



WORKING SESSION MINUTES

MEETING SUBJECT: Elgin O'Hare Western Access Project Local Advisory Committee #27 RECORDER: Carla Mykytiuk

MEETING DATE & TIME: May 8, 2017 at 6:30 pm PREPARATION DATE: May 25, 2017

MEETING LOCATION: Roselle Fire Department

ISSUE STATUS: Draft for Review Final

ATTENDEE NAME	ORGANIZATION
Rocco Zucchero	Illinois Tollway
Manar Nashif	Illinois Tollway
Nicole Nutter	Illinois Tollway
Theresa Campbell	Illinois Tollway
Lidia Pilecky	CH2M HILL
Carla Mykytiuk	CH2M HILL
Pete Stukas	V3
Rodney Craig	Hanover Park (LAC Chair)
Nunzio Pulice	Wood Dale
Ron Lunt	Hamilton Partners
Paul DeMichele	Addison Township
Paul Koch	Elmhurst Chamber of Commerce
Karyn Robles	Schaumburg
Len Maniscalco	Bensenville Chamber of Commerce
John Loper	DuPage County
Derek Peebles	Des Plaines
Scott Kegaris	Schaumburg Township
Bill Plasschaert	Roselle
Anuj Patel for Andrea Biver	Des Plaines Chamber of Commerce
Jeff Sangillo	CDM Smith
Steve Goodreau	CDM Smith
Scott Marquardt	HR Green
Erik Llewellyn	Pace
Tammy Wierciak	MetroStrategies

The twenty-seventh meeting of the Elgin O'Hare–Western Access Project Local Advisory Committee (LAC) was held in the Community Room of the Roselle Fire Department at 6:30 p.m. on Monday, May 8, 2017. Mayor Rodney Craig called the meeting to order and took roll call with those present being:

- | | |
|---------------|------------------|
| Rodney Craig | Len Maniscalco |
| Nunzio Pulice | Paul DeMichele |
| Anuj Patel | Scott Kegaris |
| Derek Peebles | Bill Plasschaert |
| Ron Lunt | Karyn Robles |
| Paul Koch | John Loper |

With the required number of members present, a quorum was established and the minutes from the February 2017 meeting were approved. There was no old business to discuss. No public comment was received.

Feedback on Local Issues

LAC Member Scott Kegarise thanked the project team for striping the exits at Irving Park Road.

LAC Member Ron Lunt asked if the bridge providing western access would be impacted by the standoff with Canadian Pacific Railroad. Rocco Zucchero said that property and railroad agreements are needed from CP and Union Pacific Railroad for the bridges. Rocco said that hopefully by the next LAC meeting there would be an update on CP. LAC Chair Mayor Craig said that if there is movement on the case, that they would hear about it. Rocco said that the Tollway had asked the Surface Transportation Board for an expedited decision and that if it comes after the summer, the project schedule would be affected.

LAC Chair Mayor Craig mentioned that the I-294 (Central Tri-State Tollway) Project had been approved by the Illinois Tollway Board.

Design and Construction Status

Lidia Pilecky/CH2M provided a summary of ongoing design and construction activities. She said that from Lake Street to Illinois Route 53 (1st major usable segment) design is complete and, for construction, only punch list items are left, which includes landscaping work. The construction of the second major usable segment, from IL Route 53 to Illinois Route 83 is well underway, with the I-290 Interchange substantially in place. This segment will be completed in early fall with an early November targeted opening date. Construction Manager Pete Stukas said that the construction of this second segment is on schedule.

Ron Lunt asked how long Hamilton Lakes Parkway would be closed. Pete said it would be closed for three weeks.

LAC Member Mayor Pulice asked when tolling of the second major usable segment would start. Rocco said tolls would begin to be collected when the remaining segments of roadway are opened which is planned in November 2017.

Lidia pointed out that design of the entire south leg of the I-490 Tollway (Western Access Tollway) is now underway, and that the Tollway will be initiating design of the north leg of the I-490 Tollway in Summer 2017.

Upcoming Construction

Lidia pointed out that the third usable segment is IL 83 to IL 19. This segment includes the first interface with CP. The construction completion schedule is dependent on the timeframe of the pending Surface Transportation Board decision.

