

Relocation assistance would be provided in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and the *Land Acquisition Procedures Manual* (IDOT, 2011), and the Illinois Tollway’s land acquisition policies, as applicable, to all residents displaced by the proposed improvements. The policies provide for relocation assistance services to homeowners and renters. Participation under the state and federal policies is without discrimination. IDOT would pay property owners the fair market value for all private property purchased and for relocation assistance. Housing would be provided as a last resort, if needed.

## 3.2 Economic Conditions

### 3.2.1 Affected Environment

Communities in the project corridor are considered high employment centers. In 2010, Schaumburg hosted the largest concentration of employment of any city in the Chicago metropolitan region outside Chicago, followed closely by Elk Grove Village and O’Hare Airport (CMAP, 2011). Combined, this area is the second largest employment center in the metropolitan area.

Several major employers are among the hundreds of businesses located along the project corridor (see Exhibit 3-4). These businesses are located close to major roadways and benefit from regional and national transportation access. The businesses with the greatest number of employees in the project corridor; U.S. Foodservice, Inc. in Bensenville, U.S. Smokeless Tobacco Company, Nestle USA Inc., and A.M. Castle & Co. in Franklin Park, McMaster-Carr Supply Company in Elmhurst, and O’Hare Airport; have transportation-related operations. U.S. Foodservice, Inc. is a food distributor with a full distribution center. U.S. Smokeless Tobacco Company is a manufacturing facility for smokeless tobacco. Nestle USA Inc. manufactures confections and snacks. A.M. Castle & Co. supplies metal products nationwide and internationally. McMaster-Carr Supply Company maintains a large warehouse and distribution center and serves as the company’s headquarters. An estimated 50,000 individuals work at O’Hare Airport for the numerous companies and agencies affiliated with airport-related functions and services.

Table 3-6 depicts employment by industry for the seven-county Chicagoland region. The industries with the highest percentage of workers are trade, transportation, and utilities. The project corridor, with its major roadways, railways, and O’Hare Airport, contributes to the transportation, professional and business services, and manufacturing categories in the region. The commercial businesses along the corridor consist of hotels, business complexes, restaurants, and other businesses that support airport employees and users. Industrial businesses in the area consist of warehouses, manufacturing facilities, and other businesses that rely on optimal access to regional and national roadways and railroads to ship and receive goods.

**TABLE 3-6**  
Employment by Industry for the Seven-County Chicagoland Region

Industry	Employment
Trade, Transportation, and Utilities	740,161 (19.7%)
Professional and Business Services	623,619 (16.6%)

**TABLE 3-6**  
**Employment by Industry for the Seven-County Chicagoland Region**

Industry	Employment
Education and Health Services	557,810 (14.9%)
State and Federal Government	495,918 (13.2%)
Leisure and Hospitality	364,565 (9.7%)
Manufacturing	356,630 (9.5%)
Financial Activities	266,495 (7.1%)
Other	138,206 (3.7%)
Construction	127,362 (3.4%)
Information	74,258 (2.0%)
Natural Resources and Mining	4,547 (0.1%)
Unclassified	3,970 (0.1%)
<b>Total</b>	<b>3,753,541</b>

Source: Illinois Department of Employment Security, 2010.

Surrounding communities are aggressively planning for changes in land use and economic bases to complement the future layout and access to O'Hare Airport. This includes identifying underutilized space for use in airport-specific industries. Communities are also identifying properties currently in operation that could be improved to be more attractive to industries that support airport-related activities, such as hotels, business complexes, and restaurants. Communities are also focusing on optimizing redevelopment options to complement the proposed EO-WB project improvements. Properties that can be used for transportation-related commerce or transit facilities are being actively primed for this use. Subsection 3.3.2.1 describes in more detail how this project is compatible with community comprehensive and economic plans.

Unemployment in the project corridor ranges between 6.2 percent (Itasca) and 10.0 percent (Hanover Park) (see Table 3-7). These rates are comparable to the national unemployment rate of 9.1 percent. Unemployment rates in project corridor communities have increased between 0.8 percent (Itasca) and 5.5 percent (Hanover Park). This is compared to the rate increase at the national level (+3.3 percent), state level (+3.5 percent), and the county levels (+2.9 percent in Cook County and +4.6 percent in DuPage County).

**TABLE 3-7**  
**Percent of Civilian Workforce Unemployed**

Location	Percent of Civilian Workforce Unemployed (2000)	Percent of Civilian Workforce Unemployed	Change
United States	5.8	9.1 <sup>a</sup>	+3.3
Illinois	6.0	9.5 <sup>a</sup>	+3.5
Cook County	7.5	10.4 <sup>a</sup>	+2.9

**TABLE 3-7**
**Percent of Civilian Workforce Unemployed**

Location	Percent of Civilian Workforce Unemployed (2000)	Percent of Civilian Workforce Unemployed	Change
DuPage County	3.3	7.9 <sup>a</sup>	+4.6
Hanover Park	4.5	10.0 <sup>a</sup>	+5.5
Schaumburg	3.1	8.0 <sup>a</sup>	+4.9
Roselle	2.5	7.1 <sup>b</sup>	+4.6
Elk Grove Village	3.1	7.6 <sup>a</sup>	+4.5
Itasca	5.4	6.2 <sup>c</sup>	+0.8
Wood Dale	4.5	8.1 <sup>c</sup>	+3.6
Bensenville	4.1	7.4 <sup>c</sup>	+3.3
Elmhurst	2.8	6.8 <sup>a</sup>	+4.0
Northlake	6.2	6.9 <sup>c</sup>	+0.7
Franklin Park	6.9	8.9 <sup>c</sup>	+2.0
Des Plaines	3.9	9.0 <sup>a</sup>	+5.1
Mount Prospect	3.5	7.5 <sup>a</sup>	+4.0

Source: U.S. Bureau of the Census, 2000; U.S. Bureau of the Census, 2010; Illinois Department of Employment Security, 2011; U.S. Bureau of the Census, 2011.

<sup>a</sup> The Percent of Civilian Workforce Unemployed in September 2011 (Illinois Department of Employment Security, 2011).

<sup>b</sup> The Percent of Civilian Workforce Unemployed in 2008-2010 (U.S. Bureau of the Census (2011)).

<sup>c</sup> The Percent of Civilian Workforce Unemployed in 2005-2009 (U.S. Bureau of the Census (2010)).

## 3.2.2 Environmental Consequences

### 3.2.2.1 Business Displacements and Employment Loss

The proposed improvements under the Build Alternative would displace 39 commercial and industrial properties that are occupied by 46 businesses with a combined employment of 1,332 employees. Seven of the 39 displaced buildings are vacant. Most of the businesses displaced would be from the industrial sector. The others would be from the food and motorist service sectors. The business displacements would be spread throughout the project corridor and would be experienced by seven communities. The greatest number of business and employee displacements would occur in Des Plaines, Bensenville, and Franklin Park. Table 3-8 describes the businesses and number of employees displaced by the proposed improvements and their locations along the Build Alternative. These business displacements are shown in Exhibit 3-1.

