
[\[mailto:Mike.Hine@dot.gov\]](mailto:Mike.Hine@dot.gov)

Sent: Thursday, August 02, 2012 9:07 AM

To: Krall, Ronald D

Subject: FW: Elgin O'Hare West Bypass Project - Concurrence of Operational Independence and Non-Concurrent Construction Exception

The email below is our approval of the Operational Independence.

From: Nelson, Thomas (FHWA)

Sent: Thursday, August 02, 2012 9:03 AM

To: Hine, Mike (FHWA)

Cc: Sinnette, James (FHWA)

Subject: Elgin O'Hare West Bypass Project - Concurrence of Operational Independence and Non-Concurrent Construction Exception

Mike,

The Illinois Division has requested concurrence on Illinois Department of Transportation's (IDOT) request for an Operational Independence and Non-Concurrent Construction exception for Elgin O'Hare West Bypass project. This exception is noted in the Final Major Project Guidance, dated January 19, 2007; and the Operational Independence and Non-Concurrent Guidance, dated December 30, 2009.

This project proposes extensive improvements to the transportation system in DuPage and Cook counties, Illinois. The proposed improvements include widening the existing Elgin-O'Hare Expressway, extending the expressway from its eastern terminus at Rohlwing Road (IL 53) east along Thorndale Avenue to O'Hare International Airport, and constructing a West Bypass connecting I-90 (Jane Addams Memorial Tollway) with I-294 (Tri-State Tollway).

IDOT has recommended a phased approach in implementation of this project. Phase 1 is known as the Initial Construction Phase (ICP) and 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 travel

needs through an interim design period of year 2030. Construction of the ICP is expected to begin in 2013 and continue through 2025. The estimated cost of the ICP is \$3.46 billion in year of expenditure (YOE) dollars escalated to the mid-point of construction. The remaining improvements would be delivered as part of the Future Phase which is scheduled to begin construction in 2035. The estimated cost of the Future Phase is \$2.36 billion in YOE dollars escalated to the mid-point of construction. Additionally, there is a five year separation from the end of construction of the ICP and the start of the Future Phase. A separate Cost Estimate Review was completed for the ICP in May 2012 and confirmed the YOE costs.

The Project Delivery Team concurs with IDOT's assessment that the ICP is an operationally independent section and is a non-concurrent phases of construction. The ICP will be considered a separate Major Project for the purposes of applying Major Project Requirements. Additionally, the Future Phase (as shown in the attached document) is no longer considered part of the overall project. However, the Future Phase with a total YOE cost of \$2.36 billion will also be considered a separate Major Project, and all Major Project Requirements will apply.

If you have any questions please feel free to give me a call.

Thanks. Thomas.

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