

FUNDING

In 12-18 months, a total of approximately \$9 million will have been spent in local, state and federal funds on studying the corridor, Phase I engineering, and the acquisition of approximately 50% of the needed right-of-way acquisitions for the corridor. *At that time, currently available funding will be exhausted, and the need for a new funding package will be crucial to continue moving forward with implementation of the corridor.* The unfunded items remaining include: Phase II engineering, further right-of-way acquisitions, construction and construction engineering.

Federal funding rescissions, the approaching expiration of the National Highway Trust Fund, along with changes in programming strategies at the regional, State, and Federal levels have resulted in very limited and competitive funding for transportation. As a result, the region is exploring all available funding options.

LONGMEADOW PARKWAY TASK FORCE

One possible funding option is to explore County Toll Bridges, which are authorized by the Illinois Compiled Statutes in 605 ILCS 5/Article 10 Division 3 of the Highway Code (County Toll Bridges). The statute allows the County to issue revenue bonds for the purpose of constructing toll bridges. A Longmeadow Task Force was established on July 25, 2007. The charge of the Task Force is to coordinate the required activities needed for the consideration of a toll bridge. Its membership consists of 4 Kane County Board members, 2 Kane County senior staff, 2 McHenry County Board members, 2 McHenry County senior staff and the president and manager of the villages of Algonquin, Carpentersville, East Dundee and West Dundee.

Task Force Objectives:

- Statutory authority and requirements
- Preliminary traffic projections
- Financial feasibility study of potential user fees and bonding capabilities
- FHWA coordination
 - Determine Federal requirements regarding EIS and use of Federal funds
- Illinois Tollway coordination
 - Determine parameters for implementation of I-PASS
- Bond issuance parameters
- Report of Findings

As the Task Force considers the toll bridge funding option, a Feasibility Study is underway to estimate tolls, revenues, bond needs, and potential impacts; consider other issues; and develop conceptual facility approaches. One advantage to the toll bridge alternative, which is a user fee based system, is that the project benefits more than just Kane County residents and allows toll bridge users who reside outside of Kane County to contribute to the cost of the project. It is proposed, that the toll bridge concept remain until the initial construction bonds are fully repaid and a maintenance endowment fund to cover ongoing maintenance and future widening are established. At that time, municipalities are requesting that the tolls be removed.

In addition to the Toll Bridge option, other funding alternatives will be investigated for the remaining segments of the corridor.

POTENTIAL TIMETABLE WITH TOLL FUNDING

- One year to complete Phase I engineering (approval expected in 2009)
- Two years to finalize right-of-way acquisitions (which can proceed concurrently with engineering)
- Two years to complete Phase II engineering (to start after Phase I engineering is complete)
- Two construction seasons to construct the roadway, retaining walls and the new bridge over Fox River.

If funding was available, it is estimated that the corridor could be open to traffic in approximately 4-5 years.

INFORMATIONAL BROCHURE

LONGMEADOW PARKWAY FOX RIVER BRIDGE CORRIDOR

LONGMEADOW PARKWAY PUBLIC HEARING
THURSDAY, MARCH 26, 2009

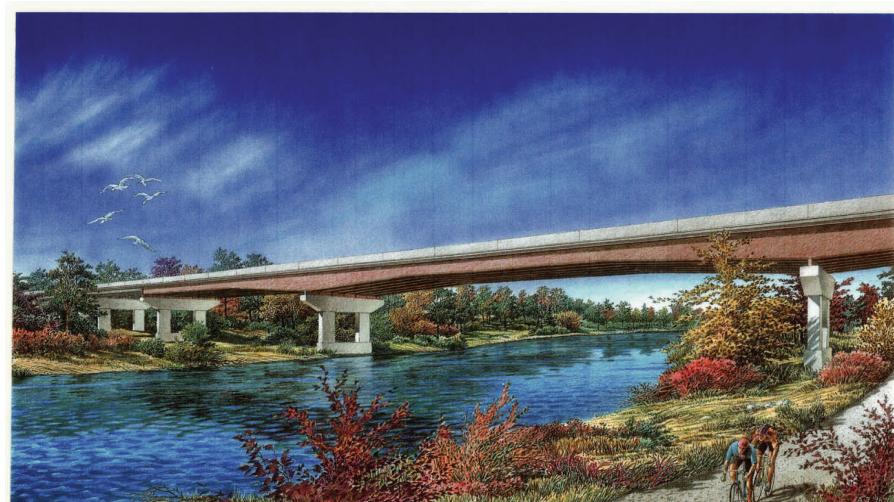
PROJECT DESCRIPTION

INSIDE THIS ISSUE:

