



WORKING SESSION MINUTES

MEETING SUBJECT: Elgin O'Hare Western Access Project Local Advisory Committee #31 **RECORDER:** Carla Mykytiuk

MEETING DATE & TIME: August 20, 2018 at 6:30 pm **PREPARATION DATE:** September 19, 2018

MEETING LOCATION: Elk Grove Village

ISSUE STATUS: Draft for Review Final

ATTENDEE NAME	ORGANIZATION
Manar Nashif	Illinois Tollway
Rocco Zucchero	Illinois Tollway
Carla Mykytiuk	CH2M Hill
Jake Weaver	CH2M Hill
Pete Stukas	V3
Rodney Craig	Hanover Park
Connor Harmon	Mount Prospect
Derek Peebles	Des Plaines
Paul DeMichele	Bensenville Chamber of Commerce
Elyse Vukelich	Franklin Park
Scott Viger	Bensenville
Maggie Jablonski	Elk Grove Village
John Yonan	Cook County
John Loper	DuPage County
Paul O'Connor	Itasca/Hamilton Lakes
Diana Paluch	Illinois Tollway
Chuck Rizzo	Bensenville Chamber of Commerce
Noelle Lloyd	Metro Strategies
Deborah Carter McCoy	Metro Strategies

The thirty-first meeting of the Elgin O'Hare–Western Access Project Local Advisory Committee (LAC) was held at Elk Grove Village Hall at 6:30 p.m. on Monday, August 20, 2018. Mayor Rodney Craig called the meeting to order and took roll call with those present being:

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|----------------|-----------------------------------|
| Rodney Craig | John Yonan |
| Paul DeMichele | Elyse Vukelich for John Schneider |
| Derek Peebles | Connor Harmon |
| Scott Viger | |
| John Loper | |

Without the required number of members present, a quorum was not established and the minutes from the September 2017 and March 2018 meeting were not approved. There was no old business to discuss. No public comment was received.

Rocco Zucchero of the Tollway kicked off the meeting with a quick overview of the agenda.

Feedback on Local Issues

Regarding feedback on local issues, LAC Member Paul DeMichele of Addison Township asked why, when making the turn at Prospect Avenue to go east, there is no south access; that you have to go two blocks. Manar Nashif of the Tollway said that the frontage road was intended to provide access to properties adjacent to IL 390. There are no properties in the area Paul is asking about that need access onto Thorndale. Paul DeMichele asked which

municipalities signed off on that and that he didn't think anyone visualized the results. Manar said that the design had gone through public comment period and process. Local traffic circulation and access was considered to maintain and be consistent with the originally existing access.

LAC substitute Paul O'Connor of Hamilton Lakes asked if there will be a sign for Arlington Heights Road. Pete Stukas/V3 said that there will be, both for eastbound and westbound.

LAC member Derek Peebles of Des Plaines shared that people have been pleasantly surprised with how well the diverging diamond interchange works. LAC Member Scott Viger of Bensenville said he likes the diverging diamond too.

Observer Chuck Rizzo of the Bensenville Chamber of Commerce asked the purpose of the diverging diamond. Rocco Zucchero of the tollway said that it eliminates left hand turns, providing free flow movement through the interchange.

Project Status Update

During the project status update, Jake Weaver/CH2M/Jacobs said that IL 390 is essentially complete with advance work at the Illinois Route 390 and I-490 Interchange has started and includes frontage road, earthwork and drainage construction improvements.

The north leg of I-490 is planned to be constructed 2018 – 2023 with advanced earthwork beginning in 2018. Touhy Avenue construction will take place 2019 through 2021. The south leg connection of I-490 which will connect to I-294 is planned to begin advanced construction in 2018 and be completed by 2025.

Public Outreach

Design coordination with communities is ongoing with 58 meetings held since the last LAC meeting.

Western Access

Regarding Western Access and the I-490 Interchange, Jake Weaver discussed the updated "3-in, 3-out" design. As part of phased western access, access to and from the west and local connections at York Road will be provided.

Entrance to and exit from the airport property will be one-way.

