

**Longmeadow Parkway Toll Bridge Task Force**

**Public Safety Center #2  
100 Carrington Drive  
West Dundee, IL 60118**

**Meeting Minutes – August 14, 2008**

**Members in Attendance:**

Bill Wyatt (Chair)	Kane County Board
Holly Kissane	Kane County Board
Dan Shea	McHenry County Transportation Comm. Chairman
John Schmitt	Village of Algonquin, President
Bill Sarto	Village of Carpentersville, President
Dan O’Leary	Village of East Dundee, President
Larry Keller	Village of West Dundee, President
Carl Schoedel	Kane County Engineer/Dir. Of Transportation
Joe Korpalski	McHenry County Engineer/Dir. Of Transportation
Bill Ganek	Village of Algonquin, Village Manager
Craig Anderson	Village of Carpentersville, Village Manager
Joe Cavallaro	Village of West Dundee, Village Manager
John Noverini	Kane County Board

**Absent:**

John Fahy	Kane County Board
Ed Dvorak	McHenry County Board
Frank Koehler	Village of East Dundee, Village Manager

**Others Present:**

Tom Rickert	Kane County Deputy Director of Transportation
Steve Coffinbargar	Kane County Division of Transportation
Patrick Jaeger	Kane County Special Assistant State’s Attorney
Eugene Ryan	Wilbur Smith Associates
Chris & Nancy Kempf	Village of Algonquin

**I. CALL TO ORDER:**

Chairman Wyatt called the Longmeadow Parkway Toll Bridge Task Force meeting to order at 7:00 p.m.

**II. PUBLIC COMMENTS:**

There were no public comments.

**III. APPROVAL OF MINUTES:**

Minutes of the November 15, 2007 meeting were approved on motion by Shea, seconded by Schmitt. Motion passed unanimously.

#### **IV. STAFF REPORTS:**

##### **A. Update on Technical Memorandum for the Fox River Bridge Crossings Final Environmental Impact Statement and Section 4 (f) Evaluation**

Rick Young of McDonough gave a brief update on the EIS Study and survey which covered the socio economic, geology, transportation, noise, air quality and environmental impact on the area. He said there are no new wetlands or farmlands. He said that the air quality would decrease if cars had to stop and pay tolls, rather than using an I-Pass system. He said that their preliminary results seem to indicate that the proposed toll bridge improvement would not alter the results of the Environmental Consequences presented in the approved EIS.

##### **B. Update on Traffic Projections and Financial Feasibility Study**

Steve Coffinbargar introduced Eugene Ryan of Wilber Smith Associates who presented a power point presentation on the Traffic Projections and Financial Feasibility Study for the Longmeadow Parkway Bridge Corridor.

He explained the reason for the project as well as the background for the study for the 5.6 mile Longmeadow Parkway Bridge Corridor. The main need is to ease the traffic congestion of the Fox River Bridges at the three crossings at I-90, IL 72 and IL 62. He referred to the Carpentersville local Main Street Bridge as a crossing which carries regional traffic.

He gave two alternative scenarios for the Longmeadow Parkway Bridge. The shorter alternative would be from Randall Road to Rt. 25. The longer alternative would be from Huntley Rd. to IL.62. He pointed out that the study looks at existing data including travel demand modeling which looks at a trip divided by geographic zones as well as considering the impact of the tolls.

He presented their findings on future population and economic growth in both Kane and McHenry Counties.

Mr. Ryan addressed the traffic patterns crossing the Fox River at IL 72, IL 62, Main Street, and I-90 with heavier eastbound traffic in the peak a.m. hours and a similar traffic pattern westbound in the peak p.m. hours.

Mr. Ryan spoke to the toll collection methods, explaining that cash collection of tolls versus the I-Pass defeats the purpose of moving traffic. He also explained about video tolling where a picture is taken of the license plate, matched to a file and the plate holder is billed as one way of not having a cash toll.

He explained the proposed toll rates to consider. He said that \$1.50 is the optimum toll rate, especially at peak periods and for bonding capacity. He also explained various toll net revenue forecasts based on tolls of \$.50 for both peak and off peak hours and \$1.00 for peak and \$.50 for off peak hours.

His report suggested that approximately 95% of users on the Longmeadow Parkway Bridge will be passenger cars, and that there would be a need to connect Huntley Road to IL 62 for highest traffic benefit and bonding capacity.

Dan Shea, McHenry County Transportation Commission Chairman, said the goal of the project is to reduce traffic congestion and he suggested that lowering the toll rate would increase traffic on the Bridge. Mr. Ryan explained that a lower toll rate would reduce revenues and ultimately the County's bonding capacity needed to fund construction of the bridge.

Mr. Ryan said the costs involved to install and operate a toll system similar to open road tolling are about \$2.8 million, not including the \$80 to \$100 million to build the road and bridge. Mr. Ryan explained the cost estimate for the various construction options for the bridge and corridor were still be developed.

Tom Rickert said the next steps would be to have the cost estimates updated, to look again at land acquisition, a connection from Randall Road to IL 25, the costs for a two (2) lane and a four (4) lane road, air quality, bonding capacity, the issue of privatization and the feasibility of having a financial advisor at the meeting.

Steve Coffinbargar said he would look to coordinating with the Illinois Tollway and the FHWA for possible meetings with each of the Working Groups in September.

Chairman Wyatt said the study reinforced what the task force group already knew and that the need exists to begin to determine the bonding capacity for this improvement.

#### **V. SCHEDULE NEXT MEETING**

A tentative date of October 16, 2008 at 7 p.m. at Public Safety Center #2 in West Dundee was set for the next meeting.

#### **VI. ADJOURNMENT**

The meeting was adjourned at 8:13 p.m. on motion by Noverini, seconded by Keller.

Barbara Traver  
Secretary