

Longmeadow Parkway Toll Bridge Task Force

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

Meeting Minutes – January 15, 2009

Members in Attendance:

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
Bill Ganek	Village of Algonquin, Village Manager
John Fahy	Kane County Board
Frank Koehler	Village of East Dundee, Village Manager
Joe Korpalski	McHenry County Engineer/Dir. Of Transportation

Absent:

Bill Wyatt (Chair)	Kane County Board
Holly Kissane	Kane County Board
Dan Shea	McHenry County Transportation Comm. Chairman
Ed Dvorak	McHenry County Board
Craig Anderson	Village of Carpentersville, Village Manager
Joe Cavallaro	Village of West Dundee, Village Manager

Others Present:

Tom Rickert	Kane County Deputy Director of Transportation
Steve Coffinbargar	Kane County Division of Transportation
Eugene Ryan	Wilbur Smith Associates
Rick Young	McDonough & Associates
Mike Sullivan	Kane County Division of Transportation
Chris Kempf	Resident, Village of Algonquin
Al Delfino	Resident, Village of Algonquin

I. CALL TO ORDER:

President Schmitt called the Longmeadow Parkway Toll Bridge Task Force meeting to order at 7:01 p.m.

II. APPROVAL OF MINUTES:

Minutes of the August 14, 2008 meeting were approved on motion by Sarto, seconded by O’Leary. Motion passed unanimously.

III. 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 timeline and potential environmental impact on the area. He said there are traffic benefits from the crossing and noise abatement would not be required.

Mr. Sarto expressed his concern of noise with the traffic being so close to existing subdivisions in Carpentersville. Several members of the Task Force recommended providing more information on the level of noise and traffic along the route during the public meeting.

Mr. Young said that there were 12 areas studied and modeled in the EIS and the results indicate that the noise created from roadway meet the FHWA standards and did not require noise abatement.

Steve Coffinbargar provided the conclusion and next steps for the Technical Memorandum and EIS study. The memorandum will be reviewed and finalized. A public hearing will be held to introduce the project to the public and comments from the hearing will be presented to the FHWA. Mr. Rickert explained that it may take up to 9 to 12 months for the FHWA and IDOT to sign off on Phase I and the County can move to the next phase.

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.

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. Cost estimates for different build scenarios were presented.

Mr. Coffinbargar presented the staff recommendations. The project goal is to eventually build the entire connection between IL Route 62 and Huntley Road. However, the corridor may have to be constructed in phases. He further explained that at this time the bonding capacity of the project is not at the optimal level due to the downturn in the bonding market.

Tom Rickert explained that west of IL Route 31 could be established as a two lane roadway and with improvements at various intersections, the existing roadway may be adequate at this time. Future expansion to four lanes could be accommodated when needed.

Mr. Schmitt noted that the Village of Algonquin is looking at the ability to recapture funds from new developments to help pay for the future improvements.

There was discussion on the type of technology that can be used to collect tolls from vehicles traveling along the roadway. Mr. Ryan explained that video tolling is more difficult to perform than I-Pass at this time, but the technology is always improving.

Mr. Sarto suggested bringing all of the municipalities, townships and the county together to perform a comprehensive bridge plan study for northern Kane County. Mr. Schmitt agreed that a comprehensive plan would be helpful, but it should not come at the cost of delaying current projects such as Longmeadow Parkway.

Tom Rickert explained what the next steps are in the process. Staff will work with the task force to ensure they are up to date on the process and the group is meeting the requirements set forth by the FHWA. The Technical Memorandum will be presented at a public meeting. Mr. Rickert suggested that one additional task force meeting would be sufficient to finalize the presentation to the Kane County Board. This meeting would occur after the public meeting on the Technical Memorandum.

IV. OTHER BUSINESS

V. ADJOURNMENT

The meeting was adjourned at 8:18 p.m. on motion by Sarto, seconded by Keller.