Displaced businesses would be relocated in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, IDOT's *Land Acquisition and Procedures Manual* (IDOT, 2011), and the Illinois Tollway's land acquisition policies, as applicable. Participation under the state and federal policies is without discrimination. The IDOT and Illinois Tollway, as applicable, would pay property owners

the fair market value for all private property purchased and would provide relocation assistance.

Many of the businesses that would be displaced by the proposed improvements, the industrial companies in particular, are expected to relocate in the vicinity of the project corridor. A majority of the displaced companies rely on optimal access to regional and national transportation facilities; thus, the project will improve access to this transportation network. During the economic downturn, local cities and villages have been working to retain businesses in their community, and where opportunities exist, attract new business. Current economic conditions have caused the vacancy rate of commercial and industrial buildings in the area to increase substantially. Currently, the vacancy rate of industrial properties in the study area is 11 percent, and 17 percent of the industrial space in the study area is available for use (S.B. Friedman & Company, 2011). This suggests that displaced businesses that wish to relocate within the vicinity of their current location should have sufficient locations from which to choose. Local communities have recognized that these conditions represent opportunities to retain potentially displaced businesses by the project in the area. Each of the affected communities in the project corridor stands ready to aggressively retain potentially displaced businesses with action that would match their location and building requirements with available properties. When the proposed improvements result in the loss of parking spaces at area businesses, every effort would be made to relocate the displaced parking spaces to other areas within or adjacent to the property boundary.

**TABLE 3-8**  
Business and Employee Displacements along the Build Alternative

Location along Build Alternative	Name of Business Displaced (Business Type)	Number of Employees Displaced	Location (Community)
Elgin-O'Hare Expressway/ I-290 Interchange	Extended Stay America (Hotel)	14	Itasca
	Wendy's (Restaurant)	14	Itasca
Elgin-O'Hare Expressway	Midwest Tar Sealer Company (Construction Contractor)	48	Itasca
	Mobil Gas Station (Gas Station)	6	Wood Dale
Elgin-O'Hare Expressway/West Terminal Interchange	Crouch-Seranko Masonry (Masonry Contractor)	4	Bensenville
	JX Peterbilt (Truck Vendor and Servicer)	15	Bensenville
	Mainfreight (Logistics/Transportation)	22	Bensenville

<b>TABLE 3-8 Business and Employee Displacements along the Build Alternative</b>			
<b>Location along Build Alternative</b>	<b>Name of Business Displaced (Business Type)</b>	<b>Number of Employees Displaced</b>	<b>Location (Community)</b>
North leg of West Bypass corridor	Palumbo Brothers (Construction Contractor)	50	Elk Grove Village
	Groot Recycling and Waste Services (Recycling and Waste Management)	2	Elk Grove Village
	MBS Group, Inc. (Distribution)	5	Elk Grove Village
	Helget Gas Products (Distribution)	5	Elk Grove Village
West Bypass/Touhy Avenue Interchange	Weiss-Rohlig USA (Transportation Logistics; Distribution)	40	Des Plaines
	Tax Airfreight (Transportation)	48	Des Plaines
	ATC Trucking (Transportation)	75	Des Plaines
	Midwest Express Distribution Center (Distribution)	25	Des Plaines
	Earth Incorporated Stone Yard (Storage)	0 <sup>a</sup>	Des Plaines
West Bypass/I-90 Interchange	Mobil Gas Station (Gas Station) <sup>b</sup>	30	Des Plaines
	Mobil Gas Station (Gas Station) <sup>b</sup>	30	Des Plaines
	Auntie Anne's (Restaurant) <sup>b</sup>	4	Des Plaines
	Baskin Robbins (Restaurant) <sup>b</sup>	4	Des Plaines
	McDonalds (Restaurant) <sup>b</sup>	40	Des Plaines
	Panda Express (Restaurant) <sup>b</sup>	12	Des Plaines
	Starbucks (Restaurant) <sup>b</sup>	10	Des Plaines
	Subway (Restaurant) <sup>b</sup>	8	Des Plaines
	Taco Bell/KFC Express (Restaurant) <sup>b</sup>	11	Des Plaines
	Illinois Tollway Customer Service Center (Service) <sup>b</sup>	2	Des Plaines
	Travel Mart (Retail) <sup>b</sup>	2	Des Plaines
	U.S. Equities Realty (Real Estate) <sup>b</sup>	4	Des Plaines
I-90/Elmhurst Road Interchange	8400 Partners Truck Parking (Truck Storage)	0 <sup>a</sup>	Des Plaines

**TABLE 3-8**  
**Business and Employee Displacements along the Build Alternative**

<b>Location along Build Alternative</b>	<b>Name of Business Displaced (Business Type)</b>	<b>Number of Employees Displaced</b>	<b>Location (Community)</b>
West Bypass/Franklin Avenue/Green Street Interchange	Aaron Equipment Company (Equipment Wholesaler)	50	Bensenville
	Royal Die & Stamping Co. Inc. (Stamping and Parts Production)	125	Bensenville
	Waste Management Northwest Office (Recycling and Waste Management)	120	Bensenville
	The Flolo Corporation (Electrical Motor Products and Repair)	50	Bensenville
	StoneCraft USA (Retail)	40	Bensenville
	Phoenix Welding Co. (Contractor)	15	Bensenville
	Astroblast Inc. (Sandblasting and Painting)	18	Bensenville
	The Fastron Company (Manufacturing)	24	Bensenville
	Interplex Daystar Inc. (Manufacturing)	75	Franklin Park
	Elite Airline Linen of Chicago (Airline and Hotel Service)	100	Franklin Park
	Pat McNally Construction (Sewer Contractor)	9	Franklin Park
	Foodliner Inc. (Food Distribution and Truck Tank Wash)	90	Franklin Park
	Bustouts Excavating (Construction)	15	Franklin Park
	Fantis Imports Inc. (Imports)	6	Franklin Park
	General Polymers (Ashland Chemicals) (Flooring)	20	Franklin Park
Viking Materials (Metals Supplier)	25	Franklin Park	
West Bypass/I-294 Interchange	Sharon Piping Equipment (Sharpe Valves) (Warehouse)	50	Northlake

<sup>a</sup> This business does not have a business structure on site; therefore, no employees are at the site to displace.

<sup>b</sup> This business is located in the Des Plaines Oasis that will be displaced by the proposed improvements.

### 3.2.2.2 Other Business Impacts

The proposed improvements would result in other impacts to businesses, such as removal of parking spaces and changes in access (see Table 3-9). These impacts are primarily located along arterial road improvements throughout the project corridor.

In some cases, the impact on parking ranges from 10 percent to over 35 percent. In one case, 100 percent of the parking is lost. The estimated levels of parking loss, in some instances, may impact the functionality of the business and result in a displacement. Further coordination, as part of the land acquisition process, would be conducted with these businesses to determine the effects of the parking loss on their business and examine alternatives to reduce or mitigate such effects.

### 3.2.2.3 Land Use Changes

Approximately 595 acres of new right-of-way will be required to implement the proposed improvements (see Table 3-10). A large portion (375 acres or 63 percent) is property from private businesses, which include commercial and industrial properties as well as railroad and private utilities. Public properties account for 199 acres (33 percent) of all new right-of-way needed. Most of the public lands include O'Hare Airport and MWRDGC property. Residential property accounts for four percent of the right-of-way to be acquired. As shown in Table 3-10, the land use required to accommodate the proposed improvements is property reminiscent of an urban landscape.

