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
Regional / State Approvals & Construction Funding Support

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

- $5.1M 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
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/ 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
  
<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
<td>$10.1M</td>
</tr>
<tr>
<td>State</td>
<td>$39.4M</td>
</tr>
<tr>
<td>Local</td>
<td>$65.5M</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$115.0M</strong></td>
</tr>
</tbody>
</table>

- Current Estimate for $65.5M Local Fund Sources - No new taxes
  
<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impact Fees</td>
<td>$3.5M</td>
</tr>
<tr>
<td>Sales Tax</td>
<td>$22.0M</td>
</tr>
<tr>
<td>Bond Revenue</td>
<td>$40.0M*</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$65.5M</strong></td>
</tr>
</tbody>
</table>

*$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 Road intersection. From Huntley Road to the Fox River, the corridor primarily traverses mostly undeveloped property 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 Route 62, to the eastern project terminus at Illinois Route 62.

The project was earmarked $44M in federal SAFETEA-LU funds, $10.1M in federal funds, nearly $1M in federal Congestion Mitigation and Air Quality funds and an additional $42.2M commitment from the state of Illinois. The preliminary construction and construction engineering cost estimate is $115M.

Detailed information regarding the improvement can be found under “Other Documents” near the bottom of this website.

LONGMEADOW PARKWAY OVER THE FOX RIVER PLANS AND 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 & Tilly, assisted by Ikonik, 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 overpass within the Brummer Family Forest Preserve, tracks in an easterly direction to the intersection of Longmeadow Parkway and the Wolf Road connector, then turns around heading in a westerly direction back over the bridge and finishing back at the Brummer Family Forest Preserve proposed mixed use path overpass.

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 tol elements). Phase I Design Approval was obtained on December 4, 2013. Clearing the way for Phase II engineering.
- Phase II Engineering - In July 2013 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.
- Construction/Construction Engineering - Construction will occur in stages as funding, right of way and permitting is secured.

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 passed resolutions requesting Kane County consider funding the bridge through a user fee (tol funding). Based upon this request, the Kane County board agreed to establish a Longmeadow Parkway Toll Bridge Task Force. The 16-member Task Force was charged with coordinating the required activities needed before the County Board can make an informed decision on the toll facility request.

The Task Force oversaw the completion of the Longmeadow Parkway Bridge Corridor Traffic Projections and Financial Feasibility Study and on June 23, 2010 passed a resolution objecting the County Board support and move forward with the construction of the toll bridge across the Fox River on the Longmeadow Parkway Corridor.

MEETING AGENDAS

- June 23, 2010
- January 13, 2009
- August 14, 2008
- November 15, 2007
- October 25, 2007

APPROVED MEETING MINUTES

- June 23, 2010 (Draft Minutes - Pending Approval)
- January 15, 2009
- August 14, 2008
- November 15, 2007
- October 25, 2007

OTHER DOCUMENTS

IDNR CWSR Public Notice
Response to Public Comments on Longmeadow - June 2015
Longmeadow Parkway Section A Huntley/Weiner Rd to west of Randall Road Final Phase
Longmeadow Parkway Project Newsletter - April 2012