

Longmeadow Parkway Fox River Bridge Corridor

Public Hearing – Tolling Alternative
Randall Oaks
March 26, 2009

Purpose of the Public Hearing

- To obtain public comment regarding potential environmental issues as a result of operating a toll facility located on the Longmeadow Parkway Bridge Corridor
- Provide an update on Longmeadow Parkway Bridge Corridor activities

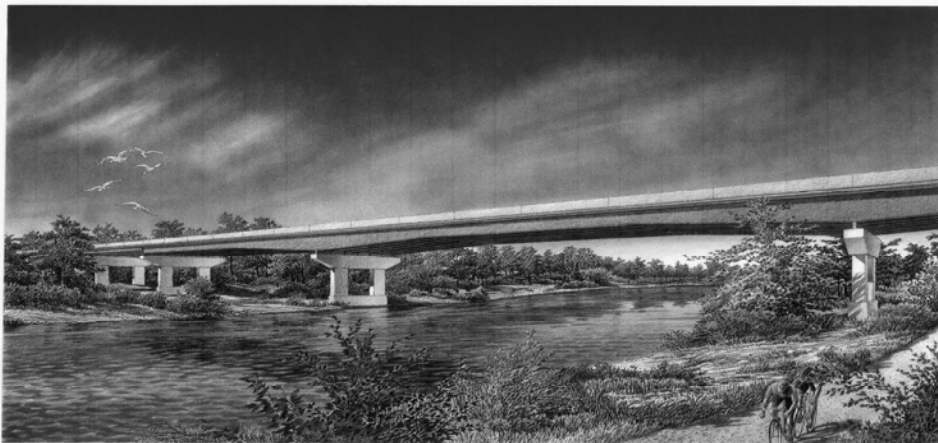
Project History

- 1990 - Fox River Bridge Advisory Committee formed to comprehensively study over twenty (20) potential new bridge crossings of the Fox River
- 1991 - ISTEA (Federal Transportation Bill) funded bridge study to evaluate the potential Fox River bridge crossings; nine (9) were selected to be evaluated by completing an Environmental Impact Statement (EIS)
- 2002 - EIS resulted in three (3) new Fox River Bridge Corridors
 - Longmeadow Parkway, Stearns and IL 56/Oak received approval from Federal Highway Administration (FHWA)
 - FHWA's Record of Decision concluded that these 3 best addressed the purpose and need, posed the least impacts to the natural and human environment, and were eligible for Federal Highway funding

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Project Proposal Description

- Bridge crossing of Fox River
- Corridor ~ 5.6 miles in length from Huntley Road to IL62



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Project Location



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Project Status

- Initial corridor studies and EIS completed for a cost of ~\$4.7 million
- Kane County finalizing Phase I Engineering
- Design approval expected in late 2009
- Acquiring Right-of-way (ROW) with a focus on acquisitions between existing Longmeadow Parkway and IL 25

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Project Purpose

- To enhance the Upper Fox Valley transportation network by reducing congestion and providing alternative and more direct routes to serve existing land use through efficient access to central business districts, employment and commercial centers

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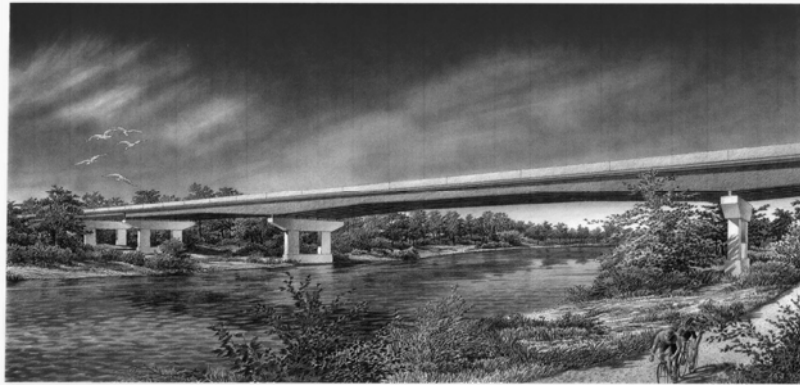
Project Need

- No new Fox River bridges in Upper Fox Valley since the I-90 tollway extension in 1950's
- Population on the west side of the Fox River has increased ten fold since the 1980's
- Population increase continues to congest the only three regional bridge crossings over the Fox River: I-90, IL 72, and IL 62
- Carpentersville Main Street bridge carries regional traffic through neighborhoods with impacts on the east side of the Fox River

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If Funding was Available

If funding was available, it is estimated that the bridge corridor could be open to traffic in approximately 4 years.



