



WORKINGSESSIONMINUTES

MEETING SUBJECT: Elgin O'Hare Western Access Local Advisory Committee #15

RECORDER: Carla Mykytiuk

MEETING DATE & TIME: October 6, 2014 at 6:30 pm

PREPARATION DATE: October 20, 2014

MEETING LOCATION: Courtyard Chicago Wood Dale/Itasca

ISSUE STATUS: Draft for Review Final

ATTENDEE NAME	ORGANIZATION
Brian Smith	Roselle Planning Commission
Carla Mykytiuk	CH2M HILL
Derek Peebles	Des Plaines
Evan Teich	Itasca
Jim Winje	Franklin Park
John Loper	DuPage County
John Yonan	Cook County
Karyn Robles	Schaumburg
Kevin Donahue	Illinois Tollway
Len Maniscalco	Bensenville Local Business Representative
Lidia Pilecky	CH2M HILL
Maggie Jablonski	Elk Grove Village
Manar Nashif	Illinois Tollway
Michael Zonsius	City of Chicago
Mike Albin	DMMC
Nellie Beckner	Mount Prospect
Nunzio Pulice	Wood Dale
Paul DeMichele	Bensenville Chamber of Commerce
Paul Koch	Elmhurst Chamber of Commerce
Rocco Zuccherro	Illinois Tollway
Ron Krall	HR Green
Ron Lunt	Hamilton Partners
Scott Kegarise	Schaumburg Township
Scott Viger	Village of Bensenville
Sharon Eckart	Courtyard by Marriott

The fifteenth meeting of the Elgin O'Hare–Western Access Project Local Advisory Committee (LAC) was held at the Courtyard Chicago Wood Dale/Itasca at 6:30 p.m. on Monday, October 6, 2014. Mayor Nunzio Pulice called the meeting to order. Roll call was taken with those present being:

Len Maniscalco
Karyn Robles
Derek Peebles
Michael Zonsius

Sharon Eckart
Paul DeMichele
Brian Smith
Ron Lunt

Nellie Beckner
Paul Koch
Nunzio Pulice
John Yonan

John Loper
Scott Kegarise

With the required number of members present, a quorum was established. The minutes from the August meeting were unanimously approved. There was no old business to discuss.

LAC members then gave feedback on local issues and provided insight into what they were hearing from members of their communities.

- Ron Lunt stated that for the most part traffic has been flowing well and that he has been receiving compliments on the current work.
- Evan Teich of Itasca mentioned only minor issues at areas with traffic lights.
- John Loper said he hadn't heard much concerning construction related crashes and asked if crash data is being tracked.
- It was noted that the contractor is getting out as early as possible in the morning to start work. Rocco Zuccherro said the goal is to finish on time and get out of the way. He asked that LAC members let the Tollway know when work hours are not followed.
- Manar Nashif mentioned that in general, contractors try to use as few shifts as possible and work within the hours allowed by traffic restrictions.

Lidia Pilecky reminded the group that a priority for the project team was to continue to solicit feedback through the LAC as community/stakeholder representatives.

A brief project status update was then presented

Construction Implementation Timeline/Status. An overview of construction status was provided and the construction timeline was briefly reviewed, noting that the timeline is generally consistent with prior status reports. Lidia Pilecky said that under the winter construction configuration, in general shoulder are open and temporary traffic control that would conflict with snow and ice operations is removed. However, work will continue as weather allows.

- A question was asked about the project completion schedule. Lidia Pilecky noted that construction of Illinois Route 390 from US 20 to Illinois Route 83 is scheduled to be completed by the end of 2017, followed by construction of the West Bypass corridor from I-294 to I-90 by the end of 2025.
- A follow-up question was when the Chicago Department of Aviation will begin development at the planned O'Hare West Terminal area. Lidia Pilecky responded that close coordination with Chicago Department of Aviation is ongoing.

An update on the traffic switch to the new half of the Rohlwing Road Bridge was provided next.

- Rohlwing Road to I-290 and Illinois Route 390 will have a new traffic pattern in October.
- An LAC member asked if it was possible to adjust the traffic signal timing at Biesterfield Road for left turns, noting that drivers will likely exit at Biesterfield Road to go west to avoid the new loop-around to access southbound Rohlwing Road. Manar Nashif said that the traffic redistribution would be observed and if warranted, solutions would be considered.
- A question was then posed to LAC members. What's the best way to educate motorists of upcoming Rohlwing Road stage changes? Members suggested:
 - Social media notifications to people with IPASS
 - On the day of the change place digital signs
 - Place advertisements in the news media
 - Place notifications in village newsletters and websites
 - Send text to Tollway users on "routes"
 - Direct contact with service industries – livery, hotels, shippers and delivery (Fed Ex, UPS, etc.)

