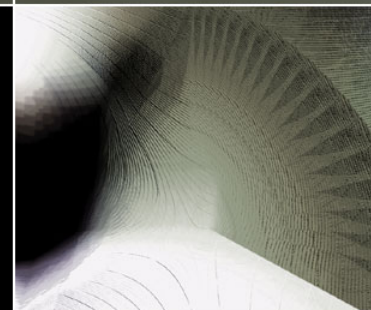


# Longmeadow Parkway Fox River Bridge Corridor

Kane County Board  
Committee of the Whole  
July 25, 2007



# Purpose of Presentation

On the behalf of 11 local communities in the northern Fox Valley, we are requesting the County of Kane to consider the use of their statutory authority to establish a toll bridge as a means to fund and build the proposed Longmeadow Parkway Bridge between IL31 and IL25.

605 ILCS 5/ Illinois Highway Code - County Toll Bridges

# Community Support

To date, the following communities have passed resolutions requesting the County of Kane to consider a toll bridge as a funding option for the proposed Longmeadow Parkway Bridge over the Fox River:

Village of Algonquin  
Village of Barrington Hills  
Village of Carpentersville  
Village of East Dundee  
Village of Gilberts  
Village of Hampshire

Village of Huntley  
Village of Lake in the Hills  
Village of Sleepy Hollow  
Village of West Dundee  
McHenry County

# Community Support

This group of 11 local governments is unanimous in support of the Longmeadow Parkway Bridge Corridor, and ask that Kane County evaluate the use of their statutory authority to issue toll revenue bonds in order to fund the construction of this bridge within a timely basis.

# Community Support

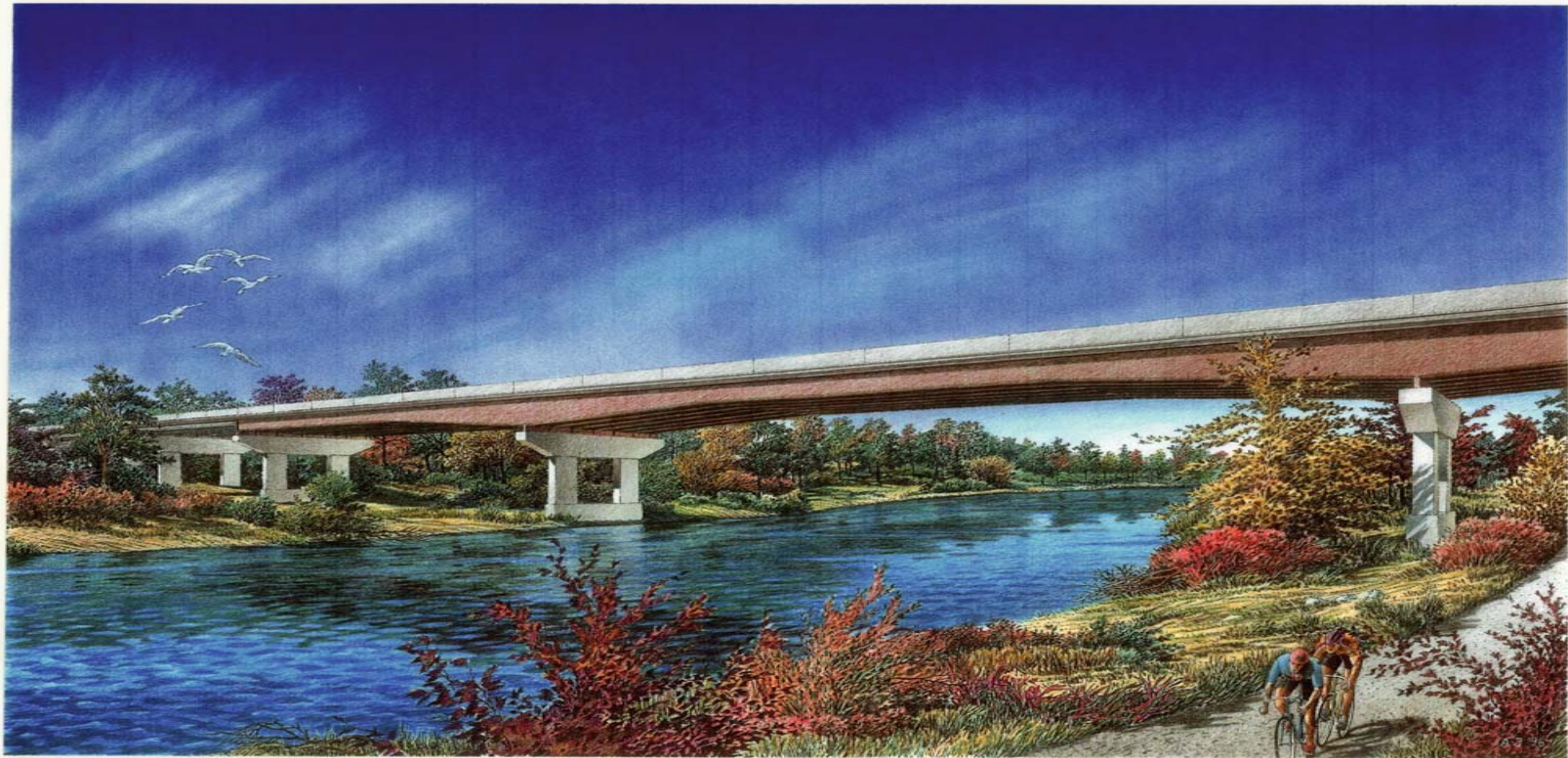
- This is an unprecedented level of unanimous support from the governmental entities in this area representing over 440,000 constituents
- Many municipalities in the northern Fox Valley region have been in support of the need for this bridge for over the last 5 years. Other communities have been in support of this project for over a decade and many public funds have been expended and right-of-way acquired.

