



WORKING SESSION MINUTES

MEETING SUBJECT: Elgin O'Hare Western Access Project Local Advisory Committee #33
RECORDER: Carla Mykytiuk
MEETING DATE & TIME: May 13, 2019 at 6:00 pm
PREPARATION DATE: May 21, 2019
MEETING LOCATION: Hanover Park Police Station Community Room
ISSUE STATUS: Draft for Review Final

ATTENDEE NAME	ORGANIZATION
Manar Nashif	Illinois Tollway
Rocco Zucchero	Illinois Tollway
Carla Mykytiuk	Jacobs
Jake Weaver	Jacobs
Pete Stukas	V3
Tracy Victorine Lewis	Jacobs
Rodney Craig	Hanover Park
Diana Kosmach	Addison Township
Nunzio Pulice	Village of Wood Dale
Len Maniscalco	Village of Bensenville
Ryan Adriatico	Franklin Park
Scott Viger	Bensenville
Michael D. Hovde, Jr.	Bloomington Township
Nancy Kiernan	City of Chicago
Paul Koch	City of Elmhurst
Maggie Jablonski	Elk Grove Village
Connor Harmon	Village of Mount Prospect
Karyn Robles	Village of Schaumburg
John Yonan	Cook County
John Loper	DuPage County
Ron Lunt	Itasca/Hamilton Lakes
Donna Tovello	Addison Township
Paul DeMichele	Bensenville Resident

The thirty-third meeting of the Elgin O'Hare–Western Access Project Local Advisory Committee (LAC) was held at Hanover Park Police Station Community Room at 6:00 p.m. on Monday, May 13, 2019. Mayor Rodney Craig called the meeting to order and took roll call with those present being:

Michael D. Hovde, Jr.	Paul Koch	Connor Harmon
Nancy Kiernan	Scott Viger	Ron Lunt
Rodney Craig	Ryan Adriatico for John	Karyn Robles
Nunzio Pulice	Schneider	
Diana Kosmach	John Loper	
Len Maniscalco	John Yonan	

With the required number of members present, a quorum was established and the minutes from the January 2019 meeting were approved. There was no old business to discuss.

Regarding Public Comment, former LAC member Paul DeMichelle of Bensenville asked about a possible change in alignment that would affect Bensenville. Rocco Zucchero of the Tollway said that discussions with the railroads had resulted in some changes, but with the same movements being preserved. He stressed that the information was not confirmed for public release because coordination is ongoing.

Mr. DeMichelle asked if the land previously acquired by the Tollway would be used. Rocco said that acquired land will be used and any excess land will be evaluated upon completion of the project.

Rocco Zucchero of the Tollway kicked off the formal meeting presentation by asking if it was acceptable for the Chicago Department of Aviation (CDA) presentation be moved up in the agenda since LAC member Nancy Kiernan of CDA needed to leave the meeting early. The agenda was modified.

Western Access – Chicago Department of Aviation’s Plans

LAC Member Nancy Kiernan, Assistant Commissioner of CDA gave a presentation focusing “O’Hare’s Western Landside Reserve Area (WLRA)– An incremental Development Opportunity”. As the title suggests, the focus of O’Hare’s plans is on incremental expansion/development, as capacity warrants. Nancy stressed that the challenge of the WLRA is sequencing area development, which is currently in flux.

Nancy said that there is an emphasis on coordination with partners like the Tollway. She said that there is a lot of focus on the Terminal Area Plan and that the next step is to evaluate capacity.

The EOWA LAC is particularly interested in CDA’s plans for development of the west side of O’Hare. Nancy said that planning has been initiated and that a team of engineers and architects is on board to assist with that effort. Current airport improvements are focusing on the middle or core of the airport.

Regarding the proposed functions within the WLRA, CDA is considering needs vs wants. She acknowledged the importance of maintaining efficient access to the airport. The desire is to be able to ultimately process passengers at the WLRA. Initially, it will likely consist of employee parking and later additional public parking. CDA is trying to decide how to build for the future – or the interim conditions/capacity.