Further discussion regarding residences is located in subsection 3.1. Public lands and religious institutions are discussed in subsection 3.5.

### 3.2.2.4 Tax Impacts

A short-term tax revenue loss in the region would result from converting taxable land into a nontaxable transportation use. To evaluate the tax losses, information was obtained from Cook and DuPage Counties. Tax losses were determined for all taxing jurisdictions, including schools, fire protection, park districts, and individual communities. A total of 45 taxing entities are impacted in Cook County and 26 taxing entities are impacted in DuPage County. The results of this analysis are summarized in Appendix G. The tax loss analysis shows that the total annual property tax losses are estimated to be \$4.2 million along the project corridor. This potential loss represents 0.13 percent of the total annual taxes collected by the affected taxing entities in the two counties. Each individual taxing entity would lose between 0.01 and 9.61 of the total annual taxes collected.

**TABLE 3-9**  
**Other Business Impacts**

Business Name	Address	Impact	Reason for Impact
MSC Industrial Supply Company	1020 N. Wood Dale Rd., Wood Dale	Parking removal (approximately 25 out of 100 spaces)	Widening of Wood Dale Road
T. Wood Bar and Grill	1051 N. Wood Dale Rd., Wood Dale	Parking removal (approximately 60 out of 135 spaces) and access rerouted	New access road being constructed through property
Ryder Truck Rental and Leasing	902 Route 83, Elk Grove Village	Parking removal (approximately 60 out of 220 spaces) and access rerouted	Southern portion of property removed due to westbound frontage road for Elgin-O'Hare Expressway
Lake View Appliance Distributing and O'Hare Paint Ball Park	1065 and 1071 Thorndale Ave., Bensenville	Access rerouted	Access changed from Thorndale Avenue to eastbound frontage road for Elgin-O'Hare Expressway
Sara Lee Coffee and Tea	950 and 990 Supreme Dr., Bensenville	Parking removal (approximately 20 out of 85 spaces) and access rerouted	Westbound frontage road for Elgin-O'Hare Expressway construction through site
Elkay Plastic Co. and Goodyear, Inc.	150-250 Thorndale Ave., Bensenville	Parking removal (approximately 20 out of 125 spaces)	Eastbound Elgin-O'Hare Expressway exit ramp constructed through site
Con-Way Central Express	401 W. Touhy Ave., Elk Grove Village	Temporary parking removal during construction (approximately 30 out of 150 spaces) and access rerouted	Southbound Touhy Avenue to West Bypass entrance ramp constructed across current access on Old Higgins Road; Old Higgins Road access shifted west
Xtra Lease LLC	320 W. Touhy Ave., Des Plaines	Parking removal (approximately 16 out of 16 spaces)	Construction of sidewalk on north side of Touhy Avenue
MacLean Power Systems	11411 Addison Ave., Franklin Park	Parking removal (approximately 140 out of 400 spaces)	Relocation of Powell Street and railroad spur
The Korner House	2736 Old Higgins Rd. , Elk Grove Village	One of two access points removed	Realignment of Old Higgins Road
Multi-business Building (with six businesses: Fastenal, Subway, CSC Complete Auto/Truck/Bus Repair, Target Auto Parts, Prestige Renovation, and FISA North America)	2801 Touhy Avenue, Elk Grove Village	One of three access points removed	Realignment of Old Higgins Road
Sysia LLC	2950 Higgins Rd., Elk Grove Village	One of two access points removed	Construction of the Old Higgins Road Bypass
Skyway Transportation	1250 Garnet Dr., Northlake	Partial building acquisition <sup>a</sup>	Ramp being constructed through property from I-294 to West Bypass

<sup>a</sup> This structure may be able to only be partially acquired. Investigations into whether or not this can be accomplished while retaining its structural integrity will be investigated during future stages of the project.



**TABLE 3-10**  
**Land Use within Proposed Right-of-Way**

Land Use Type	Area (acres)	Percent of Total <sup>b</sup>
Business	375	63
Public	199	33
Residential	21	4
Religious Institutions	0.02	0

### 3.2.2.5 Impacts of Tolling

The roadway system in the project area includes both tolled and non-tolled facilities. The tolled facilities in the project area, operated by Illinois Tollway, are I-90, I-294, and I-355 to the south. All other roads in the vicinity of the project are non-tolled public roads. Participation in the Illinois Tollway I-PASS program is high in the communities surrounding the project corridor (see Exhibit 3-3). As shown in Exhibit 3-3, toll road usage is a regular occurrence; thus, added toll facilities would not be a new concept for area residents.

Current usage on the almost 300-mile Illinois Tollway system is largely dictated by the directness of travel and time savings; therefore, drivers are expected to approach the usage of the proposed project with the same objectives. Tolls were increased systemwide by 85 percent, equating to an average annual increase of \$150 to \$200 spent on tolls per user. A review of the median family income in communities along the project corridor revealed that none are close to the 2011 DHHS poverty guidelines, but rather well above (see Table 3-2). Therefore, it is reasonable to assume that tolling, including the 2012 systemwide increase in toll rate, would not have a negative economic effect on I-PASS participants in the surrounding communities. Motorists would have the option for using arterials located close to and paralleling the Elgin O'Hare and West Bypass corridors if they did not want to pay tolls. Arterials that motorists could use include Devon Avenue, Irving Park Road, and York Road. Motorists may, however, experience longer and more indirect travel times by using arterials rather than the Elgin O'Hare and West Bypass corridors. Alternatively, the proposed project provides for other transportation modes including transit and bicycle and pedestrian facilities, which represents travel options for area residents.

Likewise, tolling the roadway is not expected to adversely impact transit and bicycle/pedestrian opportunities in the project corridor, transportation modes that are favorable for low-income populations. The proposed improvements have been designed to accommodate the future incorporation of transit along the mainline as well as planned bicycle and pedestrian facilities. Finally, the project's robust public involvement process has included informing all residents of potential tolling options, including low-income and minority residents. No activities exclude any individuals because of income, race, color, religion, national origin, sex, age, or handicap. All public meetings were accessible to handicap individuals and a Spanish translator was available to attendees at both public information meetings.

### 3.2.2.6 Economic Benefits

The dollars invested for transportation improvements would lead to job creation (including direct, indirect, and induced jobs) and would increase federal and state tax revenue (including business profit, indirect business, personal income, and social insurance taxes), value added (the difference between total revenue and the purchase of materials and services from other entities) and economic output (total sales before subtracting the value of intermediate goods). The spending and re-spending of construction dollars in the project area is expected to lead to increased income and, hence, increased consumer spending.

The economic effects of this infrastructure investment were estimated using the economic model “IMPLAN PRO.”<sup>1</sup> The model estimates economic impacts from construction activities on the economy<sup>2</sup> by tracing spending and consumption among various economic sectors, including businesses, households, government, and “foreign” economies in the form of exports and imports. Impact Analysis for Planning (IMPLAN) estimates economic impacts in terms of four components related to the expenditure of construction dollars—value added, employment, increased tax revenues, and economic output.