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Funding Needs

- Remaining unfunded items: Phase II Eng., ROW, Construction and Construction Eng.
- Transportation funding is very limited and competitive
- Due to the limited availability of Federal, State and Local funds, toll bridge facilities are becoming a means to build new bridges

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Project Funding Status

- ~\$7.5 million has been spent to date for traffic studies, environmental studies and engineering
- ~\$9 million in land acquisition (ROW) underway
- All existing federal funds will be exhausted in 2010
- Additional funding will be crucial to move forward

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Funding Challenge

- Limited funding sources are available to construct bridges of the size and complexity needed to cross the Fox River
- At a cost of \$66 million or more, constructing a bridge in the Upper Fox Valley will require significant Federal, State and local funds
- However, Federal and State funding of this magnitude is generally not available
- Toll Bridges, in combination with Federal and State funding, are a possible local solution for funding Fox River bridges

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Enabling Legislation

605 ILCS 5/ Illinois Highway Code - County Toll Bridges:

Authorizes, among other things, counties to construct, repair, maintain, and operate a toll bridge or bridges over and across any navigable or non-navigable stream within such county, including the approaches to any such bridge and all necessary elevated structures to eliminate intersection at grade with any streets, tunnels, public roads, thoroughfares, highways, railroads, or street railroads.

Authorizes to issue revenue bonds for purpose of acquiring or constructing any toll bridge over or across any navigable or non-navigable stream within or on the boundaries of the County.

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Community Support

- Municipalities in the Upper Fox Valley region have supported the Longmeadow Parkway bridge corridor during the past decade by cooperative planning, acquiring right-of-way, and constructing segments of the corridor
- More recently, these local governments have asked the County of Kane to evaluate the statutory authority to issue toll revenue bonds in order to fund the construction of this bridge in a timely manner

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Community Support

- The following local governments have passed resolutions requesting the County of Kane consider a toll bridge as a funding option for the Longmeadow Parkway Bridge Corridor over the Fox River:

Village of Algonquin

Village of Huntley

Village of Barrington Hills

Village of Lake in the Hills

Village of Carpentersville

Village of Sleepy Hollow

Village of East Dundee

Village of West Dundee

Village of Gilberts

McHenry County

Village of Hampshire

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Previous Public Input

- A public informational meeting was held on May 24, 2007 for the purpose of receiving public comment regarding the toll funding concept for the bridge
- The vast majority of the comments received encouraged the support and need for the bridge corridor, and encouraged public officials to address traffic demands and congestion
- The user fee system (ie. Tolls) also provides a funding mechanism for those residents who reside outside of Kane County to help pay for the bridge

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Feasibility Study

- County conducted a Feasibility Study (currently in draft form) to determine the potential of toll financing
- Additional information on draft Feasibility Study: www.co.kane.il.us/dot/Fox_River_Bridges/longmeadowtf.asp
- The Draft Feasibility Study will be finalized after the Public Hearing

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Overview of Feasibility Study

- Data Collection
- Corridor Growth Analysis
- Travel Demand Modeling
- Traffic and Revenue Analysis
- Toll Collection System/Operations Analysis
- Capital and Operating Cost Estimates
- Preliminary Financing Plan

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Toll Collection Methods – 2 Options

- **I-PASS / Video Tolling (Recommended)**
 - Toll collected primarily through the use of I-PASS
 - Options available for video tolling for users without I-PASS

- **I-PASS / Cash**
 - Toll collected primarily through the use of I-PASS
 - Cash collection for users without I-PASS

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Proposed Toll Collection System