Nancy cautioned the LAC that it is the airlines, as the users of the airport, that provide input into the planning process. The airlines have embraced the western concept and approved a 10-year plan. United Airlines and American Airlines would be accommodated first. CDA would not build anything that does not have a need. Currently though, relocations and some shuffling are happening.

An interactive discussion between LAC members was held on the contents of the CDA presentation, including topics like Transit, employee parking, and future passenger access to the WLRA. The presentation by CDA and all other meeting material will be available on the Tollway’s LAC page on the website.

Feedback on Local Issues

There was no feedback on local issues discussed.

U.S. Route 20 Interchange Improvement Study

Rocco Zucchero/Tollway provided an update on the US Route 20 Interchange Improvement Study which was introduced at the last LAC meeting.

The study consists of a potential ramp improvement with a small extension of the roadway. All federal processes are being followed for the study and the first Public Information Meeting will be sometime this summer (2019). The project website is live as of today (May 13, 2019).

Mayor Craig said that he appreciates the work and support from the Tollway. Hanover Park has applied for STP funding. He said the DuPage Mayors and Managers are supportive of the project as well.

Rocco said that the Tollway will send notice of the public meeting to the LAC members.

Project Status Update

Jake Weaver/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.

Regarding the project status map, Jake reviewed the areas where design is ongoing and reviewed the areas where advance construction activities like drainage and utility work are occurring along I-490.

Regarding the I-490 Construction Timeline, Jake pointed out that I-294 at Illinois Route 64/North Avenue is still on track for construction to begin this year.

Public Outreach

Design coordination with communities is ongoing with 39 meetings held since the January 2019 LAC meeting. LAC Members are encouraged to invite the Tollway to provide updates on the EOWA Project/I-490 at their local events.

Construction Status Update

Rocco Zuccherro, 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 to York Road which is under construction now. This construction provides advance preparation for the future flyovers of the I 490 Western Access Interchange.

I-490 Tollway South Segment Construction

Starting in 2020 County Line Road will be realigned and reconstructed with a new southbound exit ramp from I-294 to County Line Road/Grand Avenue.

Regarding the I-490/I-294 Interchange, I-490 will travel through Franklin Park, and go over the Union Pacific Railroad; and then connect to I-294.

I-490 Tollway North Segment Construction

Construction of the I-490/I-90 Interchange bridges over Higgins Creek will be complete this year.

County Updates

LAC member John Yonan/Cook County discussed the ongoing coordination with the Central Tri-State team regarding the proposed Touhy Avenue improvements. He mentioned that the County had received 5 bids on the \$26 million project. Bids were a little over estimates.

Rocco Zuccherro/Tollway complimented Manar Nashif/Tollway, Jake Weaver/Jacobs, and Pete Stukas/V3 for their work on the most complex project the Tollway has ever worked on. He said that by comparison, IL 390 was a piece of cake. I-490 presents challenges because it requires coordination with the airport, railroads, live traffic, and land acquisition. Rocco pointed out that with the support of DuPage and Cook counties, the project is still moving forward and it's still on schedule.

Rocco asked LAC members to continue to support the Tollway; since the next few years will continue to be challenging. The agency needs the support of the communities to finish construction of the overall project on schedule and within budget.

Mayor Craig/Hanover Park reminded the LAC that the process to deal with project related issues was set up years ago. He also thanked the LAC members for their support of the project. He said the future is ahead of us and it can be accomplished.

Illinois Route 390 Performance Review

Rocco Zuccherro/Tollway gave a brief update on the performance of Illinois Route 390 since it was opened to traffic/tolling. IL 390 is performing as a mature commuter route; The great majority of transactions on the route occur during weekdays, with Friday being the busiest day for travel. Mayor Pulice/Wood Dale asked if the number of transactions is above estimates. Rocco said that comparison to original estimates is misleading since it was originally thought that IL 390 would be constructed to Irving Park Road by now. He said there is available roadway capacity, but the overall roadway is performing as projected. The roadway continues to realize a gradual ramp up of traffic and transactions that is following the growth and development along the corridor.

Mayor Craig said that IL 390 east to the end used to be empty, but traffic has increased – in that, he now experiences some traffic.

