Longmeadow Parkway
Fox River Bridge Corridor

August 6, 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

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS DEPARTMENT OF TRANSPORTATION

Record of Decision
FHWA-IL-FR-F3-01-F-4(f)
Fox River Bridge Crossings
Kane County

I. Introduction

HISTORY

The Study area for this project is on the western edge of the Chicago Metropolitan area. From the 1950's
onward, Kane County has experienced major growth. Development, in the area originally focused on the
historical city centers located along the Fox River, which run north-south through the County. The
roadway network in the area was originally developed to accommodate travel between these city centers.
The result of this development is that traffic wishing to cross the Fox River to get to other locations must
travel a longer indirect route through city centers or proceed along a congested access roadway. The first
travel option discussed above produces traffic volumes in city centers beyond the capacity of the local
roadways, resulting in longer distances and time consuming trips. This congestion creates a potential for
loss to the traveling public's desire to visit city centers and communities as a destination for working and
shopping. The second travel option discussed above encourages the traveling motorist to take even
longer distance trips since choice of exits is limited on a limited access facility and higher travel speeds
allow covering longer distances in a shorter amount of time.

In 1990, under the sponsorship of Congressman Dennis Hastert, the Fox River Bridge Advisory
Committee was formed. This Committee included representatives from townships, municipalities and
counties near the Fox River. The Committee was the result of the recognition that the Fox River, with its
limited number of crossings, represented a major impediment to travel in an area that was rapidly
developing. This growth in development, and accompanying growth in travel, would result in major
congestion and pressure on the existing communities to attempt to accommodate the traffic or suffer the
consequences.

Working with the Chicago Area Transportation Study (CATS) and considering public input, the Fox
River Bridge Advisory Committee developed and evaluated a number of alternatives between Illinois
Route 62 in Algonquin and Illinois Route 47 in Yorkville. Each corridor was evaluated for their
effectiveness in addressing traffic congestion on roadways in the region. Out of over twenty corridor
crossings of the Fox River evaluated, nine were deemed potentially effective at addressing the regional
traffic needs of Kane County and were carried forward for further evaluation.

In 1991, the Fox River Bridge Crossings Study was authorized under the Intermodal Surface
Transportation Efficiency Act (ISTEA) as Demonstration Project 19 to "study, plan and construct up to
eight bridges across the Fox River" between Illinois Route 62 in Algonquin, Illinois on the north and
Illinois Route 47 in Yorkville, IL on the south. As a result, the Federal Highway Administration
(FHWA) determined that a subsequent evaluation of this series of transportation improvements was
necessary because of the crossing corridors' common Purpose and Need, and potential for significant
individual and cumulative impacts.

Fox River Bridges Record of Decision

April, 2002
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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

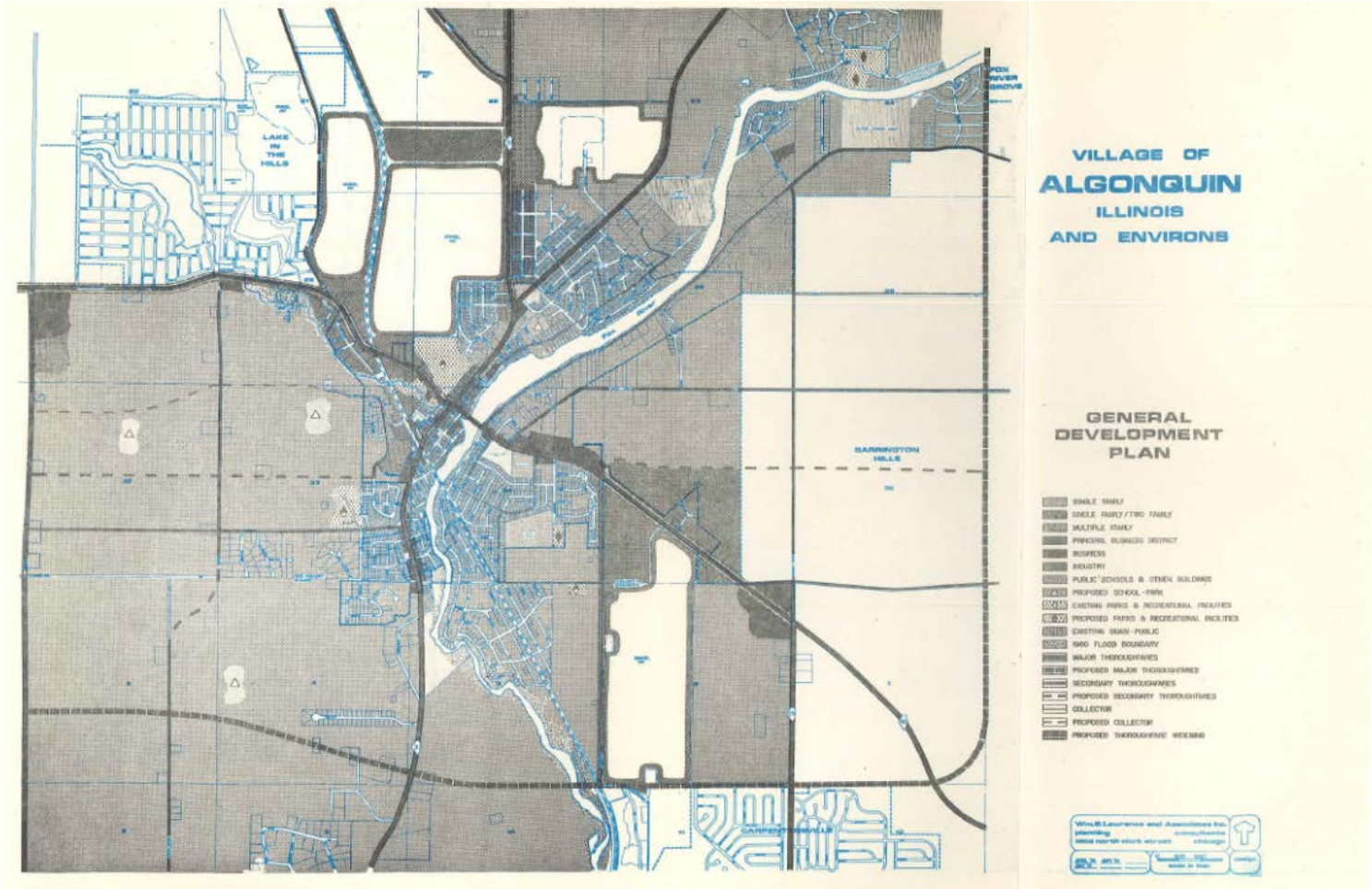
- 2003 — Phase I Engineering & Land Acquisition proceeds
- 2003-2007 — Algonquin, Carpentersville & County approved Longmeadow in Comprehensive Plans
- 2007 — Municipalities requested County to make Longmeadow a toll bridge
- 2007-2010 — Longmeadow Task Force established to study toll option
- 2009 — 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
  - Algonquin, Barrington Hills, Carpentersville, East Dundee, Gilberts, Hampshire, Huntley, Lake-in-the-Hills, Sleepy Hollow, West Dundee