# Background – Project Need

- No new Fox River bridges in Upper Fox Valley since the I-90 tollway extension in the 1950's.
- Population growth continues to tax the only three regional bridge crossings over the Fox River: I-90, IL 72, and IL 62.
- Carpentersville's Main Street bridge carries regional traffic through local neighborhoods with negative impacts on the east side of the Fox River.

# Potential Timetable, If Funding was Available

*If funding was available now, the corridor could be open to traffic in approximately 4-5 years.*



# Parameters of Support

The resolutions of support from the 11 local governments request that Kane County consider funding the bridge through a user fee (toll funding) under the following parameters:

- Utilize the lowest possible fee to pay for bond obligations.
- Remove the toll after bond repayment and establishment of maintenance fund.
- Incorporate technology and integrate the toll facility with the I-PASS system.
- Provide best effort to open facility for public use in about 4 to 5 years.



# Local Perspective

- A public informational meeting was held on May 24th for the purpose of receiving public input regarding the toll funding concept for the bridge. The written comments received are in your packet.
- The vast majority of the comments received encouraged the support and need for the bridge corridor, and also encourage authorities to plan ahead to address traffic demands and congestion.

# Local Perspective

- Newspapers serving the northern Fox Valley, the Daily Herald, Northwest Herald, Pioneer Press and the Courier News have written editorials supporting the concept and the need for the bridge.
- The papers point out that the traffic problem isn't going away, in fact, it is getting worse and that the congestion threatens to destroy the very quality of life which defines the northern Fox Valley.

# Local Perspective

- The user fee system (ie. Tolls) would help solve one of the biggest objections facing the project over the years in that it would provide a funding mechanism for those residents who reside outside of Kane County to help pay for the corridor.