The Tollway is currently coordinating with Cook County with respect to the start of work (by the County) on Touhy Avenue improvements between Elmhurst Road and Mount Prospect Road and on the I-294 at U.S. 20/IL 64 Interchange.

Thorndale Frontage Road Address Changes

Rocco Zucchero introduced Relocation Specialist Theresa Campbell of the Tollway. Theresa shared additional details about the new program the Tollway is implementing to provide financial assistance to businesses impacted due to address changes. Theresa reminded the LAC that businesses could receive compensation for updated business materials, such as envelopes, business cards, signs, and letterhead.

Theresa mentioned that the Tollway would be sending out a flyer and a packet of materials that includes an inventory and personal property list. She mentioned that it would be a reimbursement program rather than providing compensation upfront. To keep the process simple, reimbursements will be paid only to the businesses affected not to the vendor performing the work. She mentioned that although businesses would be asked to provide a W-9 form, they would not be taxed on any reimbursements.

Rocco asked the LAC members to let the Project Team know if they receive feedback from businesses.

Elmhurst Road Interchange Update

Regarding the Elmhurst Road Interchange Project, Rocco noted that the interchange as well as the adjoining Oakton Street/Elmhurst Road intersection improvement project would be complete this summer.

Ron Lunt asked if the Tollway has considered changing the speed limit on this stretch of I-90. He said that I-355 south is still 55 mph. Rocco said that as of today, I-355 was raised to 60 mph. Rocco said state law maintains a maximum of 70 mph and that speed tests are being conducted as lanes are opened which look at average speed. This data is used to recommend speed limit modifications. IDOT is ultimately

responsible for approving speed limit changes on all interstates in Illinois. Between Elgin and Rockford, the posted speed is 70 mph. The stretch between Elgin and the Kennedy Expressway is currently being evaluated. Modifications will be forthcoming based upon study results. Rocco noted that the I-90 corridor accommodates enhanced transit service, allowing travelers to commute by Pace to connections at the Rosemont River Road Transit Facility or into the city.

Business and Community Outreach

Lidia Pilecky/CH2M said that project staff is continuing to meet with individual communities. She asked LAC members to share outreach opportunities like the upcoming Des Plaines Economic Development Summit with the Tollway team. Ron Lunt asked if Barrington Road will look like the Elmhurst Road diverging diamond. Rocco said that Barrington Road is a Single Point Urban Diamond Interchange design and will be a little different. Barrington Road will open in late August. Ron asked where the transit station would be located. Rocco said that the Pace stations would be on the north and south sides of I-90.

Central Tri-State Tollway (I-294) Project

Because the Central Tri-State Tollway Project has some overlap with the EOWA Project in that it will tie into the south leg of I-490, Rocco Zucchero spoke briefly about the plans for I-294.

The project limits are from 95th Street to Balmoral Avenue. I-294 is one of the last roadways with remaining original (1958) pavement. An additional \$2.1 billion (bringing total project value to approximately \$4 billion) has been approved to add a lane in each direction and add transit in the shoulders as "flex lanes".

The Corridor Planning Council Report which will shape the Master Plan was completed in 2016. In 2017, the Master Plan will be completed and include alternative analysis and advanced engineering studies. Advance construction is expected to begin as soon as 2018. Details regarding the project will be known in the fall with the completion of the Master Plan.

Nine different issues were identified by the Corridor Planning Council. The top four issues identified were congestion, access, flooding and freight. These prioritized issues will guide the Tollway and **partner agencies** in implementing the project. Additionally, the council suggested solutions to address each issue, which are reflected in the recommendations. Several of the recommendations focused on partnered solutions.

- **Congestion:** Seek partnered solutions to improve the performance of major interchanges, such as I-290 and I-55.
- **Access:** Consider improved locally desired access to the corridor while evaluating the impact to the overall performance of the roadway.
- **Flooding:** Consider collaborative ways to address existing drainage needs through innovative green infrastructure techniques that include the expansion of existing ponds and basins, re-establishment of wetlands and utilization of regional detention.
- **Freight:** Examine the feasibility of truck parking or other freight specific opportunities to support safe and reliable travel of commercial vehicles. Eliminate truck backups at I-294 and I-88.

The Tri-State corridor is the workhorse of the Tollway system, with the Central Tri-State carrying as many as 100,000 vehicles a day and seeing the system's highest truck volumes, more than 24,000 trucks a day.

