



# WORKING SESSION MINUTES

MEETING SUBJECT: Elgin O'Hare Western Access Local Advisory Committee #23 RECORDER: Carla Mykytiuk  
 MEETING DATE & TIME: March 14, 2016 at 6:30 pm PREPARATION DATE: April 7, 2016  
 MEETING LOCATION: One Pierce Place, Hamilton Lakes, Itasca  
 ISSUE STATUS:  Draft for Review  Final

ATTENDEE NAME	ORGANIZATION
Manar Nashif	Illinois Tollway
Rocco Zucchero	Illinois Tollway
Kevin Donahue	Illinois Tollway
Vicky Czuprynski	Illinois Tollway
Jack DeMeulenaere	Illinois Tollway
Scott Kapton	Illinois Tollway
Lidia Pilecky	CH2M HILL
Carla Mykytiuk	CH2M HILL
Rodney Craig	Hanover Park (LAC Chair)
Brian Smith	Roselle Planning Commission
Ellen Leahy	Village of Itasca
Ron Lunt	Hamilton Partners
Paul DeMichele	Bensenville Chamber of Commerce
Scott Kegarise	Schaumburg Township
Karyn Robles	Schaumburg
Nellie Beckner	Mount Prospect
Mariann Gullo	Elk Grove Village
John Schneider	Franklin Park
John Loper	DuPage County
John Yonan	Cook County
Maggie Jablonski	Elk Grove Village
Scott Viger	Village of Bensenville
Scott Marquardt	HR Green
Evan Teich	Village of Itasca

The twenty-first meeting of the Elgin O'Hare–Western Access Project Local Advisory Committee (LAC) was held at Hamilton Lakes at 6:30 p.m. on Monday, March 14, 2016. Mayor Rodney Craig, LAC Chairperson, called the meeting to order. Roll call was taken with those present being:

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|----------------|----------------|
| Rodney Craig   | John Schneider |
| Ron Lunt       | Mariann Gullo  |
| Scott Kegarise | Nellie Beckner |
| Paul DeMichele | John Loper     |
| Karyn Robles   | John Yonan     |
| Ellen Leahy    | Brian Smith    |

With the required number of members present, a quorum was established; the minutes from the September 2015 meeting were unanimously approved with no discussion. There was no old business to discuss. No public comment was received.

## **Design and Construction Status**

With construction of the Illinois Route 390 corridor underway, the Tollway plans to begin the design of the "Future Design" area indicated on the Design Status map by the end of 2016. Construction in the vicinity of O'Hare Airport is planned to begin as soon as late 2016, beginning with advanced earthwork and construction of the south frontage roads west of York Road.

## **Contract Update and Construction Timeline**

Since 2012, thirty-six engineering contracts totaling \$266 million and thirty-seven construction contracts totaling \$658 million have been awarded.

2016 work will focus on Illinois Route 390 east of I-290 and west of York Road – on the west side of the airport. Highlights of the EOWA construction timeline including upcoming major construction in 2016 were reviewed.

- Construction of the first segment of the EOWA Project – Illinois Route 390 from U.S. Route 20 through Rohlwing Road was completed in the fall of 2015. There are now Dynamic Message Signs up over the roadway announcing travel times. Later this year, the Tollway will start construction of a final landscaping contract for this project segment.
- The Rohlwing Road Bridge was completed in October 2015. Ramps from Illinois Route 53 to eastbound Illinois Route 390 will be completed in 2017.
- Construction of the second segment – the extension of Illinois Route 390 from Rohlwing Road Illinois Route 83 – is ongoing and scheduled for completion by the end of 2017.
- I-290 Interchange construction is ongoing with completion scheduled for 2017.
- Beams were recently installed over Hamilton Lakes Drive at night, in coordination with the Village of Itasca.
- A major milestone in late summer 2016 will be the movement of traffic off of existing Thorndale Avenue onto the frontage roads. This will allow for removal of sections of Thorndale Avenue to be replaced with the new Illinois Route 390 tollroad.
- Live images of the Wood Dale Road Interchange are now available on the Tollway's EOWA Project website. Construction of the west half of Wood Dale Road Bridge over Illinois Route 390 is underway; traffic is shifted to the east.
- Construction of the I-90 at Elmhurst Road interchange is ongoing and scheduled for completion at the end of 2016. The new bridge is being built where the existing was located.
- Trees have been removed near the airport in preparation for advanced work west of York Road to facilitate construction of the Illinois Route 390 and north-south corridor interchange.

## **Business and Community Outreach**

There have been 19 local coordination meetings since the last LAC meeting in addition to a Mayors' Meeting. Upcoming meetings in the spring include a construction coordination meeting for Bensenville business owners, Bensenville Chamber of Commerce, Franklin Park business owners, and an EOWA Project Open House. In addition, the Tollway will begin rolling out its tolling outreach toolbox in the coming weeks.