The interchange will:

- Advance western access or O'Hare Airport interim development
- Provide direct access to O'Hare International Airport to and from the west
- Allow for flexibility for further O'Hare Airport development and future connections (north and south) to I-490

John Loper asked if the design was originally for a flat driveway rather than elevated ramps. Jake Weaver said yes. The new design will be one-way circulator to get in and out.

Paul DeMichele asked if the fish hook goes south along York Road and turns at Green Street. Jake Weaver said no, Green Street is further south.

John Loper commented that it was the first time he was seeing the 3-in, 3-out/I-490 Interchange graphic. Rocco Zucchero pointed out that the fish hook is still there; but the Tollway added more to start building true and proper western access. Rocco said that the Tollway worked with O'Hare on the bigger vision. Jake Weaver said that the design still accommodates the planned for employee parking and allows for regional connections up front.

John Loper said that he is concerned that the turns are tight to get into the airport with the 3-in, 3-out design. Rocco said that although the LAC is the first group to see the graphic in a public setting, it was the original access design. Manar Nashif said that this design was the original future full-build, intended to provide more comprehensive access.

Jake Weaver said that the County will be provided the geometry for York Road and South Thorndale Avenue and will be scheduling a coordination meeting DuPage County.

Mayor Craig asked if Pace would be interested in a bus terminal there. Manar and Rocco agreed that Pace will likely review the needs for service to/from the airport as part of future planning efforts.

Chuck Rizzo of the Bensenville Chamber of Commerce asked if the ramp labelled #3 would be an overpass. Manar Nashif said that yes, there will be six bridges across York Road. Manar reiterated that

the Tollway had coordinated with O'Hare Airport and that this initial access provides the most flexibility; it leaves the space for future access. Manar said that the Tollway had made an additional financial commitment to provide these movements that provide access to the west side of O'Hare.

Construction Status Update

Rocco Zuccherro, Manar Nashif and Jake Weaver provided the update on planned 2018 and 2019 Construction.

The schedule as discussed, is below.

1. Completed in June 2018, the O'Hare perimeter security fence and road relocation. Jake Weaver pointed out that this represents a major milestone because it allows for I-490 to be constructed on the landside of the airport; without the inconvenience/permit/security requirements of having to work behind the fence.
2. 2018 Advance earthwork grading – CDA
3. 2019-2020 I-490 Interchange – Illinois Route 83 to York Road
4. 2019-2021 I-490 Interchange ramp bridges
5. 2019-2021 – Illinois Route 19 (Irving Park Road) Interchange construction (north) – Paul DeMichele asked if this would have an impact on existing Irving Park Road. Jake Weaver said that there would be traffic signal work at Irving Park Road. Rocco Zuccherro said that the Tollway worked with IDOT to coordinate their Irving Park Road project to accommodate this work.
6. 2018-2020 I-90 Interchange bridges over Higgins Creek – this work will accommodate future collector-distributor roadways that will eventually connect I-90 to I-490.
7. 2018-2020 I-490 bridges over I-90 and fuel station removal.
8. 2019-2021 Touhy Avenue over UPRR & I-490 – Cook County; this work was awarded a CMAP grant and will be discussed in greater detail later in the meeting.
9. 2019-2020 I-294 North Avenue Interchange – Cook County
10. 2018-2019 Advance earthwork and retaining wall on the I-490 South Segment will provide for future ramp connections
11. 2019-2022 I-294 (Grand Avenue to Wolf Road) and I-490 ramp
12. 2018-2019 Advance fiber relocation installation on the I-490 South Segment; Paul DeMichele asked if that is the multicolor cable he sees. Pete Stukas said that it is.

Rocco Zuccherro said that the Tollway is continuing to move the IL 390/I-490 Interchange project forward. He said that the work would not be as visible as what they've seen before, but there is a lot of upcoming work. The projects related to this interchange are more challenging. They will be working ahead as work through the negotiations with the railroad. Pete Stukas said that there is a lot of ongoing utility work.

While railroad negotiations continued in 2018 the project team focused on advanced construction activities including at the interface with the Central Tri-State Project.

Questions regarding the IL 390/I-490 Interchange included whether elevating the roadway would be a result of the coordination with the railroad. Rocco said that the roads would all be over the railroad as originally planned, which would result in limited window of construction work time and be more challenging due to airspace, railroad space, and beam placements, because all of the I-490 connections are elevated.