The economic benefits of the proposed project have been evaluated in Tier One and again in Tier Two. Economic analyses are sensitive to the duration of the construction period or the timeframe of the expenditure. In Tier One, the construction period for the roadway and transit improvements were assumed to be three years (not necessarily occurring at the same time) based on the best available information. In Tier Two, the Illinois Tollway capital improvement program, *Move Illinois: The Illinois Tollway Driving the Future*, showed a schedule for the proposed project spanning 12 years for the ICP from the year 2013 to 2025 (Illinois Tollway, 2011). It was assumed that travel demand would require the ultimate build-out of the project from the year 2035 to 2040. The following discussion describes the Tier One and Tier Two analyses.

The assumptions used in Tier One and Tier Two are shown below:

- Tier One
  - A cost of \$3.05 billion for construction and \$550 million for right-of-way<sup>3</sup> were used for the roadway element, and \$325 million for the transit element of the project.
  - It was assumed for the purpose of this analysis that the construction costs would be evenly spread over a three-year period for both the roadway and transit elements.
- Tier Two
  - A cost of \$3.05 billion for construction and \$550 million for right-of-way were used for the roadway element, and \$325 million for the transit element of the project.

<sup>1</sup> Impact Analysis for Planning (IMPLAN) is an economic impact software model that predicts the way a dollar injected into one sector is spent and re-spent in other sectors of the economy, generating waves of economic activity, or so-called “economic multiplier” effects. The model uses national industry data and county-level economic data to generate a series of multipliers, which in turn estimate the total economic implications of economic activity.

<sup>2</sup> For this analysis, the region of influence is that area that was assumed to experience most of the economic impacts from the proposed project and included Cook, DuPage, Kane, Lake, McHenry, and Will Counties, Illinois; and Kenosha County, Wisconsin.

<sup>3</sup> Right-of-way costs typically are treated as transfer payments, and therefore, do not contribute to an increase in economic activity in terms of jobs and value added.

- The construction of the roadway element would be constructed in two phases, an initial phase, and the ultimate build-out phase. For the ICP, a construction cost of \$1.98 billion (total cost with right-of-way is \$2.465 billion [2011 dollars]) was spread in accordance with the expenditure schedule shown in the Illinois Tollway’s capital improvement program. The construction cost (\$1.06 billion [2011 dollars]) for the remainder of the project (the ultimate build-out) between 2035 and 2040 was evenly spread over the term.

The IMPLAN model generates annual outputs. For this analysis, these annual outputs were summed for the construction period. Jobs are presented both annually and totaled for the term of construction.

### Tier One Analysis

Table 3-11 details the results of the economic analysis for construction of both the roadway and the transit elements from the Tier One analysis. This analysis has been retained in the Tier Two Draft EIS as a reference to this earlier analysis, and the assumptions used. The Tier Two economic analysis in the next subsection is an update based on refined project details, information, and assumptions. The Tier One analysis showed that construction of the proposed roadway elements would result in creation of a total of 13,450 jobs per year or over 40,000 cumulative full-time equivalents (FTEs) over a three-year construction period. Of these, 7,430 jobs per year would be direct jobs in the highway industry (those created as part of roadway construction) and 6,020 jobs per year would be indirect and induced jobs (indirect jobs are those created by employees working for producers of material, equipment, and services used on the construction project, while induced jobs are those created by wages spent on consumer goods and services).

	<b>Roadway</b>	<b>Transit</b>
Construction costs	\$3 B	\$325 M
Total jobs created per year/FTEs	13,450/40,350	1,355/4,065
Total value added	\$3.3 B	\$330 M
Added federal tax revenue <sup>c</sup>	\$517 M	\$54 M
Added state tax revenue <sup>d</sup>	\$213 M	\$22.5 M
Economic output	\$6 B	\$600 M

<sup>a</sup> Construction period in Tier One assumed to be three years.  
<sup>b</sup> Economic benefits are for the area including Cook, DuPage, Kane, Lake, McHenry, and Will Counties, Illinois; and Kenosha County, Wisconsin.  
<sup>c</sup> Federal taxes accrued from construction dollars are related to corporate profit, personal income, and social insurance.  
<sup>d</sup> State tax revenue accrued from business taxes, personal income, and sales taxes.

Value added, which is the additional value of commodities produced by the industries in the region over and above the cost of commodities used from the previous stage of production, would be an estimated \$3.3 billion over the three-year construction period (\$1.1 billion per year).

Construction of the Build Alternative would generate an estimated \$517 million over the three-year construction period in federal income taxes (\$172 million per year), and an estimated \$213 million in state and local taxes (\$71 million per year).

Economic output<sup>4</sup> (total value of sales in the region before subtracting the value of intermediate goods) would be \$6 billion over the three-year construction period (or \$2 billion per year).

Construction associated with the transit elements (preservation of right-of-way in the median of the east-west corridor and along the east side of I-90, provision for stations along the route and associated parking and bicycle/pedestrian access, and connection between the proposed West Terminal with the Rosemont CTA Blue Line station) would result in creation of 1,355 jobs per year or 4,065 job years during the three-year construction period. Value added would be an estimated \$330 million over the three-year construction period (approximately \$110 million per year). The transit component would also generate an estimated \$54 million over the three-year construction period in federal income taxes (\$18 million per year), and an estimated \$22.5 million in state and local taxes (\$7.5 million per year). Finally, economic output would be \$600 million over the three-year construction period (or \$200 million per year).

### Tier Two Analysis

The Illinois Tollway capital improvement program, *Move Illinois: The Illinois Tollway Driving the Future*, spreads the term of construction for its major projects over a long period of time (12 years). This allowed the Illinois Tollway to finance a larger number of projects throughout its system in the same timeframe. As shown in Table 3-12, the more lengthy construction period produces less annual economic impact, which is the result of less project expenditures annually. However, the total economic impact over the term of construction is very similar to the shorter timeframe used for Tier One.

The analysis showed that construction of the proposed project would create a peak of 2,500 jobs annually during the initial phase of project construction and about 3,000 jobs annually during the ultimate build-out of the project. The total job years created for the term of the entire project is about 40,500 jobs, which is very similar to the results in the Tier One analysis.

The value added and total output are substantial numbers with values of \$3.3 billion and \$6.02 billion respectively.

Construction of the Build Alternative would generate an estimated \$336 million over the initial phase of construction, and \$181 million during the ultimate build-out in federal income taxes, or a total of \$517 million in federal taxes. State and local taxes would tally to \$138 million during the initial phase of construction and \$74 million during the latter, or a total of \$213 million. The results of the Tier Two analysis are very similar to the Tier One values.

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<sup>4</sup> Economic output is subject to double counting because it does not net out the intermediate sales of goods and services. Nevertheless, economic output provides a measure of economic activity in terms of sales in the region.

The economic analysis conducted for the transit element of the project remains the same. The total expenditure and the term of construction were unchanged. The timing of construction is unknown, but is not material to the analysis that is presented in 2010 dollars.