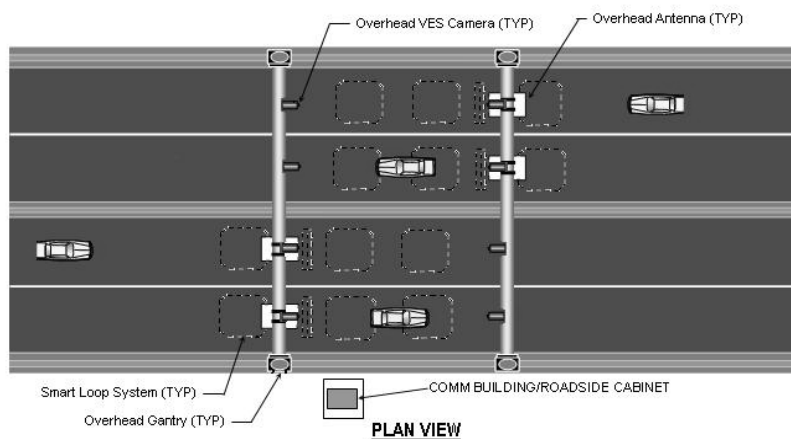
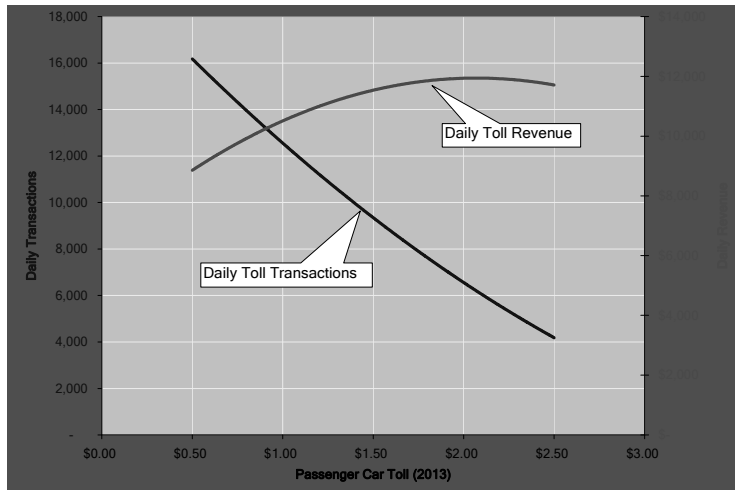


Exhibit depicts proposed all-electronic toll collection system. Initial construction of a 2-lane cross-section is recommended based upon traffic projections.

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Toll Sensitivity Analysis

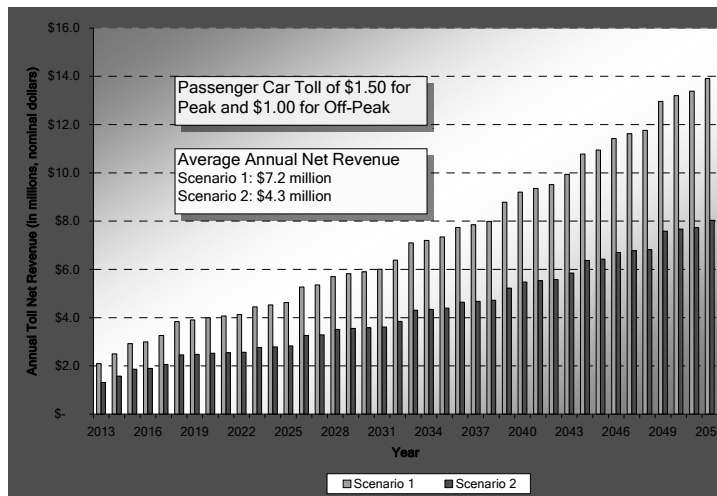
Opening Year (2013)



Daily transactions (blue line) are reduced with greater toll rates. A toll rate of ~\$1.50 during the rush hour and ~\$1.00 off peak equates to a conservative estimate of ~8,800 or more vehicles/day.

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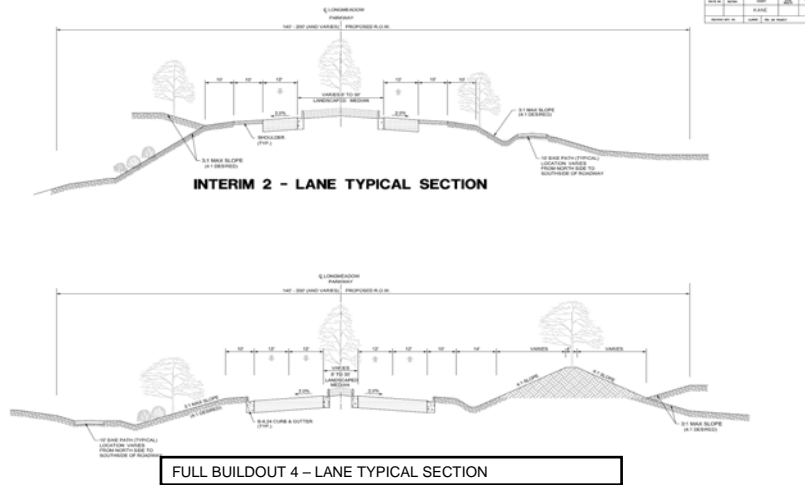
Toll Net Revenue Forecasts



A number of revenue forecasts scenarios were considered to determine bonding potential.