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

- $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

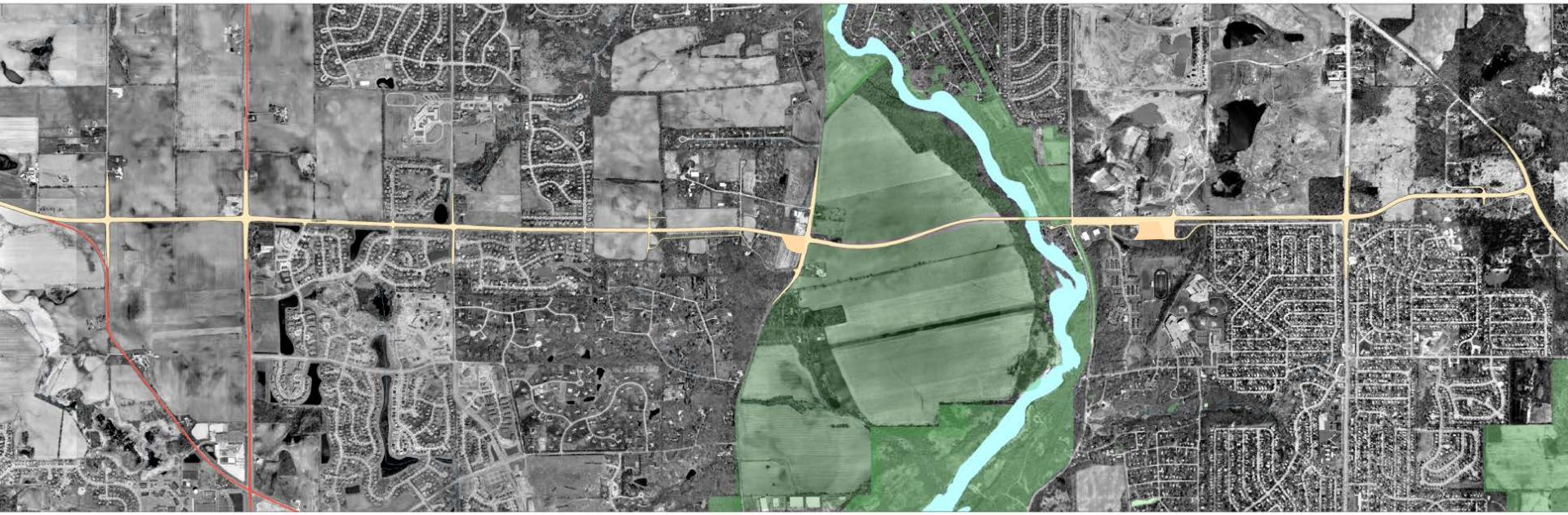
Funding Opportunity

- 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

Longmeadow Parkway Corridor



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

KANE COUNTY DIVISION OF TRANSPORTATION

Carl Schoedel, P.E., Director of Transportation, County Engineer

Longmeadow Parkway Fox River Crossing
Kane County, Illinois

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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/Boyer 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 Bolz Road, to the eastern project terminus at Illinois Route 62.

The project was earmarked $4M 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 prefinal 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 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 overpass within the Brunner Family Forest Preserve, tracks in an easterly direction to the intersection of Longmeadow Parkway and the Bolz 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 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 toll 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 that Kane County consider funding the bridge through a user fee (toll 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 requesting 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 15, 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 OWR Public Notice
Metro West Council of Government LMP Letter of Support - June 2015
Response to Public Comments on Longmeadow July 2015
Longmeadow Parkway Section A Huntley/Boyer Rd to west of Randall Road Prefinal Plans
Longmeadow Parkway Project Newsletter - April 2015

Longmeadow Parkway Fox River Crossing
Kane County, Illinois