<b>Construction Period</b>	<b>Cost (millions)</b>	<b>Value Added (millions)</b>	<b>Output (millions)</b>	<b>Direct Jobs</b>	<b>Total Jobs</b>	<b>Federal Taxes (millions)</b>	<b>State and Local Taxes (millions)</b>
2013	58	63	115	411	775	10	4
2014	186	202	368	1,315	2,479	32	13
2015	186	202	368	1,315	2,479	32	13
2016	186	202	368	1,315	2,479	32	13
2017	186	202	368	1,315	2,479	32	13
2018	141	154	279	999	1,883	24	10
2019	141	154	279	999	1,883	24	10
2020	141	154	279	999	1,883	24	10
2021	141	154	279	999	1,883	24	10
2022	141	154	279	999	1,883	24	10
2023	157	171	310	1,109	2,091	27	11
2024	157	171	310	1,109	2,091	27	11
2025	157	171	310	1,109	2,091	27	11
<i>Subtotal (2013 through 2025)</i>	<i>1,978</i>	<i>2,154</i>	<i>3,912</i>	<i>13,993</i>	<i>26,379</i>	<i>336</i>	<i>138</i>
2035	213	232	421	1,505	2,837	36	15
2036	213	232	421	1,505	2,837	36	15
2037	213	232	421	1,505	2,837	36	15
2038	212	231	420	1,501	2,829	36	15
2039	212	231	420	1,501	2,829	36	15
<i>Subtotal (2035 through 2039)</i>	<i>1,063</i>	<i>1,158</i>	<i>2,103</i>	<i>7,517</i>	<i>14,169</i>	<i>181</i>	<i>74</i>
<b>Total</b>	<b>3,041</b>	<b>3,312</b>	<b>6,015</b>	<b>21,510</b>	<b>40,548</b>	<b>517</b>	<b>213</b>
Note: In some cases, due to rounding, numbers may not add up to the total listed.							

### 3.2.3 Indirect and Cumulative Economic Impacts

The EO-WB project possesses a unique and special set of physical and economic relationships that together offer tremendous economic benefit to the area west of O'Hare Airport, to the Chicago region, and to the State of Illinois. This project, along with the proposed West Terminal at O'Hare Airport, would provide Illinois with a greater potential for economic growth than any other planned infrastructure initiative. The combination of a world-class airport, crossing interstate highways, and intermodal freight facilities have already created one of the world's largest industrial developments and the second largest employment center in Illinois.

Nevertheless, the attributes that were attractive to new development in the past are changing today with declining travel conditions, aging infrastructure, and outdated and obsolete building configurations. Since 2007, employment in the area has declined by 70,000 jobs, or almost 14 percent for the area as a whole. This is well above national and regional averages (nine percent and seven percent, respectively). Further analysis as part of this study found that employment in the area might not return to 2007 levels within the period of the study (2040) and, in fact, might never return without this project.

Study of the economic interrelationships in this area has concluded that a comprehensive solution of sizable scope and scale is needed to affect a new future for the area. Thus, a "Transportation-Economic Development Program" is needed; whereby, transportation improvements bring an updated and diverse economic base. The improved transportation facilities and western access to one of the world's busiest airports resulting from the EO-WB project would provide the needed access and visibility to stimulate the redevelopment of the aging and vacant infrastructure that exists today (see Figure 3-3). The economic synergies of these projects would markedly change the future of the area west of O'Hare Airport and potentially impact the entire region. This is occurring on the east side of O'Hare Airport where the airport and good access to ground transportation infrastructure has fostered the redevelopment of aging infrastructure and provided the catalyst for economic renewal (see Figure 3-4).

This subsection examines both the short- and long-term economic effects of the

FIGURE 3-3  
AGING INFRASTRUCTURE WEST OF O'HARE AIRPORT



FIGURE 3-4  
REDEVELOPMENT EAST OF O'HARE AIRPORT



project. The expenditure of billions of dollars to construct the project would have short-term economic effects in the project area and the region in terms of job creation, tax revenue, and additional economic factors. The analysis of long-term economic impacts realized after the project is completed includes the potential for new development and redevelopment within the project area, along with the resulting effect on long-term job growth and future tax revenue. The analysis also evaluates how the project would provide more efficient travel and time savings, as well as considerable annual cost savings.

### 3.2.3.1 Economic Benefits During Construction

The potential for induced economic effects from construction of the proposed Build Alternative is substantial for the region and is even more prominent when considering the combined or cumulative effects of the other reasonably foreseeable actions in the area. Cumulative economic impacts were estimated using IMPLAN modeling that was applied to all major projects in the project area that would occur in the same timeframe as the ICP of the EO-WB project (2013 to 2025). These projects and programs include:

- Proposed EO-WB project, to be constructed between 2013 and 2025.
- Transit improvements along the Elgin-O'Hare Expressway (express bus service routed in mixed traffic, using strengthened shoulders where needed), planned for 2018.
- I-90 resurfacing improvements between Elgin Plaza and IL 53, slated for 2015.
- York Road/Irving Park Road grade-separated intersection improvement, to be constructed between 2012 and 2014.
- I-90 reconstruction and add-lane project, between IL 53 and I-294, to occur between 2016 and 2018.
- The remainder of the OMP, which includes the completion of Runway 10C and constructing Runway 10R and other enabling projects (construction began in 2011 and would continue through 2015).

Table 3-13 details the results of the analysis. Cumulative economic impacts from construction of the EO-WB project, combined with the other improvements, would result in \$10.6 billion in construction expenditures over the 13-year period from 2013 to 2025. Annual construction costs would range from \$180 million to over \$1.4 billion during the construction period.

The cumulative direct jobs created range from a low of 1,300 in 2025 to a high of almost 10,000 in 2015. Total job creation (which includes direct, indirect, and induced) follows a similar pattern, ranging from a low of 2,400 in 2025 to a high of 18,500 jobs created in 2015. Between 2013 and 2025 more than 140,000 cumulative FTEs would be created. The cumulative effect of these projects would contribute to sustaining employment in the region.

Total value added would be an estimated \$11.592 billion, and estimated total sales volume, as measured by total output, would be \$21 billion over the 13-year period.

The expenditure for the construction of the projects would contribute a sizable sum to federal and state/local taxes (income taxes, business taxes, etc). Federal taxes, as shown in

Table 3-13, would total over \$1.8 billion for the time period, and state/local taxes would be over \$740 million.

**TABLE 3-13**  
Cumulative Economic Impacts (2010 dollars)

Construction Period	Cumulative Cost (millions)	Value Added (millions)	Output (millions)	Direct Jobs	Total Jobs	Federal Taxes (millions)	State and Local Taxes (millions)
2013	899	980	1,780	6,365	11,996	153	63
2014	1,027	1,119	2,033	7,269	13,700	175	72
2015	1,387	1,512	2,746	9,818	18,503	236	97
2016	1,127	1,228	2,231	7,977	15,034	192	79
2017	650	708	1,287	4,600	8,669	110	45
2018	605	660	1,198	4,284	8,074	103	42
2019	605	660	1,198	4,284	8,074	103	42
2020	911	993	1,804	6,450	12,157	155	64
2021	951	1,037	1,883	6,734	12,690	162	67
2022	951	1,037	1,883	6,734	12,690	162	67
2023	671	731	1,328	4,748	8,949	114	47
2024	671	731	1,328	4,748	8,949	114	47
2025	181	197	358	1,279	2,411	31	13
<b>Total</b>	<b>10,636</b>	<b>11,592</b>	<b>21,057</b>	<b>75,290</b>	<b>141,896</b>	<b>1,810</b>	<b>745</b>

Note: In some cases, due to rounding, numbers may not add up to the total listed.

