



## WORKING SESSION MINUTES

**MEETING SUBJECT:** Elgin O'Hare Western Access Project Local Advisory Committee #32
**RECORDER:** Carla Mykytiuk  
**MEETING DATE & TIME:** January 14, 2019 at 6:30 pm
**PREPARATION DATE:** February 27, 2019  
**MEETING LOCATION:** Franklin Park Police Station Community Room  
**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
Michael D. Hovde, Jr.	Bloomingtondale Township
Nancy Kiernan	City of Chicago
Paul Koch	City of Elmhurst
James Petri	Elk Grove Village
Mike Rickert	Village of Franklin Park
Connor Harmon	Village of Mount Prospect
Bill Plasschaert	Village of Roselle
Karyn Robles	Village of Schaumburg
John Yonan	Cook County
John Loper	DuPage County
Ron Lunt	Itasca/Hamilton Lakes
John Schneider	Franklin Park
Nick Walny	Franklin Park
Diana Paluch	Illinois Tollway
Chuck Rizzo	Bensenville Chamber of Commerce
Pete Gallagher	Bensenville Chamber of Commerce

The thirty-second meeting of the Elgin O'Hare–Western Access Project Local Advisory Committee (LAC) was held at Franklin Park Police Station Community Room at 6:30 p.m. on Monday, January 14, 2019. Mayor Rodney Craig called the meeting to order and took roll call with those present being:

Michael D. Hovde, Jr.	James Petri	John Schneider
Nancy Kiernan	Scott Viger	Connor Harmon
Rodney Craig	Mike Rickert	Ron Lunt
Paul DeMichele	John Schneider	Bill Plasschaert
Derek Peebles	John Loper	Karyn Robles
Paul Koch	John Yonan	

With the required number of members present, a quorum was established and the minutes from the September 2017, March 2018, and August 2018 meeting were approved. There was no old business to discuss.

Regarding Public Comment, Pete Gallagher of the Bensenville Chamber of Commerce thanked the Tollway for being responsive to his inquiries regarding maintenance of property that had been acquired for the project.

Rocco Zucchero of the Tollway kicked off the meeting by asking new members to introduce themselves. Mayor Rodney Craig, Chair of the LAC introduced himself and talked about how the LAC has worked through issues together. He pointed out that sometimes this work is offline when necessary.

Mike Hovde a new LAC member from Bloomingdale Township introduced himself and said that the EOWA Project touches the western edge of Bloomingdale Township.

Nancy Kiernan a new member from the City of Chicago's Department of Aviation Office of Intergovernmental Affairs also introduced herself.

### **LAC Participation**

Rocco discussed the purpose of the Local Advisory Committee.

He said that letters had been sent to agency heads, requesting that they confirm their participation and their community's representatives.

He emphasized that the meetings are held under Illinois public meeting laws; so, they are open to a public audience and have a formal agenda. He reminded the group that it is intended that no more than 50% of LAC members be elected officials. Where a community is allowed two representatives; it is recommended that their second be from a community or business group. The LAC is tasked with providing feedback to the Tollway and being a conduit of information between the Tollway and their constituents. The LAC originated in 2012. The same letter and information sent in 2012 was sent in October 2018. Rocco will contact those communities who did not respond to the recent LAC participation letter.

He said that the Tollway is there to provide the information the LAC wants. He said that previously, the LAC provided guidance on topics such as land use in their communities and aesthetic considerations/preferences. LAC members are intended to be conduits of information to their communities, organizations and constituents.

### **Feedback on Local Issues**

Rocco said that at every meeting the LAC is asked for feedback on local issues. Regarding feedback; because the Tollway is aware of an inquiry from the Village of Itasca regarding traffic IL 390; Rocco said that performance of the roadway, specifically traffic impacts, would be a topic at the next LAC meeting. He said that overall, the Tollway continues to monitor traffic and it has generally performed as projected.

LAC Member Paul DeMichele/Addison Township asked about relocation; specifically, how the Tollway handles moving expenses. Mr. DeMichele asked if expenses are paid upfront or after a move with the receipts submitted.

Rocco said that the Tollway follows federal guidelines and that each relocation is a little different. He said the process includes an appraisal of the property and the owner is compensated based on the appraisal. Typically, each person/business being relocated is assigned a relocation agent that walks them through the process. For the EOWA Project, IDOT is performing select right of way acquisition and relocation activities and the Tollway is performing the remainder. LAC Member John Schneider of Franklin Park said that Franklin Park has about 12 companies that were relocated. He didn't hear anything negative about the relocation process and Franklin Park kept about half of the companies. He said the process has been phenomenal for Franklin Park.

Rocco said that for those being reimbursed for moving expenses, they typically have about 18 months to submit expenses. Manar Nashif of the Tollway elaborated and said that the relocation agent assigned by the Tollway is the best point of contact for the property owner. In terms of how the expenses are reimbursed, Manar reiterated that each case is handled based on the specifics of the situation, and therefore the manner in which relocation expenses are reimbursed can vary. LAC Chair Rodney Craig advised Mr. DeMichele to continue the conversation regarding relocation expenses offline.