- PROJECT DESCRIPTION 1
- HISTORY 2
- PURPOSE AND NEED 3
- PROJECT STATUS 3
- PROJECT LIMITS AND AERIAL MAP 2-3
- TOLL BRIDGE TASK FORCE 4

SPECIAL POINTS OF INTEREST:

- The construction costs for the 2-lane staged construction of the corridor are estimated at \$117 million
- The project will include a new Fox River Bridge Crossing and a 5.6 mile, 2-lane arterial corridor
- Kane County and local municipalities are currently acquiring right-of-way for the project



Artist rendering of the proposed Longmeadow Parkway Bridge over the Fox River.

HISTORY

Since the 1950's, Kane County has experienced major development and growth in the area surrounding the historical city centers along the Fox River, which runs north-south through the County. The roadway network along the Fox River was originally developed to accommodate travel between these city centers. Recent growth in development, and the accompanying increase in traffic, has resulted in major congestion and pressure on the existing communities to accommodate the travel needs of residents. Currently, motorists wishing to cross the Fox River to get to other locations must travel a longer indirect route through city centers or I-90, a controlled-access tollway.

Representatives in Kane County recognized that the Fox River, with its limited number of crossings, represented a major impediment to travel in an area that was rapidly developing. In 1990 the Fox River Bridge Advisory Committee was formed to address these issues. The Committee included representatives from townships, municipalities and counties near the Fox River. Working with the Chicago Area Transportation Study (CATS) and considering public input, the Fox River Bridge Advisory Committee developed and evaluated a number of Fox River crossing alternatives between Illinois Route 62 in Algonquin and Illinois Route 47 in Yorkville.

The Longmeadow Parkway Fox River Bridge Corridor was evaluated for its effectiveness in addressing traffic congestion on roadways in the northern region of Kane County, and deemed potentially effective at addressing the regional traffic needs. Consequently, the Longmeadow Parkway Bridge Corridor was studied as part of the Fox River Bridge Crossings Environmental Impact Study (EIS) in the 1990s.

PURPOSE AND NEED

Three Fox River Bridge Corridors (Longmeadow Parkway, Stearns Road, and IL56/Oak Street) received environmental approval from the Federal Highway Administration in May of 2002. The Purpose and Need of the Longmeadow Parkway have been defined in the Record of Decision as:

- 1) **Enhance** Kane County's transportation network by reducing congestion and providing alternate and more direct routes.
- 2) **Serve** existing land use through efficient access to central business districts; public services; and employment and commercial centers.
- 3) **Serve** proposed land use in conformance to Kane County's *2020 Land Resource Management Plan*, (now updated to the 2030 Plan) which encourages compact, contiguous growth in the eastern portion of the County and preserves the rural qualities of the western portion.

PROJECT STATUS

Kane County is anticipated to reinitiate Phase I engineering, which will outline the right-of-way needed, roadway design requirements, preliminary design of the bridge over the Fox River, subsoil investigations, and drainage and hydraulic requirements. It is expected that the County will receive design approval for the Phase I Engineering from the Illinois Department of Transportation in 2009. The County has been acquiring right-of-way since 2004, and will continue acquiring critical parcels until the available funding is exhausted. Recognizing that funding is limited, the County has focused on critical right-of-way acquisitions between IL 31 and IL 25.

LONGMEADOW PARKWAY IN KANE COUNTY HUNTLEY ROAD TO ILLINOIS ROUTE 62



Kane County Division of Transportation

- Proposed Right-of-Way
- Proposed Edge of Pavement
- Proposed Bike Path
- Proposed Structure
- Traffic Signal