### 3.2.3.2 Economic Benefits after Construction

Dependable transportation is important in helping to retain existing industries and attract new economic activities. The long-term evaluation of economic impacts realized after the project is constructed analyzed the potential for new development and redevelopment within the project area, and the resulting effect on long-term job growth and future tax revenue. To estimate long-term permanent workforce effects, a market feasibility analysis was conducted to approximate future development and employment growth that would occur under the Build Alternative and No-Build Alternative. Business development potential was estimated, both in terms of where it would occur and the type of future uses that could be expected. From that, employment was then calculated. The job impact summaries for the Build Alternative and No-Build Alternative were quantified relative to CMAP's baseline 2010 estimate of 472,000 jobs for the project area.

Fundamentally, a very different economic future is forecast for the area west of the airport under the Build Alternative compared to the No-Build Alternative. Table 3-14 shows the aggregate long-term economic growth for each scenario and the difference between the two scenarios, which represents the net economic impact for the project area. The projections



assume little new housing to result from the proposed improvements to accommodate the increased number of employees expected to result from the project. However, community planning for new housing development through infill could minimize housing/employment imbalances.

The economic growth for each scenario and net impacts are presented in terms of:

- Net new development potential.
- Net new jobs added.
- Annual taxes resulting from net new development in 2040.

The Build Alternative improvements would enhance access to the west side of O'Hare Airport, as well as improve access and shorten travel times to areas within the project area, which is considered a competitive advantage to industrial and commercial properties in the area. This, in turn, would enhance redevelopment potential of underutilized properties, stimulate land use change, and create potential development and redevelopment opportunities throughout the project area. This would lead to a change in businesses and, in turn, a change in permanent workforce employment in the area.

As shown in Table 3-14, the Build Alternative, in combination with other economic stimuli in the area and the proposed West Terminal, is forecast to generate substantial new development potential and roughly 104,000 jobs by the end of the 30-year analysis period. Comparatively, the No-Build Alternative would add 63,000 jobs by 2040, or a net difference of 41,000 jobs. The job forecasts for both the Build and No-Build Alternatives include the build-out of the OMP with the proposed West Terminal, and the reconstruction of I-90; therefore, the effects of these projects are reflected in the total growth of permanent jobs in the area. The data shown in Table 3-14 and Table 3-15 is the net difference between the Build and No-Build Alternatives, and is attributable to the development of the EO-WB project only. In an analysis requested by the Governor's Advisory Council, it was demonstrated that a No-Build Alternative without the EO-WB project and without the proposed West Terminal would effectively reduce job creation by 65,000 jobs in the project area. Thus, the absence of the proposed West Terminal would result in about 24,000 jobs lost.

When comparing the Build Alternative to the No-Build Alternative, it is estimated that almost nine million square feet of new office, retail, and industrial space, and approximately 1,400 additional hotel rooms would be developed as a result of the improvements (see Table 3-14). This increase in new development would correspond to 41,000 more jobs by the year 2040. Other project area benefits associated with the new development under the Build Alternative would be approximately \$16 million annually by 2040 in new tax revenues.

<b>TABLE 3-14 Long-Term Economic Impacts for the Project Area</b>			
	<b>Build Alternative</b>	<b>No-Build Alternative</b>	<b>Net Long-Term Economic Impact</b>
Net New Development (2010-2040)			
Office	12,845,500 ft <sup>2</sup>	5,872,100 ft <sup>2</sup>	6,973,400 ft <sup>2</sup>
Retail	2,694,200 ft <sup>2</sup>	2,345,600 ft <sup>2</sup>	348,600 ft <sup>2</sup>
Industrial/business park	3,309,300 ft <sup>2</sup>	2,078,700 ft <sup>2</sup>	1,230,600 ft <sup>2</sup>

**TABLE 3-14**  
**Long-Term Economic Impacts for the Project Area**

	<b>Build Alternative</b>	<b>No-Build Alternative</b>	<b>Net Long-Term Economic Impact</b>
Hotel rooms	10,640	9,270	1,370
Residential units	17,630	17,090	540
Job growth (2010-2040)	104,000	63,000	41,000
Annual municipal tax revenues in 2040 from net new development (2010 \$) <sup>a</sup>	\$94,800,000	\$78,900,000	\$15,900,000

Note: This analysis does not include the school district portion of property taxes.

<sup>a</sup> Annual municipal tax revenues include hotel taxes, sales taxes, and property taxes for all property types (commercial, industrial, residential, etc). For property taxes, a combined tax rate has been created for each community that includes overlapping parks, library, and fire protection districts. Since some communities include these services in their base rate and others do not, this allows for better comparison of overall community impacts. Projections are in 2010 dollars.

This tremendous growth potential is driven by the synergy between the EO-WB project and the surrounding development and infrastructure. The EO-WB project would be an important addition to the transportation hub that would create further connectivity to multiple highways (I-290, I-94, I-294) and other modes of transportation, and provide access to numerous local roads in the project area, making the project area one of the most accessible parts of the region. The EO-WB project would also function as a new western gateway to one of the world's busiest airports. These factors, combined, would have the following effects:

- **Stimulate New Development.** The EO-WB project, combined with other projects in the area (namely, the proposed West Terminal and the reconstruction of I-90), is projected to fundamentally change the competitive position of the area and to attract corporate offices, hotels, modern industrial/business parks, and retail uses. Exhibit 3-5 shows potential future land use for key areas within the project area that are forecast to redevelop over the next 30 years if the EO-WB project and the proposed West Terminal are developed. The new development pattern is a shift away from the current predominance of industrial development to a more modern and diverse commercial center that, on average, has higher job density and a higher tax base. Corporate office developers and a major industrial developer in the region confirm that this would be the likely outcome. The emergence of a new mixed-use employment center in the Chicago region that includes office, hotel, retail, and industrial uses west of O'Hare Airport is a unique opportunity being facilitated by the convergence of major transportation investments.
- **Improve the Performance of Existing Development.** Existing development within the project area is experiencing relatively high levels of vacancy related to the nationwide recession. The proposed transportation investments would make existing industrial and commercial real estate more attractive for businesses, and vacancy levels are projected to return to pre-recession lows as new businesses seek space in the project area.

Approximately 4,700 acres (560 potential sites representing approximately 3,200 land parcels) are estimated as being likely to be redeveloped over the 30-year-period as a result of the proposed roadway improvements, OMP, and I-90 reconstruction. Exhibit 3-5 displays locations where redevelopment is predicted to occur. The communities west of the airport (along what is now Thorndale Avenue, York Road, Elmhurst Road, and the existing Elgin-O'Hare Expressway) would be transformed into a modern employment and business center that includes corporate offices, hotel, business parks, and retail uses. These uses would replace a portion of the current industrial uses (an estimated 2,200 buildings would be replaced). The transformation under the Build Alternative and other project development occurring during the same timeframe (i.e., OMP, I-90 reconstruction, etc.) results in a more diverse, higher quality, and a higher value economic base that is in alignment with long-term economic trends and the potentials associated with proximity to a major airport.