There was no additional feedback on local issues discussed.

## **Project Status Update**

Jake Weaver/CH2M/Jacobs provided an update on Design and Construction Contract status. He said that the entire I-490 corridor is currently under active design and that work is advancing along I-490 where and when able. Jake said that the perimeter fence for future O'Hare has been relocated.

The gas stations at the I-90 Des Plaines oasis have been closed to accommodate the I-90/I-490 Interchange.

LAC Member Ron Lunt/Itasca asked if Illinois 390 is completed to York Road. Jake Weaver said that IL-390 mainline is complete only to IL 83, however the local frontage road system is complete to York. Additional sections of toll road from east of IL 83, are part of the I-490/IL 390 Interchange and eventually include western access to the airport. It was noted that there will be construction between IL 83 and York starting in early 2019. Mr. Lunt asked if the City of Chicago is looking at a parking lot in the western access area. Nancy Kiernan/CDA indicated that CDA is only in the beginning stages of planning for development on the west side of O'Hare.

Regarding the project status map, LAC Member Paul Koch/Elmhurst asked Jake Weaver how to differentiate what's complete along I-490 and what is ongoing. Jake provided further elaboration of advance work activities along the I-490 including drainage and utility work.

Regarding the I-490 Construction Timeline, Ron Lunt asked if all the agreements with the railroads had been signed. Manar Nashif/Tollway said that Memorandums of Understanding (MOU) had been signed; with CP in May and UP in November. He said that the Letters of Intent and MOUs were set, and that now the binding agreements are being finalized. Mr. Lunt asked if the agreements require significant changes. Manar said that the Tollway can't discuss details at this time due to the sensitivity of the negotiations.

Mr. Lunt asked if IL 83 to York Road was originally scheduled to be complete in 2019. Rocco Zuccherro/Tollway said that originally it was, but because both railroads would need to be crossed in those areas; pieces of the construction have been delayed. Rocco emphasized that it is important that construction didn't stop. The Tollway just figured out where construction could proceed with the land available. The schedule was adapted as things changed. For example, I-490 at I-90 interchange jumped to earlier in the schedule. Rocco said that the project team would continue to move things around to advance usable segments of the road and acknowledged that the railroads slowed the project down. Manar Nashif/Tollway said it was originally intended that the east-west roadway would be completed first; now the focus is on south and north. The Tollway will continue to work where it can, when it can.

Ron Lunt said he would like to review traffic numbers on IL 390 segment. Rocco Zuccherro said the Tollway is happy with the numbers and to see growth in usage, especially with truck traffic on the IL 390 portion east of IL 290.

Next, Non-Tollway Funding Commitments were briefly discussed. Rocco Zuccherro/Tollway said that significant progress has been made. LAC Member John Loper/DuPage County said he sees a need for a meeting to discuss funding. He said that they would have to be creative and find logical projects for funding, like Taft Avenue.

Regarding funding, a person from the public audience asked what CMAQ is. Jake Weaver/Jacobs said CMAQ stands for Congestion Management Air Quality and that if a project is projected to reach a certain threshold for air quality improvements, that it may qualify for grant money, such as the \$125,970,290 in CMAQ funding issued to the EOWA Project. LAC Member Karyn Robles/Schaumburg suggested shared Surface Transportation Program (STP) funding. She asked if the Tollway is partnering with anyone. Rocco Zuccherro said that the Tollway has not partnered with anyone, but that pursuit of STP grants has been left to local agencies. Other funding has come from local matches from DuPage and Cook counties and land from Franklin Park. Both Northlake and Elmhurst have waived engineering fees as part of local funding.

Ron Lunt asked if the \$3.4 billion cost of the EOWA Project is expected to hold. Rocco Zuccherro/Tollway said that we'll see as the work continues. The Tollway is still trying to see what they can do within the budget. He said significant progress has been made but noted that there continue to be budget pressures that are being managed to stay within budget.

## **Public Outreach**

Design coordination with communities is ongoing with 41 meetings held since the August 2018 LAC meeting. LAC Members are encouraged to invite the Tollway to provide updates on the EOWA Project/I-490 at their local events.

## **Illinois Route 390 Tollway/U.S. Route 20 Interchange Improvement**

Rocco Zuccherro/Tollway shared details about a related Phase 1 study of interchange improvements at IL 390 and US 20 where IL 390 currently ends, that is getting started. The study will consider ramp extensions from Lake Street to County Farm Road to address local traffic issues.

Rodney Craig/Hanover Park said that he is involved in the study and has participated in several project meetings.

### **Western Access**

Regarding Western Access and the I-490 Interchange, Jake Weaver discussed the updated "3-in, 3-out" design, with three lanes entering and three lanes exiting the airport. 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 for 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.