Mayor Pulice asked if the transactions referred to number of cars or transactions. Rocco said that because it's all electronic tolling, it's a new way of looking at tolling. So, 6 transactions would be recorded if hit all the tolls along IL 390.

Average weekday traffic on IL 390 was monitored before and after tolling. Between 12 and 14 percent of transactions at the mainline plazas occur during the peak hour/direction. Typical on an urban freeway would be between 8 and 10 percent. This demonstrates the highly commuter nature of this roadway.

Mayor Pulice mentioned that new development in Wood Dale may have had an impact on usage of IL 390. Rocco said that once construction was completed at Prospect; the number of commercial vehicle transactions at Ketter changed. This change was due in large part to the completion of construction of the adjacent development. Such variations are likely to continue as development along the corridor continues.

Regarding changes to parallel routes after tolling, IL 390 data is from toll gantries. Other route volumes are from traffic counts taken before and after the start of tolling. Approximately 30 percent of traffic that used IL 390 after major construction completed, but before tolling started, left the route when tolling began.

A significant portion (approximately 57%) of traffic that diverted from IL 390 was not captured by the routes shown. These drivers likely rerouted to minor roads or those outside the immediate vicinity (i.e. I-90, Golf Road).

LAC member Karen Robles/Schaumburg asked if the information had been shared with IDOT so that it can be determined if there is an issue with traffic signals. Rocco said that speed have not changed. He said that a good litmus test is if drivers are complaining and there have been none.

Rocco said IL 390 has additional capacity during the midday that the agency would like to see used. This is typical of most roads; however the initial volumes show that trucks avoid driving in the peak times and mostly travel during the midday hours.

Rocco said that on average, a driver saves almost 2 minutes when traveling through the IL 390/I-290 interchange in the PM peak period, as compared to when the interchange was signalized. He said the average travel time through the IL 390/I-290 interchange for all movements was halved with the elimination of the traffic signals.

When the route is complete from US 20 to the west side of O'Hare, it is expected that the benefits of the faster through trip will attract additional traffic from the arterials.

Based on this data; Rocco reiterated that IL 390 is functioning as a mature roadway. He said the frontage roads are working well. Mayor Pulice/Wood Dale said it shows good mobility. He said though that Top Golf is the location with the biggest complaints. Manar Nashif/Tollway asked if the complaints had stabilized? Mayor Pulice said that signs had been put up to reduce cutting through the parking lot.

LAC member Ron Lunt asked if there could be signage to identify the exit for Arlington Heights Road. Pete

Stukas/V3 said that Arlington Heights Road had been added to the signage late last year (2018).

Next Steps/Next Meeting

Maggie Jablonski of Elk Grove offered meeting space for the agreed upon September 9, 2019 meeting date. The meeting start time will remain 6 p.m.

Regarding topics for the next meeting, the I-490 Interchange, the alignment connecting I-490 with I-294 and a Central Tri-State Project update were requested.

Questions?

Karyn Robles/Schaumburg asked John Loper/DuPage County if the county is pushing the airport to open the west side earlier? John said that he didn't think it's a secret that it's what the county desires. Ron Lunt mentioned that DuPage representatives had met with Mayor Lori Lightfoot to get the messaging out. Mayor Craig emphasized that transit is an important component for the west side. He said the road is being constructed to allow for transit. He said the thinking needs to be past just an enormous parking lot. John Loper/DuPage County said that they are staying involved with Cook County to make sure there is consistency with DuPage and Chicago.

Karyn Robles/Schaumburg said she is concerned to hear that the last two satellites are triggers for discussions. Karyn Robles said that the western suburbs would benefit by seeing the full underground connection from the existing terminal area to the WLRA constructed.

Mayor Craig/Hanover Park requested a Mayors' Meeting given that there are new mayors/leadership. Karyn Robles recommended the meeting be on Tuesday to ensure the participation of Schaumburg's new mayor.

The meeting adjourned at approximately 7:18 p.m. with no public comment, new business or executive session.

Minutes taken by: Carla Mykytiuk, CH2M/Jacobs for the LAC.