The communities showing the greatest gain in development potential and corresponding employment are the communities directly fronting the Elgin O'Hare and West Bypass corridors. Specifically, the communities of Wood Dale, Itasca, and Bensenville show the greatest potential economic benefits, ranging from 1.6 to 2.2 million square feet of net new commercial and industrial development potential, and 4,000 to 9,000 net new jobs as a result of the Build Alternative (see Table 3-15). Other communities, including Elk Grove Village, Roselle, Schaumburg, Mount Prospect, and Addison would each gain 1,000 to 3,000 net new jobs; and the remaining communities within the project area would gain less than 1,000 net new jobs as a result of the Build Alternative. Overall, the Build Alternative would add 104,000 jobs to the project area, and the No-Build Alternative would add 63,000 jobs by 2040, which is a net difference of 41,000 jobs.

Under the No-Build Alternative, the lack of transportation investments would limit the growth potential of the project area as a whole, including the following:

- **Dampen Development Potential.** The projections indicate that there would be a major dampening of growth and development potential within the project area without proposed roadway improvements, and congestion would be exacerbated as the area grows, leading to a stifling of growth potential of the project area as a whole.
- **Limit the Recovery from the Recession.** Without the new transportation facility, which would serve as a catalyst for change, the current business mix would prevail, and the vacancy levels likely would not recover to pre-recession levels, particularly as older or obsolete industrial properties in the project area continue to age.

Under the No-Build Alternative, the project area would experience new development or redevelopment that would correspond to 64,000 additional jobs (approximately 41,000 fewer jobs than the Build Alternative) over the next 30 years. The limited amount of new development would be largely concentrated along I-90 and east of O'Hare Airport, as well as within proximity to the new terminal, since developers would seek to concentrate new hotels close to the new terminal and in areas adjacent or close to interstate access. The lack of new highway frontage roads would limit the potential for corporate office, hotel, and retail development west of O'Hare Airport, and communities in this area would lose the opportunity to become major employment centers in the region.

**TABLE 3-15**  
**Net Long-Term Economic Impacts by Community (2040) <sup>a</sup>**  
*Build Alternative versus No-Build Alternative*

Community	Net New Development Potential					Net Job Impact
	Retail (sq ft) <sup>b</sup>	Office (sq ft) <sup>b</sup>	Industrial (sq ft) <sup>b</sup>	Hotel Rooms	Residential Units	
Addison	0	0	4,300	0	0	1,100
Arlington Heights	5,000	1,000	6,000	0	0	800
Bensenville	-118,000	1,205,400	989,500	-970	0	4,000
Berkeley	0	0	0	0	0	500
Bloomington	0	0	0	0	0	300
Chicago	0	1,000	0	0	0	400
Des Plaines	0	1,100	115,800	0	0	1,400
Elk Grove Village	0	30,000	0	0	0	2,900
Elmhurst	0	0	0	0	0	1,300
Franklin Park	0	-80,000	14,600	0	0	400
Hanover Park	109,000	111,800	84,000	0	-310	400
Itasca	90,000	2,080,000	0	830	410	8,500
Melrose Park	0	0	0	0	0	400
Mount Prospect	7,300	207,000	349,000	0	0	1,100
Northlake	0	0	79,000	0	0	400
Park Ridge	0	0	0	0	0	200
Rolling Meadows	500	463,000	0	0	0	1,900
Roselle	-1,000	617,000	158,000	380	-410	2,900
Rosemont	0	0	0	0	0	300
Schaumburg	7,000	2,000	354,000	0	0	1,900
Schiller Park	-800	34,100	11,900	0	0	400
Wood Dale	249,600	2,300,000	-935,500	1,130	850	9,000
Unincorporated	0	0	0	0	0	500
<b>Total</b>	<b>348,600</b>	<b>6,973,400</b>	<b>1,230,600</b>	<b>1,370</b>	<b>540</b>	<b>41,000</b>

Source: S.B. Friedman & Company, 2011b.

<sup>a</sup> The content of the table shows the net difference in land development and jobs between the Build and No-Build Alternatives.

<sup>b</sup> Square feet of floor area only.

The project area would realize increased property values as a result of new development, which would translate to increased tax revenues under both the Build Alternative and No-Build Alternative. Table 3-16 compares the Build Alternative and No-Build Alternative and the estimated annual potential tax revenue impact for the communities in the project area. The annual revenue shown in Table 3-16 will grow gradually as new development occurs. The estimates shown in Table 3-16 are presented in 2010 dollars and reflect the estimated additional annual tax income that would accrue annually to municipalities by 2040.

Construction of the Build Alternative, combined with the proposed West Terminal, would result in nearly \$16 million in net tax revenues in the project area more than the No-Build Alternative (approximately \$95 million versus \$79 million). Communities that would realize the greatest net increase in total tax revenues under the Build Alternative would be Wood Dale, Itasca, Rosemont, and Franklin Park. Under the No-Build Alternative, the communities of Rosemont, Bensenville, Des Plaines, and Schaumburg would realize more property tax increase benefits, due to their proximity to existing interstates. However, the overall property tax benefit to the entire project area would be less, due to the lost development opportunity of the EO-WB project not being developed.

<b>Municipality</b>	<b>Build Alternative Net Revenues by Source<sup>a, b, c</sup></b>	<b>No-Build Alternative Net Revenues by Source<sup>a, b, c</sup></b>	<b>Difference in Net Revenues between Build and No-Build</b>
Addison	\$2,009,000	\$1,978,000	\$31,000
Arlington Heights	\$3,707,000	\$3,583,000	\$123,000
Bensenville <sup>d</sup>	\$9,496,000	\$9,808,000	\$(312,000)
Berkeley	\$321,000	\$311,000	\$10,000
Bloomington	\$694,000	\$677,000	\$18,000
Chicago	\$3,659,000	\$3,601,000	\$58,000
Des Plaines	\$7,217,000	\$6,720,000	\$497,000
Elk Grove Village	\$5,262,000	\$5,005,000	\$258,000
Elmhurst	\$1,480,000	\$1,449,000	\$30,000
Franklin Park <sup>d</sup>	\$4,922,000	\$3,800,000	\$1,123,000
Hanover Park	\$4,007,000	\$3,631,000	\$376,000
Itasca <sup>d</sup>	\$9,494,000	\$5,871,000	\$3,624,000
Mount Prospect	\$4,787,000	\$3,829,000	\$0
Northlake	\$1,017,000	\$866,000	\$959,000
Park Ridge	\$327,000	\$316,000	\$152,000
Rolling Meadows	\$5,513,000	\$4,519,000	\$11,000
Roselle <sup>d</sup>	\$4,069,000	\$2,887,000	\$994,000
Rosemont	\$12,142,000	\$11,858,000	\$1,182,000

**TABLE 3-16**  
Tax Revenue Impacts by Community

Municipality	Build Alternative Net Revenues by Source <sup>a, b, c</sup>	No-Build Alternative Net Revenues by Source <sup>a, b, c</sup>	Difference in Net Revenues between Build and No-Build
Schaumburg	\$6,655,000	\$6,274,000	\$284,000
Schiller Park	\$789,000	\$652,000	\$381,000
Wood Dale <sup>d</sup>	\$7,234,000	\$1,238,000	\$137,000
<b>Total</b>	<b>\$94,801,000</b>	<b>\$78,873,000</b>	<b>\$15,933,000</b>

Source: S.B. Friedman & Company, 2011b.