# Conclusion

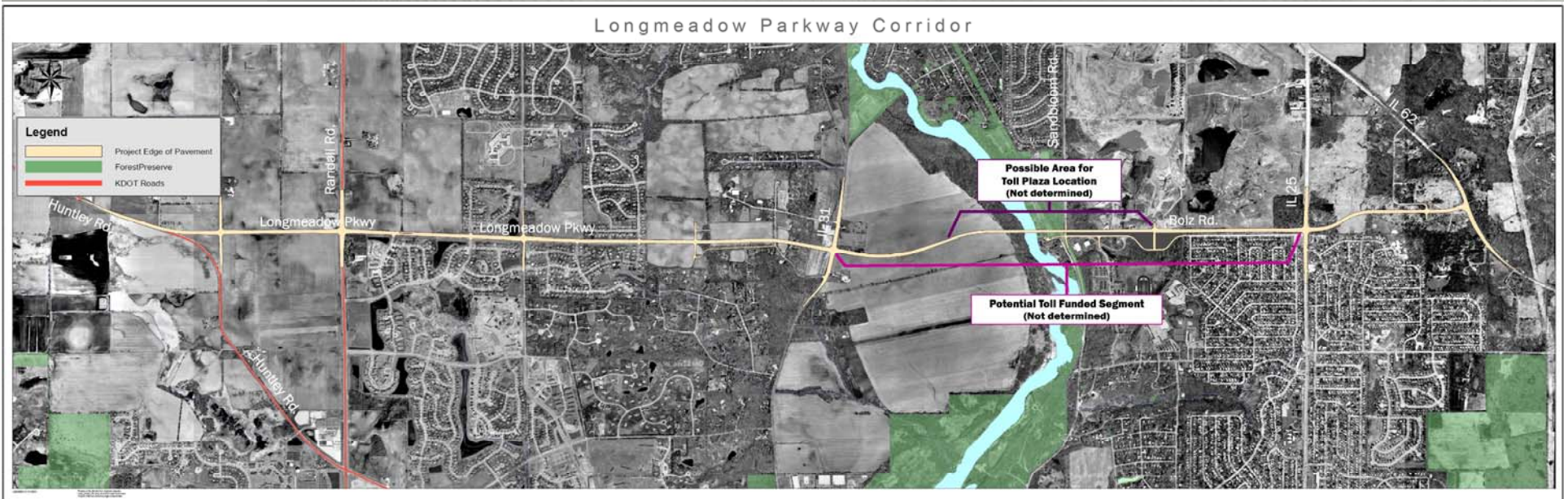
- The use of the County's toll authority and revenue bonds is a creative and innovative solution that merits strong consideration
- We have unprecedented support and cooperation between the municipalities, McHenry and Kane Counties to achieve this goal
- We believe our attempt to meet the transportation needs of our citizens within a reasonable timeframe of 4 to 5 years is possible.

# Conclusion

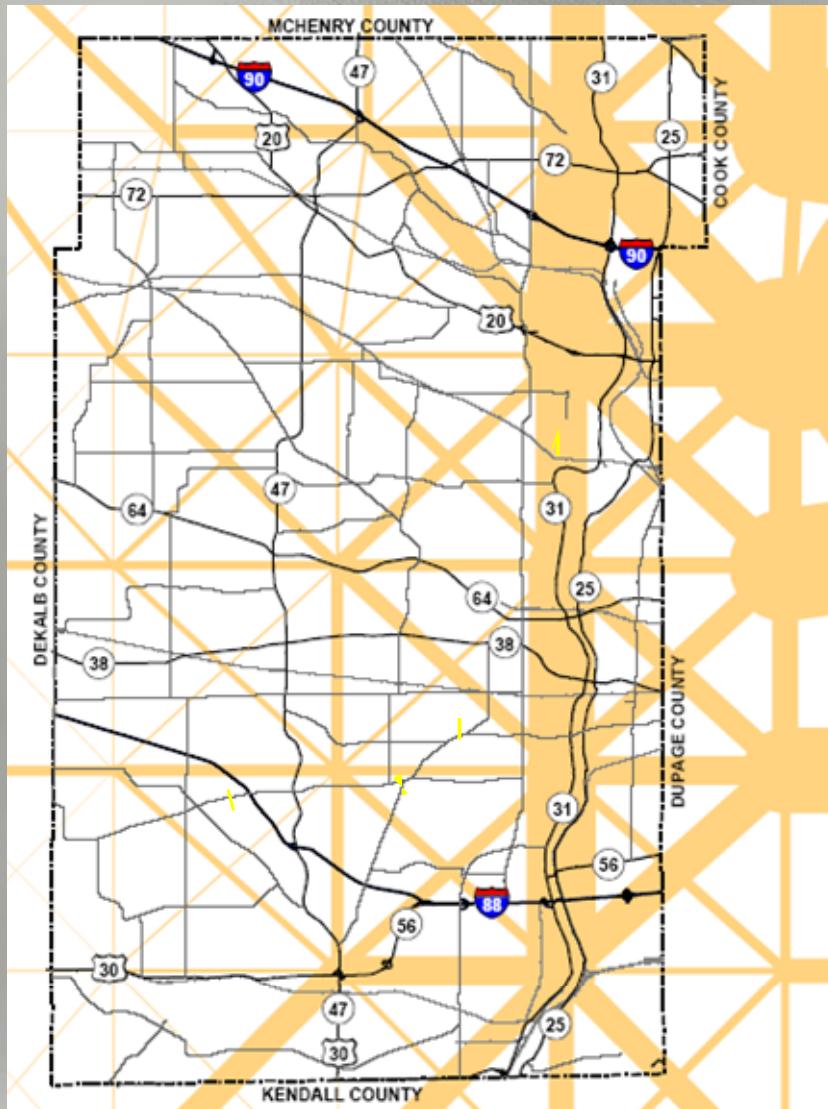
- Again, on behalf of the 11 local communities in the northern Fox Valley, we are asking that Kane County consider the use of its statutory authority and the issuance of revenue bonds to facilitate the construction of the Longmeadow Parkway bridge as a toll facility.

