

Elgin O’Hare – West Bypass (EOWB) Alternative Implementation Plan Evaluation (October 2011)

At the request of the Financing Working Group, the Illinois Tollway performed a planning-level review an alternate implementation plan for the Elgin O’Hare–West Bypass (EOWB) project. The review focused primarily on determining how the alternative implementation plan would affect project costs and funding.

The alternative plan would modify the construction sequencing for the Elgin O’Hare and West Bypass corridors as noted below.

Implementation Plan	Section			
	West	Central	South	North
<i>Move Illinois</i> Program Sequence ¹	2013	2014 to 2017	2018 to 2022	2023 to 2025
Alternate Sequence ²	2013	2022 to 2025	2018 to 2022	2015 to 2017

¹ The general sequence and timeframe for construction as identified in the Illinois Tollway *Move Illinois* Program.

² The general alternate sequence of construction suggested at the 9/28/11 Financing Working Group Meeting. The noted timeframe for the North Section considers time required to complete final design and right-of-way acquisition.

Cost and Funding Impacts

- Increased Capital Costs = \$130M (2011 \$)
 - With an accelerated schedule for construction of the West Bypass North Leg (2015 construction start), it is anticipated that the roadway construction will precede the decommissioning of Runway 14R-32L as part of the ongoing O’Hare Modernization Program. This would require that the West Bypass be constructed as a depressed tunnel section under the Union Pacific RR (near Devon Avenue and York Road), resulting in more costly construction as compared to the currently planned overpass section.
- Reduced Toll Revenue Estimates = \$40M
 - The alternate sequence would result in a net reduction in forecast toll revenues for the *Move Illinois* program. This is caused is part by the deferral of the Central Section of the project, with its’ high traffic and net revenue-generating potential, to the latter years of the program. Detailed investment-grade toll revenue analyses would need to be performed to verify the actual impact on net toll revenues.
- Increased Project Funding Gap = \$300M + \$170M = \$470M (planning-level estimate)
 - The increased capital costs in combination with the net reduction in forecast toll revenues would result in an increased project funding gap of \$470M to be addressed by local agencies, as compared to the \$300M funding gap identified in the *Move Illinois* program. Detailed financial analyses would need to be performed to verify the actual project funding gap.