Note: This analysis does not include the school district portion of property taxes.

<sup>a</sup> Projections are in 2010 dollars.

<sup>b</sup> Revenue is estimated on an annual basis.

<sup>c</sup> A combined tax rate has been created for each community that includes overlapping Parks, Library, and Fire districts. Since some communities include these services in their base rates, this allows for a better comparison of community impacts.

<sup>d</sup> Non home rule community. Under current statute, non home rule communities may only use Hotel tax revenues to promote tourism and related events. This means that, unless the statute is changed or these communities successfully undertake the process of converting to home rule, the uses of additional hotel revenues will be restricted.

### 3.2.3.3 Travel Delay Savings

The proposed project would provide marked improvement in travel performance throughout the roadway system in the project area. The reduction in delay resulting from the transportation improvements would yield a large annual cost savings for travelers (see Table 3-17). The annual cost savings in 2040 was estimated by applying an hourly value for time and vehicle operating cost of \$90 per hour (the future hourly rate was derived from a present day cost of \$43 per hour escalated at 2.5 percent per year to 2040; and the hourly cost is comprised of fuel, vehicle maintenance, depreciation, and vehicle operator costs) to the reduced hours of delay with the project. The project's travel model generated the total annual hours of delay savings by comparing the Build Alternative to the No-Build Alternative. Based on that analysis, the EO-WB project would produce a 1.6 million hour delay savings with an annual cost savings of over \$400 per motorist in the project area or \$145 million annually by 2040.

**TABLE 3-17**  
Annual Vehicle Operation Savings, Build Alternative

Benefit	Savings
Annual time savings per motorist	4.5 hours
Annual cost savings per motorist	\$405
Annual cost savings for all motorists	\$144,821,700

## 3.2.4 Measures to Minimize Harm and Mitigation

### 3.2.4.1 Access During Construction

A traffic management plan would be developed by the Illinois Tollway with guidance from the community for use during the construction phase of the project. Goals of the plan would

be to move traffic efficiently while minimizing disruption, especially during peak travel times; preserving access to area businesses, residences, and community facilities to the extent possible; and minimizing lane and road closures, as well as detours to the extent feasible and practical.

Construction sequencing would be designed to provide the best traffic flow and minimize disruptions to traffic movements. Construction would be coordinated to minimize the geographic area of the disruption and provide the opportunity for the best traffic flow through the construction area. When capacity is added to existing facilities, it is likely that lanes would be added on the outside of the mainline; then improvements would be made inward to the centerline. Similarly, when improvements are made over existing facilities, the improvements aboveground would be proposed for implementation before any changes being made on or underground. This causes the least disruption to the existing flow of traffic. On the interstates and Thorndale Avenue, frontage roads could be constructed before lanes are added to the mainline for use by traffic needing to be detoured off the mainline during construction. In the cases where an alignment would be shifted, the new alignment would likely be proposed for construction before the old one is deconstructed so that one route is always available for motorists. In most cases, complete construction at a location would be proposed to occur rather than proceeding in phases, which would minimize the need to cause multiple disruptions at the same location.

Despite attempts made to minimize disruption to motorists during construction, inconveniences may be necessary for safety, efficiency, or logistical reasons. Lane and road closures are possible during construction. During construction on interstates, the goal would be to reduce the number of lanes by only one lane in each direction. Where possible, at least one lane of traffic would remain open on the major cross streets. Other inconveniences include reduction of lane width during winter, temporary closures of exit and entrance ramps, and detours. When the vertical profile of streets is being changed, detours would be necessary. Detours could consist of rerouting motorists onto adjacent roadways or onto temporary roadways constructed onsite. Local access would be provided, to the extent feasible. If detours are required, proper signage would be posted to alert motorists of any changes in expected travel routes.

Most construction would occur during daylight hours. In certain circumstances, construction may need to occur at night time to minimize the duration of construction or to retain access to certain properties. Light and noise issues would need to be considered when deciding whether or not construction should occur during nighttime hours.

The public would be informed in advance of and during construction of the construction-related activities. Motorists would be advised of road closures, detours, and any other modifications to the expected travel routes. In order to alert motorists of future construction activities, as well as congestion and recommended alternative routes, ITS signage may be implemented. The Illinois Tollway and IDOT would coordinate construction activities, sequence, and traffic management plans with fire, police, and emergency rescue services to minimize delays and response times during the construction period.

#### **3.2.4.2 Land Use Planning and Ordinances**

Local communities are enabled by law to plan the future of their communities with comprehensive land use planning and zoning laws. Individually and collectively, the

communities in the project area have the ability through their local planning powers to address new development induced by better transportation with thoughtful planning solutions. As the development proposal is advanced to each of the communities, they have the tools to shape solutions that are compatible with their community values and goals. Many of the communities have established goals and objectives concerning economic development, and these guiding principals will serve to manage their future. These may include accommodating the projected economic growth by promoting residential development to accommodate the increased workforce expected to result from the proposed improvements. New development pressures may cause some communities to revisit their land use plans, goals, and ordinances to determine if they are adequate to guide and manage an influx of new development that is consistent with their vision. Further, communities and the counties may choose to collaborate on a collective action that would produce a unified approach to managing induced growth throughout the area.

#### 3.2.4.3 Permanent Access Changes

There are occasions where the business would not be displaced, but access to the business would be impacted. In these instances, access modifications may be required in order to maintain access to the establishment. Access modification may include relocation of business driveways or the consolidation of driveways that would not adversely affect business activities.

## 3.3 Land Use

### 3.3.1 Affected Environment

The project area is highly urbanized with a mix of residential, commercial, industrial, transportation, and recreational land uses. The project corridor is well represented by all the land use types, with some being more dominant than others. Residential areas are most prevalent along the western portion of the Elgin-O'Hare Expressway. Around O'Hare Airport, the land use is primarily industrial. The eastern portion of the Elgin-O'Hare Expressway is largely industrial and commercial. I-90 is a mix of residential, commercial, and industrial land uses. Recreational properties can be found in various locations along the project corridor.

The project corridor is uniquely located near one of the busiest airports in the world (O'Hare Airport) and is within a multimodal transportation network that provides national and regional access to and from a transportation-dependent economic hub. Therefore, its location has substantial economic advantages to the neighboring commercial and industrial facilities. As mentioned in subsection 3.2.1, trade, transportation, and utilities are the industries with the greatest number of employees in the Chicagoland region. Further, 18 percent of all vehicle trips in the Chicago region start, stop, or pass through the project area. The CP railroad's largest yard in the Chicagoland area, the Bensenville Yard, is located within the EO-WB project corridor and serves as a major loading and unloading station.

The EO-WB project corridor also contains large properties with unique uses that require special attention and extensive coordination with the land owners to ensure that impacts to those properties are minimal and that the project is in compliance with policies governing those land uses. These properties include O'Hare Airport, the Bensenville Yard, the

