



WORKING SESSION MINUTES

MEETING SUBJECT: Elgin O'Hare Western Access Local Advisory Committee #17 RECORDER: Carla Mykytiuk

MEETING DATE & TIME: March 16, 2015 at 6:30 pm PREPARATION DATE: April 20, 2015

MEETING LOCATION: Elk Grove Village Hall

ISSUE STATUS: Draft for Review Final

ATTENDEE NAME	ORGANIZATION
Brian Smith	Roselle Planning Commission
Carla Mykytiuk	CH2M HILL
Sharon Eckhart	Wood Dale Courtyard by Marriott
Mariann Gullo	Gullo Properties
James Petri	Elk Grove Village
John Yonan	Cook County
John Loper	DuPage County
Kevin Donahue	Illinois Tollway
Lidia Pilecky	CH2M HILL
Maggie Jablonski	Elk Grove Village
Paul Koch	Elmhurst Chamber of Commerce
Michael Zonsius	City of Chicago
Mehul Patel	ADPW, Bensenville
Nellie Beckner	Mount Prospect
Pete Stukas	V3, Corridor Construction Manager
Paul DeMichele	Bensenville Chamber of Commerce
Mike Martella	Village of Bensenville
Rocco Zuccherro	Illinois Tollway
Rodney Craig	Hanover Park (LAC Chair)
Ron Lunt	Hamilton Partners
Scott Kegarise	Schaumburg Township
Scott Marquardt	HR Green
Richard Bascomb	Village of Schaumburg

The seventeenth meeting of the Elgin O'Hare–Western Access Project Local Advisory Committee (LAC) was held at the Elk Grove Village Hall at 6:30 p.m. on Monday, March 16, 2015. LAC Chair, Rodney Craig, called the meeting to order. Roll call was taken with those present being:

Rodney Craig
 Scott Bascomb for Karyn Robles
 Michael Zonsius
 Brian Smith
 Paul Koch
 Paul DeMichele

Ron Lunt
 Nellie Beckner
 John Yonan
 John Loper
 James Petri

Scott Kegarise
 Sharon Eckhart
 Mariann Gullo

With the required number of members present, a quorum was established. The minutes from the January meeting were unanimously approved with a note to correct the spelling of "Marquardt". 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. LAC Member Paul DeMichele of Bensenville mentioned that Pete Stukas, the project Corridor Construction Manager had attended the February 11th Bensenville Chamber of Commerce meeting and provided a good project overview. Mr. Kegarise of Schaumburg Township asked when the new noise walls on the south side of Illinois Route 390, west of Roselle Road would be constructed. Pete Stukas said that the retaining walls at that location are now being constructed and that the walls would follow. Ron Lunt asked that restoration crews get started as soon as weather permits, noting in particular required restoration around Park Boulevard. Pete Stukas said that as soon as construction gets started that it would be cleared and that they would try to keep the roadway cleared of dirt as well. Paul DeMichele asked for information about an Addison Township ROW parcel being acquired by the Tollway. Rocco noted he would review and provide Paul with further information.

After it was determined there were no additional issues to report or questions to be addressed, Lidia Pilecky began the project status update:

Design and Construction Update:

- Thirty contracts totaling \$237.8 million currently awarded to provide design and construction management services.
- Twenty-two construction contracts totaling \$372 million have been awarded as of March with 5 construction contracts complete or substantially complete. An additional nine construction contracts are anticipated to start in 2015.
- *Design Status.* Design phase of development for the EOWA is ongoing. Design phase work includes preparation of final design plans and specifications, land acquisition, and preparation of required permits and agreements. Design is substantially complete from the west end of the Illinois Route 390 corridor to Meacham/Medinah Road, with the exception of the ongoing design of a wrap-up landscaping contract. Design for the easterly extension of Illinois Route 390 through Busse Road and all elements of I-90 and Elmhurst Road will be complete this summer. Design is underway for the next usable segment from Busse Road to Irving Park Road, off-system improvements at Franklin Avenue and the Taft Avenue connector, as well as enhanced access at the I-294 and North Avenue interchange.
- *Construction Status.* Much of the Illinois Route 390 corridor will be under construction in 2015.
- *Construction Implementation Timeline.* Implementation of the EOWA project remains on schedule. The overall implementation strategy is to deliver usable portions of the project in a phased manner. Early construction completion milestones include: Illinois Route 390 improvements from U.S. Route 20 to Meacham/Medinah Road (completed by end of 2015); extension of Illinois Route 390 from Meacham/Medinah Road to Illinois Route 83 (completed by end of 2017); Western Access corridor from I-90 to I-290 will generally follow in the out years of the *Move Illinois* program, but the Tollway will continue to explore opportunities to accelerate project components where possible.

