

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

PROJECT NUMBER: P-91-443-06

TIER TWO FINAL ENVIRONMENTAL IMPACT STATEMENT

Submitted Pursuant to 42 USC 4332(2)(c)
and 49 USC 303 by

the U.S. Department of Transportation, Federal Highway Administration,
the U.S. Department of Transportation, Federal Aviation Administration,
the Illinois Department of Transportation, and the Illinois State Toll Highway Authority
Cooperating Agencies

Federal Transit Authority

U.S. Environmental Protection Agency

10/30/2012
Date of Approval

Norman K. Stoner
For Federal Highway Administration

10/19/12
Date of Approval

Barry D. Cooper
For Federal Aviation Administration

10/29/12
Date of Approval

Ann A. Schneider
For Illinois Department of Transportation

10/29/12
Date of Approval

Frank J. [Signature]
For Illinois State Toll Highway Authority

The following persons may be contacted for additional information concerning this document:

Norman Stoner, P.E. Division Administrator Federal Highway Administration 3250 Executive Park Drive Springfield, Illinois 62703 Phone: 217-492-4600	Barry Cooper Regional Administrator Federal Aviation Administration Great Lakes Region O'Hare Lake Office Center 2300 East Devon Avenue Des Plaines, IL 60018 Phone: 847-294-7294	John Fortmann, P.E. Acting Deputy Director, Region 1 Engineer Illinois Department of Transportation 201 West Center Court Schaumburg, Illinois 60196 Phone: 847-705-4000	Kristi Lafleur Executive Director Illinois Tollway 2700 Ogden Avenue Downers Grove, IL 60515 Phone: 630-241-6800
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Abstract: The Federal Highway Administration, the Federal Aviation Administration, the Illinois Department of Transportation, and the Illinois State Toll Highway Authority (Illinois Tollway) have identified the Build Alternative described in the Tier Two Draft Environmental Impact Statement as the Preferred Alternative for the Elgin O'Hare -West Bypass project. The Preferred Alternative is a toll road with 25 miles of access-controlled highway, 16 miles of arterial improvements, space for transit accommodations, and bicycle/pedestrian facilities. An extensive public involvement program has been conducted with community and business stakeholders to reach consensus on the many design alternates. The Preferred Alternative's adverse impacts include a loss of up to 23.0 acres of wetlands, 58.1 acre-feet of floodplains, 2.45 acres of surface waters, seven residences, 39 commercial/industrial properties, and 46 businesses with 1,332 employees associated with the displaced businesses. Beneficial impacts include an increase in economic stimulus. The expenditure of construction dollars may create 2,000 to 3,000 jobs per year for the period of construction, and produce \$730 million in federal, state, and local taxes. New development attracted to the area with the project would cause a fundamental shift in the quality and diversity of development with an impact on employment that would be 41,000 greater than the No-Build Alternative. Tax revenues from the new development may bring an added \$16 million annually by the year 2040 to local jurisdictions. The travel benefits of the proposed project include an increase in the overall travel efficiency up to 17 percent; reduced congestion and delay savings on secondary roads up to 16 percent and 24 percent, respectively; and an increase in transit trips.