## **Tolling Outreach**

Rocco Zucchero presented updates to the Illinois Route 390 tolling plan. Although the Tollway will acquire jurisdiction of Illinois Route 390 from Lake Street to Rohlwing Road on July 1, 2016, toll collection is scheduled to begin on July 5, 2016 to take the July 4<sup>th</sup> holiday into consideration. Drivers without an I-PASS will have until July 31, 2016 to pay an unpaid toll.

Outreach will begin in earnest in April/May. The Tollway doesn't want to begin too soon in advance of Tolling.

Travelling from Lake Street to I-290 will cost \$1.25. As discussed previously, Rocco reminded the group that the tolls were set to encourage short and long distance trips and that the Tollway is committed to the plan to provide usable benefits before collecting tolls. The first tollable segment provides an additional lane, less stop-and-go traffic with the removal of traffic signals and completion of the flyover ramp connecting I-290 westbound to IL 390 westbound.

The tolling outreach toolkit will include items that can be used by LAC members to inform area residents and business owners.

Evan Teich of Itasca asked if the Tollway still has a relationship with Jewel. Rocco Zucchero says that yes, drivers can get an I-PASS at Jewel, Oases, at the Tollway offices on Ogden Avenue – and that the Tollway

is looking to partner with nearby Secretary of State offices as was done for the Interstate 294 at Interstate 57 Interchange project.

LAC member Scott Kegaris of Schaumburg Township asked if Township offices could be a location. Rocco said that the Tollway is looking for opportunities to deploy I-PASS in the communities, but the agency must comply with security provisions due to the collection of credit card information. He said that the Tollway will be reviewing other location options and will take the Township office into consideration.

Rocco mentioned that information on trip origin and destination areas in the EOWA Project area was collected via postcards in 2013/2014 which will help to target key areas for tolling outreach events and I-PASS distribution centers. He also said the Tollway will do direct flyers and signage on the road.

Scott Kegaris asked if now that the overhead signs are lit, they could be used to provide information about getting an I-PASS. Scott Kapton of the Tollway said that I-PASS information could be on static roadside signs, but probably not on dynamic overhead signs which are intended only for travel times and alerts.

Evan Teich asked that the Tollway provide information for newsletters, signs, etc. Rocco Zuccherro said that that would all be part of the tolling toolkit.

LAC member Ron Lunt said that a lot of people don't realize that Illinois Route 390 is the old Thorndale west. He said it's confusing for people. Rocco Zuccherro said that that was a good point, that the road has so many names but that the Tollway is trying to get one name established – Illinois Route 390.

A question was asked if transponders can be ordered online. Rocco said yes that they could be and reiterated the list of locations to purchase an I-PASS, including Jewel, Tollway and online.

### **Stakeholder Coordination**

Recognizing recent community discussions regarding future ComEd plans along the Illinois Route 390 corridor, Rocco Zuccherro provided background information regarding prior agreements. Regarding ComEd, Rocco noted that the original Elgin O'Hare Expressway was built on ComEd property that was transferred to IDOT in a 1990 agreement that reserved space for a ComEd transmission line in the right-of-way.

LAC member Ron Lunt noted that Hamilton Lakes had sold land to IDOT and he wondered if that land is subject to the ComEd agreement. Rocco said that the agreements included all land acquired or existing ROW from Lake Street to the City of Chicago.

Scott Kegaris asked if there would be a problem with transmission lines near the airport. Rocco said that ComEd will have the same restrictions within runway protection zones (RPZs) that the EOWA Project is encountering.

LAC member Ellen Leahy asked if it would have cost less if the line was installed when concurrently with the EOWA construction. Rocco responded that ComEd had not identified near-term plans for construction during the EOWA design development process. He also noted that the construction on the initial portion of IL 390 did not involve an extensive level of excavation that would have facilitated burying the ComEd lines.

An LAC member asked if the ComEd agreement would apply to/affect frontage roads. Manar Nashif of the Tollway will look into this.

John Yonan of Cook County said that the County sent a letter to ComEd and that a follow up meeting with ComEd leadership has been scheduled. He emphasized that realizing the economic development potential of the EOWA Project is key, and that Cook County is committed to support area communities with a resolution of this matter.

LAC member Mayor Craig said that he is confident that they will come up with a solution, but expressed disappointment that ComEd announced plans so late in the process, particularly given the focus the communities had put on aesthetics.

### **O'Hare Airport**

Rocco started the discussion of the status of coordination with the City of Chicago regarding property acquisition at O'Hare Airport. He said that the Tollway is working collaboratively with the airport to acquire the land needed east of York Road that was included in an agreement as part of the O'Hare Modernization Program (OMP). Rocco noted that discussions include coordination regarding the existing diagonal runway proposed to be decommissioned as part of OMP. Rocco pointed out that if the runway were not decommissioned, the EOWA Project would have to tunnel under the runway which is not included in the

project budget. He also mentioned that Commissioner Ginger Evans spoke today at the City Club in Chicago about potential new development at the airport and encouraged the LAC to check out her presentation on their website.

### Canadian Pacific (CP) Railroad

Rocco Zucchero gave the LAC an update on the status of coordination with the CP Railroad.