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Typical Cross-Sections

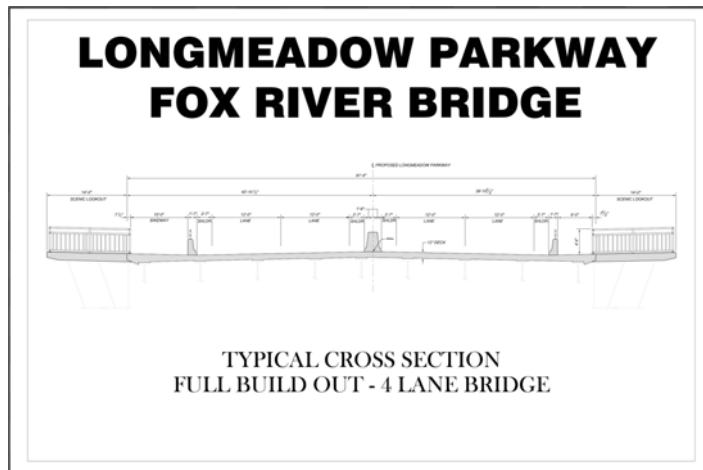


Cross-section of initial 2-lane construction and ultimate 4-lane roadway

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Typical Cross-Section

LONGMEADOW PARKWAY FOX RIVER BRIDGE



Depicts the ultimate 4-lane bridge cross-section. Initial construction of a 2-lane bridge deck and 4-lane bridge substructure is recommended.

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Recommendations

- Initial 2-lane roadway section (one lane in each direction) for the entire corridor with a 4-lane bridge substructure to minimize the initial costs
- Maximum \$1.50 passenger car toll for peak periods and \$1.00 for off-peak periods (toll rate could be reduced with additional outside funding)
- Utilize the General Obligation Alternate Bonds for proceeds of \$70 million to \$75 million
- Toll facility remains until the initial construction bonds are fully repaid and future widening / maintenance endowment funds are established
- Seek additional Federal and State funds

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Environmental

- Final Environmental Impact Statement (FEIS) was approved in 2002
- The Federal Highway Administration has requested that a Technical Memorandum be prepared that evaluates potential environmental issues based upon a toll facility

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Environmental

- FEIS environmental issues not impacted by toll facility
 - Socioeconomic
 - Agriculture
 - Special lands
 - Cultural resources
 - Geology
 - Water quality and water resources

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Environmental

- FEIS environmental issues not impacted by toll facility (continued)
 - Wetlands
 - Biology
 - Air quality
 - Special waste
 - Visual resources
 - Utilities
 - Section 4(f) properties

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Environmental

- FEIS environmental issues potentially affected by toll facility

Transportation

- Tolling scenario will reduce traffic on Longmeadow Parkway bridge
- Traffic benefit is still achieved on existing river crossings in the region under the tolling scenario

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Environmental

- FEIS environmental issues potentially affected by toll facility (continued)

Noise

- Areas were identified and studied in FEIS and Phase I Engineering
- Findings show that lower noise levels will be achieved with a toll facility
- Noise abatement not required

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Environmental Conclusion

Environmental re-evaluation of FEIS as a result of constructing and operating a toll facility located on the Longmeadow Parkway Bridge Corridor :

- **No alteration to the findings of the FEIS**
- **Toll facility meets the Purpose and Need for the improvement**

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Project Next Steps

- **Submit the Final Technical Memorandum and public meeting comments to the FHWA for concurrence**
- **Continue ROW Acquisition**
- **Consideration of financing alternatives and secure additional Federal, State and local funds**
- **Execute Letter of Intent and Letter of Understanding with Illinois Tollway for I-Pass use**
- **Complete Phase I Engineering**

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Public Comments

- Thank you for attending the public hearing regarding potential environmental issues as a result of operating a toll facility located on the Longmeadow Parkway Bridge Corridor
- Please use the comment sheets or see the court reporter to submit comments
- Comments may also be sent by mail to Kane County DOT until Friday, April 17, 2009
- County staff and consultants available by exhibits