# Longmeadow Parkway Corridor

- Proposed 5.6 mile roadway and Fox River crossing that links Huntley Road to IL62 with intersections at Randall Road, Sleepy Hollow Road, IL31, IL25, and other local roads.



# Project Need

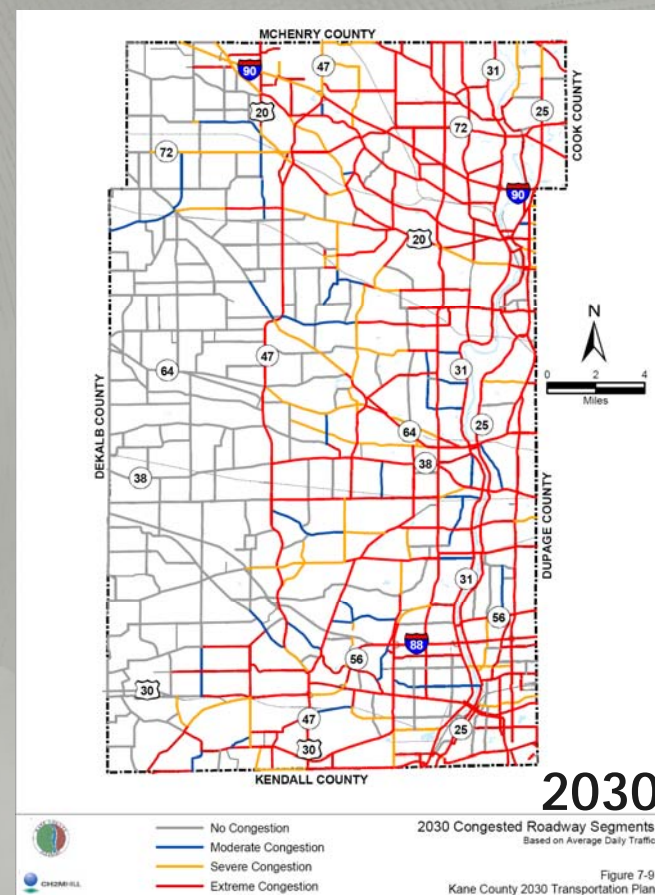
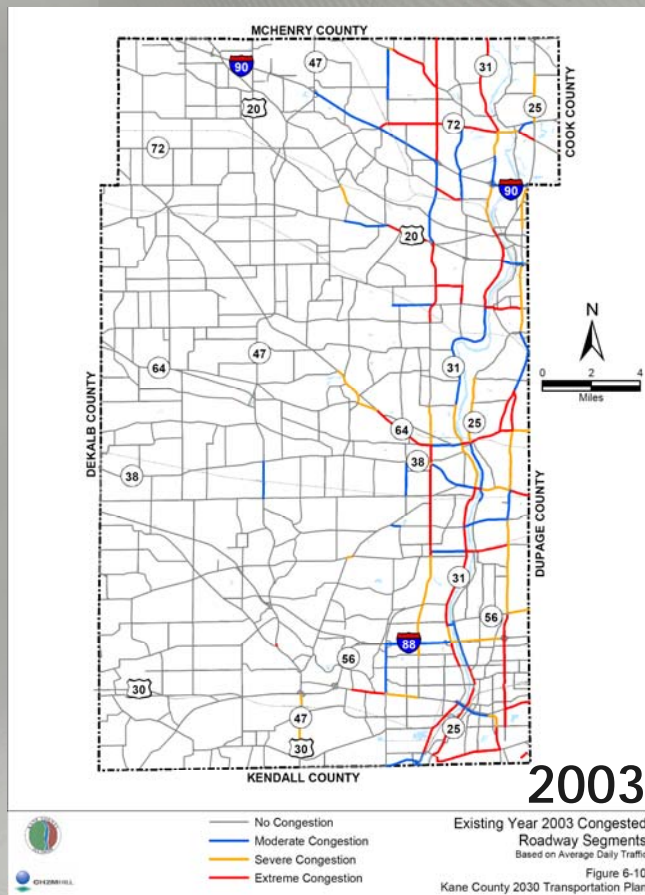