Mayor Craig asked if the mobile home park would be impacted. It will not.
Derek Peebles asked if the K9 unit (dogs) are being relocated. Rocco said yes to a location along Touhy Avenue.

County Updates

The project team discussed a number of projects significant for Cook and DuPage counties, including the **I-294/I-490 Interchange**. There will be major reconstruction of I-294 in the vicinity of the planned I-490/I-294 interchange. Of note, is that the timing of the I-294 improvement is based on I-490 construction.

Franklin Avenue Reconstruction (Wolf Road to Mannheim)

The Franklin Avenue Reconstruction is an adjacent and complementary project to the EOWA Project and the EOWA project team will coordinate with the Village of Franklin Park's efforts to phase in. LAC Member John Yonan/Cook County said that he is happy to have been a part of the Franklin Avenue Reconstruction Project. He mentioned that the 2015 Transportation Bill was the first time there was money set-aside for freight improvements and that CMAP did some of the ramps. There was competition for the money, but, regarding bottlenecks thought the state, Franklin Avenue was the number one project/location. Mayor Craig said that obtaining funding for the Franklin Avenue project demonstrates collaboration throughout.

I-294 at County Line Road/North Avenue/Lake Street Project

The County Line Interchange is in design. There has been significant coordination with property owners including McMaster Carr and Maywood Sportsman's Club. The construction includes widening Lake Street (U.S. Route 20) – bridge over Illinois Route 64, a new connector roadway providing access from County Line Road to Eastbound Illinois Route 64, drainage improvements to help alleviate flooding in the area, as well as installation of new modernized traffic signals.

Currently drivers must use the congested I-290 Interchange at I-294 to access North Avenue which causes out-of-direction travel and adds to congestion.

The North Avenue Interchange Project will:

- Provide a new ramp from southbound I-294 to County Line Road to reduce congestion
- Provide drainage improvements to help alleviate flooding in the area
- Improve traffic flow on existing roadways within the project area

Mayor Craig pointed out that there is a lot of work going on around O'Hare. But now, everyone is working together to fix the problems that have existed for a long time. Rocco said that there is a lot of money being spent in this area almost \$20 billion in investment, including money for freight improvements. Freight improvements are needed to survive. Franklin Park and Northlake are both locations that offload from rail.

Touhy Avenue Improvements

Touhy Avenue will be a fully rebuilt major thoroughfare that will focus on all modes of transportation. Intersection improvements, new roadway alignments, two grade separations, and planned connections with the future Elgin O'Hare Western Access Tollway will directly enhance capacity, mobility, and safety, and promote job opportunities in this business district.

Mount Prospect Road will be relocated to the east. The quadrant bypass will alleviate a lot of congestion; it's a very important project.

Cook County is finalizing design; construction will start in 2019 and be completed in 2021.

Rocco said that the nice thing is these are funded projects.

Next Steps/Next Meeting

Rocco Zucchero discussed the ongoing lack of participation at LAC meetings and mentioned that the Tollway would look into considering a new composition for the LAC. Because some communities have not been to meetings in a while, it would provide an opportunity to reset and identify what to do with the LAC moving forward. The goal is for the communities to maintain or establish representatives committed to participating.

Mayor Craig said it's an opportunity to do outreach, to ask if the communities want to be in, or out. Rocco said a letter would be sent to the communities asking them to confirm, and/or, reappoint their representatives.

John Loper said it is hard to be on two committees at a time, like the Central Tri-State and EOWA. Rocco said that Central Tri-State will be run differently.

It was decided that a special LAC meeting would be held on October 29, 2018, to review the intent of the LAC, confirm

representation and attendance and solicit topics of interest for the LAC moving forward.

Elyse Vukelich of Franklin Park, Scott Viger of Bensenville, and Maggie Jablonski of Elk Grove Village all offered meeting space for the next meeting.

The meeting adjourned at approximately 7:37 p.m. with no public comment or executive session.
Minutes taken by: Carla Mykytiuk, CH2M/Jacobs for the LAC.

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