Business and Residential Outreach. Updates were provided on recent coordination activities. Since the last LAC meeting, regularly scheduled design coordination meetings were held with individual municipalities. Upcoming events include an outreach meeting with Hamilton Partners in advance of Park Boulevard/Pierce Road/Ketter Drive construction (January timeframe), an Itasca neighborhood meeting (Country Club Park) concerning noise impacts (October timeframe), and a Roselle neighborhood meeting concerning landscaping (early 2015).

Next the Project's **Initial Financial Plan** was discussed. Three EOWA projects qualified for the federally funded Congestion Mitigation Air Quality Grants (CMAQ) for a total of approximately \$68 million. The three projects that qualified were Touhy Avenue at Union Pacific Railroad, I-290 Interchange Project, and Elmhurst Road and Touhy Avenue (Illinois Route 72) intersection. Before federal funding could be released

for the project, FHWA required a multistage review process to ensure that sufficient resources are in place to complete the project as planned. The first step was a cost estimate review, with the first step being completed in June 2012 and the second review completed in December 2013. The second step was the project management plan, which was approved in December 2013. The final step was the financial plan, which was approved in September 2014. The Initial Financial Plan is a comprehensive document which reflects the project's cost estimate and revenue structure and provides reasonable assurance to FHWA that there will be sufficient financial resources available to implement and complete the project as planned. The plan will be updated annually with the first annual update scheduled for December 31, 2015.

To date, the project has secured \$111 million in funding and/or in-kind contributions from others. Under the leadership of DuPage County, the project team anticipates that by 2025 it will be able to secure additional funding (e.g. CMAQ, TIGER) or additional in-kind contributions (e.g., right-of-way or final design) for a total of \$300 million contribution from local and other funding sources.

The next topic on the agenda was the **Tollway's website construction contract information**. Information available on the Tollway's website was reviewed, including construction contact resources, how to find contracts, bid letting and opening schedules, and contract information including cost data for contracts awarded by the Tollway.

Following the discussion on the Tollway website, **project aesthetics** were presented. Lidia Pilecky pointed out that Tollway aesthetic commitments were intended to ensure that the project was initially constructed with a consistent aesthetic look throughout the corridor. She then presented a brief summary of Tollway aesthetic commitments (which include textured concrete finishes on longer segments of retaining wall) and additional upgrade opportunities. An LAC member asked if property owners adjacent to sections of retaining wall will be able to plant ivy and other plants that will grow along the walls. Rocco Zucchero said that we can talk about agreements that incorporate planting, mostly to determine who will maintain the foliage. Lidia Pilecky then highlighted several locally funded aesthetic upgrades, including the Devon Avenue Bridge, which features a more ornamental railing/gateway treatment and is a good example of the collaboration between adjoining communities (Elk Grove Village and Itasca), and involved jurisdictional agencies (IDOT and Cook County).

LAC members were provided a **DuPage County Update** on corridor-wide aesthetics and Congestion Mitigation and Air Quality (CMAQ) funding by John Loper. He said that the County is finalizing a proposal with an aesthetics consultant, who will begin meeting with communities individually in about a month (November timeframe). The consultant is tasked with considering gateway interchange opportunities west of Rohlwing Road/Illinois Route 53 and developing a policy for the rest of the corridor. The goal is to develop branding that uniquely identifies the corridor.

In regards to potential additional CMAQ funding, John Loper said that DuPage County is committed to coming up with a package of improvements to submit for funding. DuPage County will work with Cook County and the Tollway and anticipates submitting an application for eligible components of the EOWA in early 2015.

The meeting concluded with the decision by the LAC to schedule the next meeting on January 12, 2015. Meeting location was to be coordinated after the meeting, with potential locations offered that included the Courtyard Marriot Wood Dale/Itasca, a facility in Schaumburg Township, and the Village of Itasca's Village Hall.

Topics suggested for the next meeting included:

- Construction phasing and permitting; specifically as it applies to getting trucks around and through the corridor
- Salt usage in the non-attainment area with a potential discussion with the Salt Creek group
- Tolling information

The meeting adjourned at approximately 7:50pm.
Minutes taken by: Carla Mykytiuk, CH2M HILL for the LAC

Action Items: Mayor Pulice asked for information concerning when the first letting start date for the project occurred. Carla Mykytiuk provided that information via email on October 7; Contracts for 1-13-4604 and I-13-4605 were both executed on 8/9/2013 with Notice to Proceed of 9/4/2013. These were for noisewalls eastbound and westbound respectively from east of Roselle Road to Plum Grove Road. Both contracts are complete.