At the conclusion of the design and construction update, LAC members asked several questions:

- Ron Lunt asked if it would be possible to accelerate construction of the Western Access corridor. Rocco Zucchero said that the Tollway is always looking for opportunities to accelerate construction. For example, design is already underway for portions of the Western Access south leg improvements such as the Taft Avenue Connector, Franklin Park area improvements, and the I-294 at North Avenue/County Line Road interchange. Construction schedules for these types of independent improvements could be accelerated contingent upon funding availability.
- Paul DeMichele asked if York Road would remain in its present configuration. Lidia Pilecky responded that York Road will remain in its' current location with appropriate improvements near the adjoining Illinois Route 390 at Western Access interchange. The majority of the new Western Access roadway will be constructed east of the UPRR corridor on Chicago Department of Aviation property.
- Mayor Craig asked what the design looks like at the connection on the east end of IL 390. Lidia Pilecky said that there will be east to south and north to west movements/connections constructed by end of 2019, as well as initial access to the west side of the airport (yellow highlighted area on project timeline map). When the north leg of the Western Access is complete, additional ramps will be constructed to provide connections to/from the north leg.
- Ron Lunt initiated a discussion about future airport improvements, such as a people mover or parking lot. Michael Zonsius/City of Chicago said that the improvements are dependent on whether a new terminal and gates would be constructed, and that a people mover would not be feasible as it would require crossing an existing runway. Ron Lunt also asked when the airport's agreements with the

airlines expire and suggested their expiration provides an opportunity to coordinate with the airlines regarding a west terminal. Michael Zonsius/City of Chicago said that the agreements expire in 2018, but they will likely be renewed. Tollway is coordinating with City of Chicago regarding the western connection.

The next item on the agenda was **the Illinois Route 390 Frontage Roads**. Lidia Pilecky walked the group through the frontage road system map, explaining that the frontage roads provide access and local traffic circulation. Features of the frontage road system include:

- On the west end of Illinois Route 390, the existing frontage roads between Gary Avenue and Wright Boulevard and between Meacham Road/Medinah Road and Rohlwing Road (Illinois Route 53) will be improved as required and retained to ensure access for local traffic.
- A two-way frontage road will be built east of I-290 to connect Park Boulevard and Arlington Heights Road and one-way frontage roads will be built on both sides of Illinois Route 390 between Arlington Heights Road and Prospect Avenue.
- Between Prospect Avenue and Lively Boulevard, a portion of existing Thorndale Avenue will be converted to a frontage road.
- Between Wood Dale Road and York Road, frontage roads will be built on both sides of Illinois Route 390. The majority of these frontage roads will be one-way, with the exception of the section west of Mittel Boulevard where a two-way frontage road will be provided to accommodate local access and traffic circulation.

A brief discussion of frontage road jurisdiction followed. John Loper of DuPage County said that DuPage County is finalizing details regarding frontage road jurisdiction and should have resolution soon.

Scott Kegarise asked if there is a connection near the Bensenville Rail Yard. Lidia Pilecky explained that there would be a new interchange providing access via ramps between Franklin Avenue/Green Street, the Taft Avenue Connector, and I-294. Paul DeMichele asked if the eastbound frontage road between Illinois Route 83 and York Road frontage road would be using existing Thorndale Avenue pavement. Lidia Pilecky answered that the frontage roads on the south side of IL 390 would be on new pavement. Ron Lunt asked if there is a gap in frontage roads on north side at Prospect Avenue. Rocco Zuccherro pointed out the gap near Top Golf and suggested that LAC members review the concept plans on the EOWA Project section of the Tollway's website. Post meeting note: a link to the concept plans was sent to all LAC members on March 17, 2015.

