

movements, and comparatively exhibits fewer impacts including less right-of-way requirements, fewer displaced business parking spaces, less disruption to business property ingress and egress, and fewer natural resource impacts (see Table 2-9). Additionally, this alternate, unlike the Quadrant Bypass (Greenleaf Avenue) Alternate, would not involve O'Hare Airport's Runway 9L-27R RPZ. The Quadrant Bypass (Greenleaf Avenue) Alternate would require properties in the RPZ for replacement of business parking, which would require FAA approval for the release of the property for non-aviation uses. For the reasons stated above, the Quadrant Bypass (Old Higgins Road) Alternate is the best overall alternate.

**TABLE 2-9**  
Comparison of Intersection Alternates at IL 72 and Elmhurst Road

	Quadrant Bypass (Old Higgins Road) Alternate	Quadrant Bypass (Greenleaf Avenue) Alternate
Business Displacements (number)	1 <sup>a</sup>	0
Residential Displacements (number)	0	0
Business Parking Displacements (number)	9	93
Driveway Closures/Restrictions	6	8
Wetland Impacts (acres)	0.26	0.26
Tree Impacts (number)	112	120

<sup>a</sup> Building is vacant.

## 2.5 Identification of Preferred Alternative and Alternates

The Build Alternative compared to the No-Build Alternative satisfies the project's purpose and need. The Build Alternative provides the needed efficiencies and improved operational characteristics that would maintain and enhance transportation in an area known as a regional transportation hub and its role as an economic center in the region. While enhancing mobility in the project area, the Build Alternative has been developed to be sensitive and compatible with the local community values and land use patterns of the surrounding communities. The final set of design features that comprise the Build Alternative was determined through a deliberate process of evaluating many design alternates against evaluation criteria that included environmental considerations, travel and operational performance, constructability, and cost considerations. Through this process, the Build Alternative achieves improved travel, while minimizing and avoiding impacts to the important natural resources in the area. It has also been determined that the investment in the Build Alternative would provide extraordinary benefit to the local economy, both during the period of construction and in the long-term, with redevelopment opportunities that would be attracted to the area. The combined attributes of the Build Alternative make it the Preferred Alternative supported by the lead agencies. This alternative received concurrence by the NEPA/404 Merger Group on September 6, 2012.

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-