Mayor Pulice asked about the \$4 billion price tag for the project; saying that the Tollway only puts out so much value in contracts per year. Rocco noted that the Tollway finds that about \$1 billion per year is an optimal value to provide a good level of competition.

Rocco said that construction will begin as soon as 2018 on the I-294 project, with early work focusing on advance construction and off-system work. He reminded the group there are still challenges posed by the railroads. Anticipated completion of the entire project will be by the end of 2025. Details regarding the project timeline will be forthcoming with the completion of the Master Plan this fall.

Rocco mentioned that the Tollway would be conducting a survey to determine where drivers access I-294 and where they exit. He also said that due to the Tollway's good bond rating and ability to shift the project schedule that the project would not require a toll increase.

Mayor Craig noted that with the \$.20 cent per mile toll drivers on Illinois Route 390 Tollway are paying a higher toll than on I-294, and asked why toll increases are not being considered on I-294. Rocco reminded the group that tolls collected on I-294 help pay for improvements on the whole tollway system, including supporting financing of the EOWA project. Rocco noted that some Tollway Board of Directors have mentioned the varying toll rates on different tollway routes.

Mayor Craig asked about the scope of improvements at the I-290/I-294/I-88 interchange. Rocco said part of the solution would include reconfiguring ramps bridges which will provide dedicated ramps to I-290 and I-88 to minimize merging and weaving of traffic.

An LAC member asked if the improvements for this interchange would go all the way back to St. Charles Road. Rocco said that improvements will begin near North Avenue. He said that the design would be comparable to I-290/IL 390/Thorndale Avenue with dedicated ramps connecting interstates, but with a different ramp arrangement. Mayor Craig said that the improvements on I-294 are warranted.

Mayor Pulice said that I-294 had a toll increase relatively recently (this was part of a system wide toll increase).

Smart Road technology will be live and active on I-90 soon. Flex lane inside shoulder for Pace buses to travel at full speed. At least one lane will be provided the entire corridor. Pace will begin test runs on the flex lane this summer, with service anticipated to go live later in the year.

Next steps for the Central Tri-State project include procuring design contracts, establishing community and stakeholder working groups; continuing individual community briefings and coordination and public outreach; coordinating with railroads, utilities, businesses and other agencies.

CMAQ Projects

Several projects included in the overall EOWA Project have been awarded Congestion Mitigation and Air Quality (CMAQ) Improvement Program funding. These funds are awarded to projects that improve air quality by reducing emissions. This federal program is administered locally by the Chicago Metropolitan Agency for Planning.

Project that have received funding to date include the I-290 Interchange Project; the Touhy Avenue over UPRR grade separation and the adjoining Touhy Avenue at Elmhurst Road intersection project, and the new access at the I-294 at County Line Road/IL 64/US 20 interchange.

The I-294 to and from Franklin Avenue/Green Street project was deemed eligible for funding and submitted to the latest CMAQ Biannual call for projects. An announcement of award is pending.

Cook and DuPage County Updates

No update was provided.

Pace Illinois Route 390 Tollway Corridor Service Study – Status Update

Eric Llewellyn/Pace provided an update on the study that included a review of corridors of interest service plan, information about integration with Pulse Network, potential transit opportunities: hubs and park-n-ride along the corridor as well as next steps for the study which include developing service recommendations regarding short term service plans and keys for growing ridership; reviewing the plan with the TAC and presenting the final plan to the LAC.

Next Steps/Next Meeting

Next meeting is scheduled for July 10, 2017. Suggested topics include an update on local development initiatives along the EOWA corridors. Rocco suggested that the City of Wood Dale share their economic development efforts as they relate to the EOWA Project as part of this discussion. Other topics may include a “year in review” regarding the first IL 390 tollable segment, including traffic counts and trends. In addition, Pace will provide the conclusions of their Pace Illinois Route 390 Tollway Corridor Service Study. Ron Lunt volunteered meeting space at Hamilton Lakes and Derek Peebles suggested Des Plaines Chamber of Commerce might have meeting space.

Scott Marquardt thanked the project team for making safety improvements in Wood Dale.

The meeting adjourned at approximately 8 p.m. with no public comment or executive session. Minutes taken by: Carla Mykytiuk, CH2M for the LAC.