Longmeadow Parkway
Fox River Bridge Corridor

Carpentersville Village Council

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Longmeadow Parkway Bridge Corridor

- ~ 5.6 miles from Huntley Road to IL 62
- Unique municipal/county/state/federal partnership
- Linkage of 3 State routes (IL 31, IL 25, IL 62)
From the Start...

- 1990 – Bridge Advisory Committee formed to comprehensively study potential new bridge crossings (20+) of Fox River
- 1994 study evaluated 9 crossings (4 in Dundee area) – 5 corridors selected for evaluation by Environmental Impact Statement (EIS)
- 1995-2001 – EIS team of federal, state and local environmental resource agencies considered land, water, air, structures, living organisms, social, cultural, and economic aspects with 30+ public meetings
- 2001 – Federal approval of Final EIS with final Longmeadow alignment determined (least environmental impact)
- 2002 – Federal Record of Decision approving Longmeadow Parkway for federal funds and advancing through the development process
Environmental Impact Statement

Final EIS process established the final alignment & included mitigation of open space impacts

- Longmeadow alignment adjusted during EIS process to minimize impacts to environment
- 2002 Federal EIS & Record of Decision established final alignment
- Phase I & II engineering uses approved 2002 final alignment
- Open space mitigation part of land acquisition
- 2008 Brunner Forest Preserve acquisition process included the conveyance of the Longmeadow right-of-way
More Recent Efforts…

- 2003 – Phase I Engineering & Land Acquisition proceeds forward
- 2005 – Carpentersville, Algonquin & County agreement
- 2007 – Carpentersville approves Comprehensive Plan and Longmeadow
- 2007 – Municipal request that County study Longmeadow as toll bridge
- 2007-2010 – Longmeadow Task Force established to study toll option
- 2009 – FHWA review & approval of EIS change to toll bridge approach
- 2009 – Task Force recommends toll bridge to assist with funding
- 2010 – County Board approves Toll Bridge approach
- 2012 – County Transportation Plan with Longmeadow adopted
- 2013 – Phase I Eng./Design Approval by FHWA & Phase II Eng. started
Why a Toll Bridge?

Challenge

• Federal, State & local funds are extremely limited

Funding Opportunity

• County Toll Bridge Enabling Legislation
• Funding assisted through user fees
• Reduces risk & supports County’s capital needs by creating new revenue source
• Provides mechanism for non-Kane County Residents to help pay for the corridor
• Primarily funds area between IL31 and IL25
Toll Collection

- All Electronic Toll Collection (ETC)
- I-Pass compatible

**Figure 4.3 Proposed Toll Collection System**
Longmeadow Parkway Bridge Corridor

The Longmeadow Parkway Fox River Bridge Corridor is a proposed four-lane Fox River Bridge crossing and four-lane arterial roadway corridor with a median, approximately 5.6 miles in length, to alleviate traffic congestion in northern Kane County. The proposed road passes through portions of the Villages of Algonquin, Carpentersville and Barrington Hills, as well as unincorporated areas of Kane County. The western terminus is at Huntley Road west of Randall Road, approximately 1,300 feet northwest of the Huntley/Boyor intersection. From Huntley Road to the Fox River, the corridor primarily traverses mostly undeveloped properties or new subdivisions; these subdivisions were developed with a dedicated right-of-way to accommodate the proposed corridor. After crossing the river, the corridor parallels existing Bolz Road, to the eastern project terminus at Illinois Route 62.

The project was earmarked $4M in federal SAFETEA-LU funds, $3M in federal Surface Transportation Program funds, nearly $1M in federal Congestion Mitigation and Air Quality funds, nearly $1M in state of Illinois Truck Access Route Program funds, and an additional $40M commitment from the state of Illinois. The preliminary construction cost estimate is $67M.

LONGMEADOW PARKWAY OVER THE FOX RIVER FLYOVER VIDEO

Longmeadow Parkway Flyover Video

As part of the final design of the proposed Longmeadow Parkway over the Fox River bridge and approaches, the engineering team, led by Crawford, Murphy and Tilly, assisted by Invision, developed a video to visualize a portion of the corridor. The video begins with a view of the south side of the Fox River bridge, moves to the proposed mixed use path, passes within the Brunner Family Forest Preserve, tracks in an easterly direction to the intersection of Longmeadow Parkway and the Bolz Road connector, then turns around heading in a westerly direction back over the bridge and finishing back at the Brunner Family Forest Preserve proposed mixed use path overpass.

CURRENT STATUS

- **Phase I Engineering** - County Board approved an amended Phase I Engineering agreement on November 8, 2011 for the work necessary to complete the Phase I Engineering for the corridor (including toll elements). Phase I Design Approval was obtained on December 4, 2013. The way for Phase II engineering.

- **Phase II Engineering** - In July 2013 the County Board approved engineering agreements with four separate engineering firms to prepare contract documents and obtain environmental permits in preparation for bid opening in late 2015.

- **Land Acquisition** - County Board approved an amended Right-Of-Way funding agreement which provides over $13.7M for land acquisition. Land acquisition continues throughout the corridor until this funding is exhausted.

LONGMEADOW PARKWAY TASK FORCE

The proposed Longmeadow Parkway Bridge Corridor is envisioned as a regional roadway stretching from Huntley Road to Illinois Route 62 with a new bridge over the Fox River. The project received $4 million in the Federal Transportation Bill (SAFETEA-LU), however with a preliminary construction cost estimate of $97M, many project elements remain unfunded. With limited options to address the funding shortfall, eleven local governments in the Upper Fox Valley region agreed last year to form a Longmeadow Task Force to help find the $44 million needed for construction.
Project Status / Next Steps

- Cost to Date: ~$25M (Studies, EIS, Engineering and ROW)
- Finalize Phase II Engineering – Summer 2015 (~$9M)
- Finalize Land Acquisition – 2015/2016 (~60% land acquired)
- Intergovernmental Agreements – Tollway, State, Municipal
- Seeking additional Federal construction funding
- Construction Cost Estimate: $97M
- Construction Contracts / Staging – TBD
- 1st construction contract letting – targeting late 2015