)	52 (1,352)
Other business impacts (#) [a]	11	15	14	13
Proposed right-of-way required (acre)	593	598	597	596
- Business (acre)	373	378	377	376
- Public (acre)	199	199	199	199
- Residential (acre)	21	21	21	21
- Religious Institutions (acre)	0.02	0.02	0.02	0.02
Tax revenue loss ($/%) [b]	$4.5 M/0.13%	$4.5 M/0.13%	$4.5 M/0.13%	$4.5 M/0.13%
Job creation per year during construction period (# employees)	2,000–3,000 [c]	2,000–3,000 [c]	2,000–3,000 [c]	2,000–3,000 [c]
Job creation (permanent number of employees in project area)	41,000	41,000	41,000	41,000
Total economic output during construction period ($)	$6 B	$6 B	$6 B	$6 B
Total federal tax revenue accrued during construction period ($)	$517 M	$517 M	$517 M	$517 M
Total state tax revenue accrued during construction period ($)	$213 M	$213 M	$213 M	$213 M
Annual local tax revenue added (related to new development that would be induced by the project) ($)	$16 M	$16 M	$16 M	$16 M
Potential redevelopment of land (acre)	4,700 [d]	4,700 [d]	4,700 [d]	4,700 [d]
Cultural Resources				
Cultural resources impacted (#)	0	0	0	0
Noise				
Common Noise Environments impacted (#)	24 [e]	24 [e]	24 [e]	24 [e]
Natural Resources				
Stream crossings (total #)	10 [f]	10 [f]	10 [f]	10 [f]
Surface waters impacts (acre)	1.7 [g]	1.7 [g]	1.7 [g]	1.7 [g]
Floodplain encroachments (normal to 10 years/10 years to 100 years) (acre-feet)	25.2/33.1	25.2/33.1	25.2/33.1	25.2/33.1

TABLE 3-54
Summary of Environmental Consequences of the Build Alternative

Resource	Build Alternative			
	With IL 72 and Elmhurst Road Intersection Widening Alternate	With IL 72 and Elmhurst Road Continuous Flow Intersection Alternate	With IL 72 and Elmhurst Road Quadrant Bypass (Old Higgins Road) Alternate	With IL 72 and Elmhurst Road Quadrant Bypass (Greenleaf Avenue) Alternate
Floodway encroachments (normal to 10 years/10 years to 100 years) (acre-feet)	12.3/11.1	12.3/11.1	12.3/11.1	12.3/11.1
Floodplain encroachments (#transverse/#longitudinal)	12/4	12/4	12/4	12/4
Floodway encroachments (#transverse/#longitudinal)	8/2	8/2	8/2	8/2
Wetland impacts (acre)	24.1	24.4	24.4	24.4
Trees	26,419 [h]	26,509 [h]	26,520 [h]	26,563 [h]
Threatened and endangered species (#)	0	0	0	0
Section 4(f) Resource Involvement				
Section 4(f) resources involved/adversely affected (#) [i]	4/0	4/0	4/0	4/0

[a] Represents parking removal and access rerouting.
[b] The tax revenue loss is related to displaced properties removed from the tax base.
[c] Range represents the differing number of employees required in a given year during the construction period. There would be over 40,500 full-time job equivalents created by 2040. These numbers were determined using the IMPLAN model.
[d] The amount of potential redevelopment (4,700 acres) is attributed to the combined development of the EO-WB project, OMP, and I-90 reconstruction. The EO-WB project by itself would cause about the same amount of acreage to redevelop, however, at a different density in some locations.
[e] There is a total of 44 Common Noise Environments.
[f] The Build Alternative will cross the project corridor waterways at 13 general locations. Impacts are proposed at up to 10 of these locations.
[g] Alternate 3 would impact approximately 0.08 acre less at Higgins Creek (i.e., with Alternate 3, the total surface waters impact equals 1.62 acres).
[h] Estimated from transect/sub-sample methodology, and includes impacts to trees within closed woodland, scrub-shrub woodland, wooded fencerows, and landscape areas.
[i] Involvement with all four Section 4(f) resources qualifies as temporary occupancy under 23 CFR 774.13(d), and therefore, do not qualify as adverse effects on the resources.