

Illinois State Toll Highway Authority  
Minutes of the Engineering-Planning Committee Meeting  
January 27, 2011

The Illinois State Toll Highway Authority held an Engineering-Planning Committee Meeting on Thursday, January 27, 2011 at approximately 8:00 a.m. at the Central Administration Building in Downers Grove, Illinois. Directors on the Committee in attendance were as follows:

Committee Chair James Roolf  
Director Thomas Canham  
Director Carl Towns  
Chair Paul Wolff

Committee Chairman Roolf called for approval of the Minutes of the Engineering-Planning Committee meeting held on December 16, 2010. Director Canham moved for approval; seconded by Director Towns. The motion was approved unanimously.

Executive Director, Kristi Lafleur, made comments prior to Rocco Zuccherro's presentation on the Balmoral Interchange Intergovernmental Agreement. She explained that the Tollway and the Village of Rosemont are working on an agreement outlining the shared responsibilities for construction of the new portion of the Balmoral Interchange and that the agreement will be in keeping with the Tollway's Interchange Policy that requires communities to cover at least half of the costs to construct the new interchange.

Mr. Zuccherro reviewed the Tollway's current Interchange Policy. The 5 primary elements of the decision process when considering new

interchanges are: (i) project need, (ii) economic development analysis, (iii) traffic analysis and technical evaluation, (iv) financial plan and (v) resolutions of support from the community. Additionally, under this policy, the Tollway can contribute up to 50% of the project costs over a 10 year construction cost recovery period.

Mr. Zuccherro cited the Interstate 90 and Route 47 Interchange as a model interchange project with five cost-sharing partners including: the Tollway, Kane County, Illinois Department of Transportation, McHenry County and the Village of Huntley.

The Village of Rosemont is financing and leading the construction of the Balmoral Interchange project – which has not happened in previous intergovernmental projects. If successful, this project can become a model for future interchange projects.

Mr. Zuccherro cited the regional transportation benefits for this project as: congestion relief, including reduction of traffic back-ups on the Tri-State Tollway and improved access to O'Hare for northbound drivers.

The Balmoral Interchange will have an all-electronic toll plaza and will provide access to the planned entertainment district of the Village of Rosemont. The estimated project cost is \$25.2 million. To date, the Tollway has spent approximately \$3 million on phase 1 and phase 2 engineering and Rosemont has spent approximately \$4 million for right of way land acquisition. These expenditures pre-date the current Interchange Policy. Wilbur Smith and Associates (WSA) estimated the gross annual revenue generated by this Interchange to be \$2.4 million and the net projected annual revenue to be \$1.5 million. The estimated maintenance costs are \$56,000 annually.

Director Canham questioned whether traffic/revenue projections at this interchange are generated by new traffic or simply the transfer of traffic from other Tollway interchanges. Mr. Zuccherro explained that WSA projections indicate new traffic and that part of the new revenue is due to

the higher toll rate at the proposed Balmoral Interchange, \$0.80 (I-PASSonly) compared to \$0.40 for I-PASS users at other interchanges.

Director Morris asked whether the Balmoral Interchange would be a viable option for traffic for the new casino in Des Plaines. Mr. Zucchero noted that although the casino is located 2-3 miles north, the Balmoral Interchange could be a viable option for some Tollway users.

Chair Wolff commented that when this project was introduced to her she had a different understanding of the financing arrangements. Because this is a new method for financing an interchange, **she recommended that a group of Directors review the financing structure of this deal in more detail before the Board considers this project for a vote.** She appointed Director Saldana, in her absence, to chair this group and Director Canham to participate. She invited other interested Directors to participate also and asked that the group report back to the full Board.

Director Morris asked whether Rosemont expected the Tollway to commit 100% of its revenues from the Balmoral Interchange to pay for the construction. Mr. Zucchero clarified that per Tollway policy the maximum contribution made by the Tollway is 50% of the project costs. He commented that projections from Wilbur Smith will be crucial in determining whether this interchange will result in new traffic and that this project is a great test for larger projects such as the proposed western access of O'Hare and the rebuild of the Jane Addams Tollway.

Director Roolf called on Chief Engineer Paul Kovacs to present the Engineering agenda items. Mr. Kovacs requested approval of the following:

Renewal of Contract No. 08-001 to Meade Electric Company for Traffic & Security Monitoring and Management Systems Maintenance, Systemwide in the amount of \$800,000.

Director Canham moved to put said Renewal on the Consent Agenda; seconded by Director Towns. The motion was approved unanimously.

Mr. Kovacs then requested approval of the following:

Partial Release of Retainage on Contract RR-06-9961 to Divane Bros. Electric Co. for Wireless CCTV Installation on the Tri-State Tollway (I-294) Milepost 0.0 (Calumet Expressway/I-394) to Milepost 24.3 (I-55) by \$116,227.45, from \$126,427.45 to \$10,200.00.