Further, the Tollway is continuing close collaboration with the Chicago Department of Aviation leadership. Our respective planning and engineering teams are continuing to work together on solving technical details, such as the precise ramp locations. The Project Team is trying to bundle construction opportunities where they can.

Ron Lunt asked where the parking structure is located. Jake Weaver said that similar to ramp locations active collaboration with CDA is ongoing. LAC Member Nancy Kiernan/CDA said the airport is carefully considering western access development and related phased development opportunities.

LAC Member Bill Plasschaert/Roselle asked if this 3-in, 3-out is connected with Irving Park. Future I-490 does connect to IL 19 (Irving Park Road). The 3 in, 3 out ramps connect regionally to Illinois Route 390 and locally to South Frontage Road and York Road.

### **Construction Status Update**

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

#### **I-490 Interchange/Western Access Construction**

The Tollway is advancing construction of the I-490 Interchange connection from Illinois Route 83, in the next phase of the project. The construction contract was recently awarded, and work will start in the next few months.

As shown at the September 2018 LAC meeting, the O'Hare perimeter security fence and road relocation were completed in June 2018. 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. I-490 corridor is now open for continuous construction.

I-490 Interchange – Western Access ramp construction has been delayed due to the negotiations with the railroads since these ramps (flyover bridges) require construction over the UP, CP and onto the airport.

#### **I-490 Tollway South Segment Construction**

In 2018, work began at the location of the future I-490 and I-294 interchange near Franklin Park. This new interchange ties into the Tri-State Tollway where work is already underway to widen and rebuild I-294 between Balmoral and North Avenue.

In partnership with Cook County Department of Transportation and Highways, upcoming construction includes improvements at the I-294 North Avenue Interchange and County Line Road reconstruction. Improvements also include a new southbound exit ramp from I-294 to County Line Road. The work on North Avenue is anticipated to start in 2019.

#### **I-490 Tollway North Segment Construction**

Jake Weaver said a collector/distributor will link I-90/Elmhurst Road with I-90/I-490 which will be barrier separated from I-90 traffic. This will be constructed without impact on I-90 roadway traffic.

LAC Member John Yonan/Cook County said this is the year that the Touhy Avenue Reconstruction Project gets started. Touhy Avenue from Elmhurst Road to Mount Prospect Road will be reconstructed,

and grade separated over future I-490 and the Union Pacific Railroad.

The Tollway is also working in collaboration with Rosemont, the CDA and IDOT to build a new eastbound exit at Lee Street. The Tollway Board approved an agreement in 2018 and design of the new ramp is expected to begin this year.

LAC Member Michael D. Hovde, Jr./Bloomington Township asked who asked what is the status of the western access terminal area of the airport? Nancy Kiernan/CDA said that plans have not been finalized.

Mayor Craig/Hanover Park asked if the gas stations that are being removed at the Des Plaines Oasis are a source of revenue for the Tollway. Rocco Zucchero/Tollway said they provide revenue for Des Plaines via the fuel and sales taxes and the Tollway receives some nominal annual rent revenue and a portion of the fuel and food sales revenue.

Work has started to build the new bridges over I-90 and new ramps that will connect to the new Tollway. The interchange construction is scheduled to be complete in 2023. Regarding the construction of the I-490/I-90 Interchange, Rocco said that there are piers there now. Progress is being made where it can be.

### **County Updates**

Regarding funding, John Yonan said that Cook County continued to advocate for an increase in the motor fuel tax. He said it would help Cook County. The County also continues to strongly advocate for these regionally significant projects. This issue requires significant coordination and action by the Illinois Legislature in Springfield.

Ron Lunt/Itasca asked what kind of increase is being considered. John Yonan said 19-25 cents per gallon – and the amount is based on inflation.

### **Next Steps/Next Meeting**

Rodney Craig/Hanover Park and Ron Lunt/Itasca both offered meeting space for the agreed upon April 8, 2019 meeting date. The new meeting start time will be 6 p.m.

Regarding topics for the next meeting, LAC Member Paul DeMichele/Addison Township suggested inviting railroad representatives to the meeting. This was not seconded.

As discussed earlier in the meeting. Traffic performance of IL 390 will be a topic.

The topic of Western Access – and the City of Chicago's plans for western access was recommended and encouraged as a topic for the next meeting. It was decided that Nancy Kiernan/CDA would provide an update with regard to O'Hare Airport planning efforts.

Rodney Craig/Hanover Park said that it is getting more difficult to get into and out of the airport on the east end. He would like to see transit into the airport from the west.

Pete Gallagher of the Bensenville Chamber of Commerce asked if airport development on the west included plans for commercial development. Nancy Kiernan/CDA shared the example that the new car rental lot is now adding concessions.

The meeting adjourned at approximately 7:45 p.m. with no public comment or executive session.  
Minutes taken by: Carla Mykytiuk, CH2M/Jacobs for the LAC.