

### 3.21.12 Special Waste

- Contaminated soil or water will be managed as follows: The PESA and Phase II Environmental Site Assessments will be used to characterize the nature and extent of contamination for specific properties, and preferred methods of removal. Information will be compiled for inclusion in bid documents to guide prospective bidders. Depending on the degree of contamination, onsite management may be possible for some materials.
- Contamination encountered during construction will be managed to avoid unintended migration of contaminants and protect against potential worker exposures. Impacted material will be screened and characterized on a case-by-case basis and further investigations and remediation determined. If construction is managed by IDOT, special waste issues will be managed in accordance with the IDOT's "Standard Specifications for Road and Bridge Construction" and "Supplemental Specifications and Recurring Special Provisions" (IDOT, 2012a; IDOT, 2012b).

## 3.22 Summary of Environmental Consequences

A summary of the environmental impacts are shown in Table 3-56 for the Build Alternative. The project is located in an urban area, and repeated efforts have been made to locate and design a project that fits within the context of its landscape without major impact to natural and socioeconomic resources. The impacts summarized in Table 3-56 are comparatively small for a project of this magnitude and scope. There are only seven residential displacements, and less than 50 business displacements. There are no impacts to historical, cultural, or threatened and endangered species. Impacts to wetlands and waters are 22.8 acres and 2.45 acres, respectively. The conversion of private properties to highway use would remove about \$4.5 million annually from the tax rolls. Floodplain encroachments are shown and compensatory storage will be developed in the area to off-set the floodplain loss. The project has the potential to be a sizable economic engine for the area and is projected to stimulate positive economic effects in terms of direct and indirect impact. Among these include: construction employment of 2,000 to 3000 jobs per year for the term of construction (approximately 12 years); permanent employment in the area through new economic development attracted to the area (41,000 jobs by the year 2040); and tax revenue to federal, state, and local governments that total about \$730 million during the construction period. The unavoidable impacts shown in Table 3-56 will be re-established through a variety of mitigation measures listed in subsection 3.21.

<b>Resource</b>	<b>Impact</b>
<b>Socioeconomics</b>	
Residential displacements (#)	7
Businesses displaced (employees displaced) (#)	46 (1,332)
Other business impacts (#) <sup>a</sup>	13

<b>TABLE 3-56</b> <b>Summary of Environmental Consequences of the Build Alternative</b>	
Resource	Impact
Proposed right-of-way required (acre)	595
- Business (acre)	375
- Public (acre)	199
- Residential (acre)	21
- Religious Institutions (acre)	0.02
Tax revenue loss (\$/%) <sup>b</sup>	\$4.5 M/0.13%
Job creation per year during construction period (# employees)	2,000–3,000 <sup>c</sup>
Job creation (permanent number of employees in project area)	41,000
Total economic output during construction period (\$)	\$6 B
Total federal tax revenue accrued during construction period (\$)	\$517 M
Total state tax revenue accrued during construction period (\$)	\$213 M
Annual local tax revenue added (related to new development that would be induced by the project) (\$)	\$16 M
Potential redevelopment of land (acre)	4,700 <sup>d</sup>
<b>Cultural Resources</b>	
Cultural resources impacted (#)	0
<b>Noise</b>	
Common Noise Environments impacted (#)	24 <sup>e</sup>
<b>Natural Resources</b>	
Stream crossings (total #)	10 <sup>f</sup>
Surface waters impacts (acre)	2.45
Floodplain encroachments (normal to 10 years/10 years to 100 years) (acre-feet)	22.3/35.8
Floodway encroachments (normal to 10 years/10 years to 100 years) (acre-feet)	12.1/15.7
Floodplain encroachments (#transverse/#longitudinal)	12/4
Floodway encroachments (#transverse/#longitudinal)	8/2
Wetland impacts (acre)	23.0
Trees	25,570 <sup>g</sup>
Threatened and endangered species (#)	0

**TABLE 3-56**  
**Summary of Environmental Consequences of the Build Alternative**

Resource	Impact
<b>Section 4(f) Resource Involvement</b>	
Section 4(f) resources involved/adversely affected (#) <sup>h</sup>	4/0
<p>Note: NA= Not applicable</p> <p><sup>a</sup> Represents parking removal and access rerouting.</p> <p><sup>b</sup> The tax revenue loss is related to displaced properties removed from the tax base.</p> <p><sup>c</sup> 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.</p> <p><sup>d</sup> The amount of potential redevelopment (4,700 acres) is attributed to the combined development of the EO-WB project, O'Hare Modernization Program (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.</p> <p><sup>e</sup> There is a total of 44 Common Noise Environments.</p> <p><sup>f</sup> The Build Alternative will cross the project corridor waterways at 13 general locations. Impacts are proposed at up to 10 of these locations.</p> <p><sup>g</sup> Estimated from transect/sub-sample methodology, and includes impacts to trees within closed woodland, scrub-shrub woodland, wooded fencerows, and landscape areas.</p> <p><sup>h</sup> 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.</p>	