Longmeadow Parkway
Fox River Bridge Corridor

July 7, 2015
Longmeadow Parkway Bridge Corridor

- 5.6 miles from Huntley Road to IL 62
- Unique municipal/county/state/federal partnership
- Links Randall Road & 3 State Routes (IL 25, IL 31, IL 62)
Project Purpose

- Enhance Kane County’s transportation network by reducing congestion and providing alternative and more direct routes.

- Serve existing and planned land use through efficient access to central business districts, public services, and employment/commercial centers.
Project Need

- No new river crossings in Upper Fox Valley since I-90 in 1950’s
- Congestion & Travel Delay increasing on area roadway network with negative impacts to local streets/neighborhoods
- Tenfold Population Increase west of Fox River since 1980s with northern Kane County; currently a Chicago region leader in new housing starts
- 2040 Growth Projection: additional 150,000+ people for immediate area with increasing impacts to existing bridges, streets and communities
- Impacts to Economic Growth & Existing Communities—traffic congestion hampers access to local business districts, employment and commercial centers
- Carpentersville Main St. bridge carries increasing regional traffic with impacts to local neighborhoods on east side of river
“It takes time” - From the Start...

- 1990 – **Bridge Advisory Committee formed** to comprehensively study 20+ potential new bridge crossings of Fox River

- 1990-2001 – **extensive team of federal, state and local agencies** including over a hundred environmental and engineering professionals evaluated potential bridge corridors

  - Included four (4) Dundee-area corridors: County Line, Longmeadow Parkway, Miller/Lake Marian & Boncosky

- Evaluated land, water, air, structures, living organisms, social, cultural, and economic impacts with 30+ public meetings for the **Environmental Impact Statement (EIS)** process
Environmental Impact Statement
-EIS Team included:

- Illinois Department on Natural Resources
- Illinois Environmental Protection Agency
- Illinois Historic Preservation Agency
- Illinois Nature Preserves Commission
- Illinois State Geological Survey
- U.S. Army Corps of Engineers
- U.S. Department of the Interior
- U.S. Department of Agriculture
- U.S. Environmental Protection Agency
- U.S. Fish & Wildlife Service
- Various Environmental & Engineering Consultants
- Municipalities
- Kane County
- Forest Preserve District
- Illinois Department of Transportation
- Federal Highway Administration
Environmental Impact Statement

2001 - Federal approval of Final EIS

2002 - Federal Record of Decision

Longmeadow Parkway was found to:

- Best satisfy the purpose & need
- Least impact to the natural & human environment
- Selected based on processes in compliance w/NEPA
- Eligible for Federal funding
- May advance through development process to construction
Environmental Impact Statement
Final EIS process established the final alignment & included mitigation of open space impacts

- Alignment refined during EIS to minimize impacts
- 2002 Record of Decision established final alignment
- Design uses alignment approved in 2002
- Open space mitigation is part of land acquisition requirements
- 2008 Brunner Forest Preserve acquisition considered and included the conveyance of the Longmeadow Right-of-Way
Recent Activities

100+ Public Meetings

- 2003  Phase I Engineering & Land Acquisition proceeds
- 2003-2007  Algonquin, Carpentersville & County approved Longmeadow in Comprehensive Plans
- 2007  Municipalities requested County to make Longmeadow a toll bridge
- 2007-2010  Longmeadow Task Force established to study toll option
- 2009  Federal review & approval of EIS change for toll option
- 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
- 2013-2015  Final Design and required environmental updates
Municipal Planning

Municipal planning and public processes included Longmeadow Parkway:

- Carpentersville 2007 Comprehensive Plan
- Algonquin 2008 Comprehensive Plan
- Development planning & platting
- Right-of-Way acquisition
- Construction of roadway segments
- 10 Resolutions of support
Village of Algonquin
General Development Plan 1974
Regional / State Approvals & Construction Funding Support

Metropolitan Planning Organization (CMAP) assisted with – Planning, Programming, & Air Quality Conformance Analysis in accordance with federal requirements

- $3.1M in Congestion Mitigation Air Quality & other federal
- $5.0M from Kane/Kendall Council of Mayors
- $42.2M in IDOT funds for their portion of the project
Why a Toll Bridge?

**Challenge**
- Federal, State & local funds are limited

**Funding Opportunity**
- County may create toll bridges
- Bridge funding assisted through user fees (75% plus of area households have I-Pass)
- Supports other County capital projects by creating an additional revenue source for Longmeadow
- Provides mechanism for non-Kane County Residents to help pay for the corridor
Toll Bridge

- Bridge is tolled with one facility east of Fox River
- Remainder of Longmeadow is not tolled and provides local accessibility much like any other local road
- Toll rate is anticipated to be $1.00 peak/50 cents off-peak
Project Development

- Cost to Date: $28.5M
  - Studies, EIS, Engineering & ROW
- Following successful model of Stearns Road Bridge Corridor
  - Many local, state & national awards
  - Illinois Chapter American Planning Association Sustainability Award
  - Kane-DuPage Soil & Water Conservation District Excellence for Efforts in Conservation of Land and Water Resources
Project Status / Costs / Next Steps

- Finalizing Phase II Engineering – 2015 ($9M)
- Construction permitting process underway
- Continued coordination with resource agencies
- Land Acquisition – 2015/2016
  - ~60% land acquired
- Intergovernmental Agreements – Tollway, State
- Construction/CE Cost Estimate: $115M
- Construction Contracts / Staging – TBD
- 1st construction contract bid – target Fall 2015
- Remaining contracts – target 2016-2018
Project Fund Sources

- Current Estimate $115M for Construction/CE with Cost Index

  Federal $10.1M
  State $39.4M
  Local $65.5M

  Total $115.0M

- Current Estimate for $65.5M Local Fund Sources - No new taxes

  Impact Fees $3.5M
  Sales Tax $22.0M
  Bond Revenue $40.0M*

  Total $65.5M

* $40M Bond Amount will likely decrease
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/Beyer 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 Bob 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 pathpass within the Brunner Family Forest Preserve, tracks in an easterly direction to the intersection of Longmeadow Parkway and the Bob 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 pathpass.

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. Clearing the way for Phase II engineering.
- **Phase II Engineering**: In July 2012 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 to fund the bridge through a new parkway task force.
Longmeadow Parkway Fox River Crossing
Kane County, Illinois