Following the frontage road discussion, Pete Stukas discussed **2015 Construction Highlights**, including:

- Completion of the Illinois Route 390 improvements from Lake Street (U.S. Route 20) to Rohlwing Road (Illinois Route 53)
- Completion and opening to traffic of the westbound I-290 to westbound Illinois Route 390 flyover – with associated removal the westbound I-290 off-ramp/Thorndale Avenue signalized intersection
- Completion and opening to traffic the eastbound I-290 to westbound Illinois Route 390 off-ramp
- Completion of construction of the Lively Boulevard, Salt Creek and Mittel Boulevard bridges

Regarding maintenance of traffic, Pete Stukas reminded the group that they are building the roadway over, under, and around existing roadways that fall in several jurisdictions (county, township, village, etc.), while maintaining access to I-290. The EOWA Construction Office is trying to communicate detour information a month or more ahead of the planned work in order to give businesses time to react and adjust. Concerning the short-term closure required of Illinois Route 83, he said alternatives to the full weekend closures (for two weekends) are under review with IDOT.

Pete Stukas mentioned that the Wood Dale Road Bridge contract had been recently awarded. Regarding the I-290 Interchange Project, he noted that construction would be coordinated around major events in Itasca and Hamilton Lakes Business Park – such as the 4th of July fireworks. Ron Lunt asked when southbound I-290 to eastbound Illinois Route 390 ramp construction would start. Pete Stukas noted that contract notice to proceed is expected in April, beams will be set next year (2016) and that the contract is scheduled to be completed in 2017.

Lidia Pilecky gave a brief update on the Elmhurst Rod Interchange Project at I-90. Ron Lunt asked why the oasis had to be removed. Lidia said that the oasis was removed to accommodate the widening of I-90 and the future connection of the Western Access and I-90.

Pete Stukas mentioned that as project construction is moving east, more people are stopping by the construction office to ask what is going on and when it will be done. He reminded LAC members to direct construction related questions and concerns to the project office.

Business and Residential Outreach: Since the last LAC meeting, the project team has continued coordination meetings with community staff, participating in ten local coordination meetings as well as in a Roselle landscaping workshop with two homeowners associations. Upcoming meetings include the EOWA Quarterly Mayors Meeting, a construction update for the Hamilton Lakes Business Park, and a project open house where 2015 construction information, the latest concept design, and land acquisition and tolling information will be shared. Regarding the project open house, Rocco Zucchero mentioned that property owners and residents whose property would be impacted by the project would receive a direct notice/invitation to the meeting.

DuPage County Update: John Loper provided an update regarding DuPage County's aesthetic efforts and information on their bicycle and pedestrian plan. John said that the County was ready to send out notices to communities to set up one-on-one meetings regarding the County's EOWA aesthetics planning and design efforts, and that they would be moving west to east.

Regarding the Local Technical Assistance Grant (LTA) awarded through CMAP, John mentioned that they had just received proposals from CMAP and that there would be extensive stakeholder outreach regarding the development a complementary Bike/Pedestrian plan for the area from Taft Avenue to Barrington Road and from Schaumburg Road to Army Trail Road.

Next, John Yonan mentioned that Cook County, in partnership with DuPage County and assistance from the EOWA team, completed a CMAQ application requesting \$70 million in funding for two portions of the EOWA project - the I-294 at North Avenue interchange and the I-294 to Franklin Avenue/Green Street Connector. The County is encouraging support from municipalities to help secure additional funding for these priority improvements.

Prior to concluding the meeting, the **next steps for the LAC** were discussed briefly. The group decided to continue to meet on a bi-monthly basis. The next meeting will be held on May 11, 2015 at the Wood Dale Marriott.

Suggested topics for the May 11 meeting include:

- Sustainability and Building Green (rescheduled due to presenter illness)

The meeting adjourned at approximately 7:42 p.m.

Minutes taken by: Carla Mykytiuk, CH2M for the LAC

Action Items: The next meeting will take place on May 11, 2015

Tollway to provide link to LAC members for concept design plans on project website.