

Longmeadow Parkway Status Report – June 23, 2010

Federal Coordination Meeting – March 9, 2010

County staff met with IDOT and FHWA to resolve various Phase I Engineering issues and updated the new FHWA staff on the current status of engineering.

Land Acquisition – County Board approved additional funding December 8, 2009

Land Acquisition continues for various parcels. The County Board recently approved an amended Federal funding agreement which provides over \$9 million for land acquisition.

Phase I Engineering – County Board approved funding on November 10, 2009

Phase I Engineering continues (including tolling elements). Based upon the determination made by the FHWA, the County Board approved an amended Phase I and funding agreements needed to obtain design approval from IDOT. We anticipate the remainder of Phase I to take six to nine months. IDOT recently informed KDOT that the additional environmental survey will be done this year, with a due date of October 2010, thus design approval is anticipated on 12/31/2010.

Public Hearing (March 2009) & FHWA Determination (November 2009)

Longmeadow Parkway Public Hearing was held last year as required by the FHWA to obtain public comment regarding potential environmental issues as a result of operating a toll facility. Based upon this information, the FHWA determined that no supplemental EIS is required.

Final Traffic Projections and Financial Feasibility Study (August 2009) – Recommendations:

- Electronic toll collection system using I-Pass, supplemented with video tolling – ISTHA officials are willing to coordinate regarding the use of I-Pass
- Based upon traffic forecast and toll sensitivity analysis, eventual construction of the Full-Build Option (Huntley Road to IL 62) is crucial to the overall viability of the toll facility
- Toll Scenario #3 - \$1.50 passenger car toll during peak periods and \$1.00 off-peak maximizes revenues
- Opening year traffic forecast for the Full-Build Option results in 8,780 ADT (TS#3)
- Initial construction of a 2-lane roadway and 4-lane bridge substructure can accommodate up to 15,000 to 20,000 ADT
- Cost estimate for Full-Build Option (Huntley Road to IL 62) 2-lane roadway/4-lane substructure is \$117M
- Cost estimate for toll-eligible section from IL 31 to IL 62 is \$82M
- General Obligation Alternate Bonds with 30-year maturity will generate bond proceeds with a principal amount of \$70-75M
- Other potential funding sources include: \$4M of HPP funds, \$2.5M STP, \$9M of State funds, impact fees, recapture from developers
- Cost estimate for the remaining section from Huntley Road to IL 31 is \$35M (may be able to utilize portion/all of existing roadway sections)

Seeking Federal Funding Sources

Submitted for Transportation Bill, annual appropriations and ARRA.