Rocco told the LAC that on November 12<sup>th</sup> the Tollway met with CP Railroad management to coordinate. On November 13<sup>th</sup>, they were surprised that the CP Railroad filed a lawsuit against the Tollway to stop the Tollway from acquiring right-of-way from Canadian Pacific. Rocco described areas along the EOWA projects' north-south corridor which require CP Railroad land and cooperation. He pointed out that the EOWA team has been working with CP on the EOWA Project since 2009 and that CP provided early input to the projects' location and design features. Ron Lunt asked if the Tollway would be able to utilize eminent domain. Rocco said that eminent domain can't be used with a railroad and that the railroad falls under the Surface Transportation Board. LAC member Paul DeMichelle asked if CP would accept land in exchange. Rocco said that CP's initial reaction to any potential land discussions was not well received and the CP dismissed any possibility of agreeing to sell or exchange land for the project. An LAC member asked where the case is being heard. Rocco said the 7<sup>th</sup> District.

LAC Member Ellen Leahy asked if it would cause a delay on the project. Rocco responded that the project team is working to keep the project on-schedule.

### **Jurisdictional Transfer**

Manar Nashif began the discussion of jurisdictional transfer from IDOT to the Tollway of the first segment of Illinois Route 390, from Lake Street to I-290 effective July 1 by discussing a map that showed Tollway jurisdiction and the frontage roads that would be maintained by others. Manar thanked the Village of Schaumburg and Schaumburg Township for taking jurisdiction of specific frontage road locations.

Next, Scott Kapton/Tollway provided an overview of Tollway maintenance and operations (M&O) procedures:

- The Tollway conducts M&O on a 24 hour basis.
- For the segment being transferred in July, Tollway maintenance crews will use Prospect Avenue as a turn-around.
- The Tollway will share IDOT's Biesterfield Road maintenance yard the first one to two years.
- Illinois State Police District 15 is dedicated to the Tollway system.
- The Tollway is finalizing agreements with fire and ambulance services.
- Tollway focuses on preventing secondary crashes. Typically 18% of crashes are secondary with 20% resulting in fatalities. Secondary crashes account for 3% of crashes on the Tollway system with no fatalities.
- During snow events the Tollway adheres to a timed approach with the objective of covering a route in 30 minutes. Each mainline line will have 3 trucks dedicated to snow removal with 4 additional for ramp routes.
- All maintenance – mowing and litter pickup has an identified level of service; both are done frequently. The first mowing of the season includes a full cut.
- The Tollway strives to be a good neighbor and pays particular attention to areas with active businesses.
- Towing and recovery program aims to minimize lane blockage.
- The Tollway's Help program operates from 5 a.m. until 8 p.m., Monday through Friday.
- All maintenance staff are trained as first responders.

Scott Kapton then talked about the chloride reduction program that will be implemented for the EOWA Project:

- Chloride levels are quite high in the EOWA Project corridor without any additional from the operation of the Tollway.
- Tollway is tasked with reducing chloride levels. The performance benchmark remains to be determined. The Tollway has been coordinating with an expert on the subject from the University of Iowa.
- The Tollway does not pretreat, but applies when needed; focusing instead on mechanical removal – plowing; with the goal of preventing bond of ice from forming.
- Tollway trucks have pavement temperature tools.
- The Tollway is introducing liquid brine for the first time this season which will further minimize chloride application.

LAC Member Ellen Leahy asked if there is a permanent maintenance facility identified. Scott Kapton said the Tollway is still working on that, noting further that the initial shared IDOT/Tollway maintenance yard operations at the Biesterfield Road maintenance yard would be challenging over a longer-term.

### **Cook and DuPage County Update**

John Yonan and John Loper provided an update on federal funding opportunities for the EOWA Project. On the federal level, TIGER continues to provide opportunities. Regionally, Cook County is promoting the Elgin O'Hare Western Access Project. Cook County is leading submittal of a TIGER funding application for the Touhy Avenue improvements as a regional priority project. Three year sunsets are coming up on STP dollars/earmarks. Some of this is being reprogrammed and may be able to be used on the EOWA Project.

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

Next meeting is scheduled for April 11, 2016. Ron Lunt offered One Pierce Place in Itasca as the meeting location.

The main topic of the meeting will be tolling outreach and the Tollway's toolkit.

Evan Teich mentioned that the black, powder-coated traffic signals look fantastic as do the illuminated streets signs on Hamilton Lakes Drive. The Village is hearing a lot of compliments.

Ron Lunt mentioned that there have been some coordination problems at Hamilton Lakes Drive and Thorndale Avenue. Park Boulevard traffic is getting stuck at the light based on the timing sequence. Manar Nashif of the Tollway said that coordination is still being worked on.

The meeting adjourned at approximately 8:00 p.m. with no public comment or executive session.  
Minutes taken by: Carla Mykytiuk, CH2M for the LAC.

**Action Items:** The next meeting will take place on April 11, 2016 at One Pierce Place in Hamilton Lakes, Itasca.

Manar Nashif to look into what affect the ComEd transmission line will have on the Illinois Route 390 frontage roads.