Director Towns moved to put said Partial Release on the Consent Agenda; seconded by Director Canham. The motion was approved unanimously.

Mr. Kovacs then requested approval of the following:

Full Release of Retainage on Contract RR-09-5497 to William Charles Construction Company, LLC (formerly known as Rockford Blacktop Construction Co.) for Culvert Repairs on the Jane Addams Memorial Tollway (I-90) from Milepost 24.1 (IL Route 31) to Milepost 59.35 (Bypass US 20); and the Reagan Memorial Tollway (I-88) from Milepost 50.18 (Atkinson Road) to Milepost 113.4 (IL Route 56) in the amount of \$66,000. (Recusal by Director Towns)

Director Canham moved to put said Full Release on the Consent Agenda; seconded by Chair Wolff. The motion was approved unanimously.

Mr. Kovacs then requested approval of the following:

Full Release of Retainage on Contract RR-07-5528 to Lorig Construction Company for Bridge Repairs on the Tri-State Tollway (I-294) Milepost 18.8 (87<sup>th</sup> Street) to Milepost 31.8 (I-290) in the amount of \$502,795.21.

Full Release of Retainage on Contract RR-09-9057 to RoadSafe Traffic Systems, Inc. for Pavement Marking, Systemwide, in the amount of \$71,655.88.

Mr. Kovacs indicated that the Full Release of Retainage had been inadvertently paid to RoadSafe Traffic Systems prior to Board approval of Contract RR-09-9057. This is the first time payment of final retainage had been issued prematurely and the mistake was attributed to oversights made by Engineering and Finance. A new process has been put in place, including an adjustment in the tracking software that forces the person entering the data to enter a Board resolution number before the check request can be processed.

Director Roolf asked whether the work of the contractor was satisfactory and whether a refund was warranted. Mr. Kovacs confirmed that the contractor's work was complete and within budget and stated that the contract exceeded the DBE goal. Thus, a refund was not warranted.

Director Canham asked whether this can be an audit finding. Kristi Lafleur confirmed that this could be an audit finding, which is why the Tollway made an immediate change to the process to prevent this from occurring again.

Director Canham moved to put said Full Releases on the Consent Agenda; seconded by Director Towns. The motion was approved unanimously.

Mr. Kovacs then requested approval of the following:

Amendment to Resolution 19242 to reflect a Full Release of Retainage instead of a Partial Release of Retainage to Lorig Construction Company on Contract I-06-5215 in the amount of \$1,305,684.84.

Director Canham moved to put said Amendment on the Consent Agenda; seconded by Director Towns. The motion was approved unanimously.

Mr. Kovacs then requested approval of the following:

Property Acquisition fund established from the Interchange Fund 5305 to include appraisal and title work for future improvements on the Jane Addams Memorial Tollway (I-90) at Milepost 46.4 (IL Route 47 Interchange) in the amount of \$320,000.

Mr. Kovacs indicated that this property will be acquired for a cost-sharing project on I-90 and Il Route 47 Interchange between the Tollway, Kane County, McHenry County, IDOT and the Village of Huntley. This project is proceeding in accordance with the Tollway's Interchange Policy.

Director Canham asked what percentage of the cost-sharing will the Tollway be responsible for. Mr. Kovacs indicated that would be addressed in the Intergovernmental Agreement later in the process and that the Tollway's exposure is capped at 50%.

Director Roof indicated that this project has been on the wish list for McHenry and Kane Counties for several years.

Director Morris inquired whether the Tollway had full exposure on this property acquisition. Mr. Kovacs explained that the Tollway has partial exposure. Chair Wolff asked that since the Tollway has initiated the process with the property acquisition and has partial exposure of 50% of the total costs if the interchange is built, does the Tollway incur 100% of this property acquisition cost if the Interchange is not built. Mr. Kovacs indicated that the Tollway incurs 100% of this particular costs if the interchange is not built. He added, however, that the Tollway has a letter of intent from the other parties and the other parties have invested even more money to develop the Interchange design at date than the Tollway has on the property acquisition.

Director Morris suggested that in the future the Tollway should get Intergovernmental Agreements earlier in the process.

Chair Wolff stated that this example of the sequencing of property acquisition is another indication of the need for the Board to have input on the entire project proposal before the Tollway invests money. Kristi Lafleur indicated that there have been briefings along the way on this and other projects to the Board but in incremental pieces requiring approval from the Board. She agreed that approval of large projects need to be taken from a staff only process and presented to the Board at an earlier stage through the new committees structure.

Director Canham suggested that going forward a one page summary indicating the project timing, financial commitments, etc. for future Intergovernmental Agreements should be provided to the Board before project start.

Director Canham moved to put said Property Acquisition on the Consent Agenda; seconded by Director Towns. The motion was approved unanimously.

There being no further business, Director Towns moved to adjourn; seconded by Chair Wolff. The motion was approved unanimously.

Meeting adjourned at approximately 8:57 a.m.

Minutes taken by: \_\_\_\_\_

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