The lead agencies have concluded that the preferred alternates at the Elmhurst Road and I-90 interchange and the IL 72 and Elmhurst Road intersection are the diverging diamond (Alternate 4) and the Quadrant Bypass (Old Higgins Road) Alternate, respectively. These alternates received concurrence by local stakeholders (see Appendix B for concurrence letter from Elk Grove Village) and the NEPA/404 Merger Group on September 6, 2012. Each provides the requisite operational performance required at these locations, and stakeholder involvement has been supportive of each decision. While performance has been achieved with both, the environmental impact of each has been reduced to fractional impacts, and impacts on adjacent businesses and residences are minor.

2.6 Implementation

In October 2010, Illinois's Governor Quinn formed the EO-WB Advisory Council to develop a strategy for the implementation of the EO-WB project. Their work spanned over eight months and concluded with a consensus opinion that a financially achievable project would be attained with the Illinois Tollway as the preferred implementing agency. In September 2011, the Illinois Tollway Board enacted a system toll increase that would finance a 15-year capital improvement program, *Move Illinois: The Illinois Tollway Driving the Future*, which includes the EO-WB project.

A phased approach is recommended for the implementation of the EO-WB project. The Build Alternative, as identified in this Tier Two Final EIS, is designed to accommodate long-term (year 2040) travel demand. While the overall Build Alternative addresses long-term travel needs in the area, it comes at a relatively high cost. Therefore, an ICP was developed with the goal of being a more financially attainable first phase of the project. The ICP maintains the integrity of the full project and serves the area's sizable travel needs through an interim design period of 2030. The ICP would include improvements along all sections of the project, but with fewer initial travel lanes, fewer interchanges, and in some cases, new interchanges that would accommodate fewer movements. The remaining added travel lanes and interchange improvements included in the Build Alternative would be considered as travel demand warrants it and future funding becomes available.

In accordance with the FHWA requirements for major projects such as the EO-WB project, an independent CER was conducted in May 2012 to verify the accuracy of and reasonableness of the total estimated cost. The project budget is estimated to range in cost from $3.1 billion to $3.6 billion, in year of expenditure dollars, escalated to the midpoint of construction, based on the CER conducted by the FHWA in May 2012. The Illinois Tollway has programmed 90 percent of the funding. An additional $300 million would need to be contributed by others or in-kind contributions.

The EO-WB project was proposed as a multimodal solution, and, as such the responsibility for the implementation will involve others. While, the Illinois Tollway will be mainly responsible for the implementation of the roadway improvements, transit providers will be responsible for implementing the transit infrastructure (i.e., pavement, track, stations, signage/signals, and station parking). Additionally, some arterial improvements would be provided by others. Bicycle and pedestrian facilities have been identified to be co-located within the EO-WB project right-of-way. The right-of-way, trail site-preparation, and cross-

road treatment of existing trail crossings are included in the current project cost estimate. Some local cost-sharing is anticipated for construction as well as long-term maintenance.

The schedule of implementation for the ICP, as shown in the Illinois Tollway's capital improvement program, would span about 12 years (2013-2025). The phased sections of the ICP include:

- West Section – Mainline widening (to the inside) and resurfacing from IL 19 to Meacham Road/Medinah Road; interchange improvements at IL 19 and Roselle Road.
- Central Section – Mainline widening and reconstruction from Meacham Road/Medinah Road to IL 53 and new mainline construction from IL 53 to Salt Creek; interchange improvements/construction at Meacham Road/Medinah Road, IL 53, I-290, Park Boulevard, and Arlington Heights Road/Prospect Avenue; improvements to connecting roadways.
- East Section – New mainline construction from Salt Creek to O'Hare Airport and portion of south leg of the West Bypass through IL 19; interchange construction at Wood Dale Road, IL 83, Elgin O'Hare/West Bypass, and IL 19; improvements to connecting roadways.
- South Section – New mainline construction from IL 19 to I-294 and mainline improvements along I-294; interchange construction at Franklin Avenue/Green Street and I-294; new interchange access at I-294/IL 64; improvements to connecting roadways and construction of Taft Avenue connector.
- North Section – New mainline construction from O'Hare Airport to I-90 and mainline improvements along I-90 approximately one mile west of Elmhurst Road to approximately a half mile east of the West Bypass/I-90 interchange; new interchange access at Elmhurst Road/I-90; and improvements to connecting roadways (i.e., Elmhurst Road, Touhy Avenue, etc.).

The ICP meets the FHWA measures of operational independence (see Appendix A-13 of the *Draft Combined Design Report* [IDOT, 2012]). The ICP represents a functionally complete project that addresses diverse travel needs in the study area, and the ICP design provides a project with logical improvement limits (project termini). Further, the ICP includes design features that will provide acceptable traffic operations in the 2030 ICP design year, including required improvements to adjacent highways (freeways, toll roads, arterials, secondary roadways), thus, demonstrating its operational independence.