## Map of Travel Desire Bands

- Shows general travel patterns and behaviors within Kane County.
- While not the majority of the traffic, a good portion of the travel in northeastern Kane County originates in McHenry County using IL62, Huntley Road, IL72, and I-90.
- McHenry County population growth is also projected to increase significantly with few roadway alternatives to the job centers in Cook and DuPage County.

# Project Need

- Roadway congestion in Kane County is projected to increase significantly with 57 percent of all primary roadways being congested by the year 2030.





# Project Need

- Below are historical and current average daily traffic (ADT) on area bridges with percent increase in traffic since 1990.
- The last column is the deficiency in capacity of the listed bridge. Motorists experience this deficiency in the form of ever increasing delays crossing the Fox River.
- IDOT current ADT has not been updated in a few years and could be substantially higher due to development activity.

<u>Crossing</u>	<u>1990 ADT</u>	<u>Current ADT</u>	<u>% Increase</u>	<u>Deficiency</u>
IL 62	23,000	37,000	61%	(7,000)
Main St.	19,500	26,000	33%	(10,000)
IL 72	27,600	32,000	16%	(6,000)
I-90	65,300	110,000	68%	(10,000)
<b>TOTAL</b>	<b>135,400</b>	<b>205,000</b>	<b>Avg. 45% inc.</b>	<b>(33,000)</b>

# Project Status

- Kane County is currently conducting Phase I Engineering (preliminary) which is expected to receive design approval from IDOT in 2008.
- Kane County and local municipalities have been acquiring Right-of-way (ROW) and will continue to acquire ROW until available funding is exhausted.
- County ROW acquisitions are focused on parcels between IL31 and IL25.

# Background - Funding Needs

- Project's total cost of \$88 million far exceeds typical Federal and State earmarks for local projects.
- \$4 million in federal funds from SAFETEA-LU was earmarked for right-of-way and Engineering in August 2005. Upon expenditure of these monies for Phase 1 engineering and 50% of the needed right-of-way, all available funding will then be exhausted.

# Background - Funding Needs

- Remaining unfunded items include:

Phase II Engineering, 50% of Right-of-way, Construction and Construction Engineering.

- Next Federal transportation funding consideration is years away with no funding guarantee due to limited resources and extreme competition for these funds.

# Current Trends = Costs Increases

- Increases in material, labor, and other items will continue to escalate the project's total cost each year.
- A new funding package *is critical* to move forward with implementation of this corridor.

# Potential Timetable, If Funding was Available

- 2 years to complete Right-of-way acquisitions.
- 2 years to complete Phase II Engineering (would start after design approval of Phase I Eng. in 2008 and proceed concurrently with right-of-way acquisition)
- 2 construction seasons to construct the roadway and the bridge over the Fox River.

# Enabling Legislation

## **605 ILCS 5/ Illinois Highway Code - County Toll Bridges:**

Authorizes, among other things, counties to construct, repair, maintain, and operate a bridge or bridges over and across any navigable or non-navigable stream within such county, including the approaches to any such bridge and all necessary elevated structures to eliminate intersection at grade with any streets, tunnels, public roads, thoroughfares, highways, railroads, or street railroads.

Authorizes to issue revenue bonds for purpose of acquiring or constructing any toll bridge over or across any navigable or non-navigable stream within or on the boundaries of the County.

# Winnebago County Toll Bridge

- Example of a recent County Toll Bridge.
- No outside funding sources were available for Winnebago County.
- Studies were completed to determine financial feasibility and impacts.
- County passed Bond Ordinances and built the bridge in 1993.

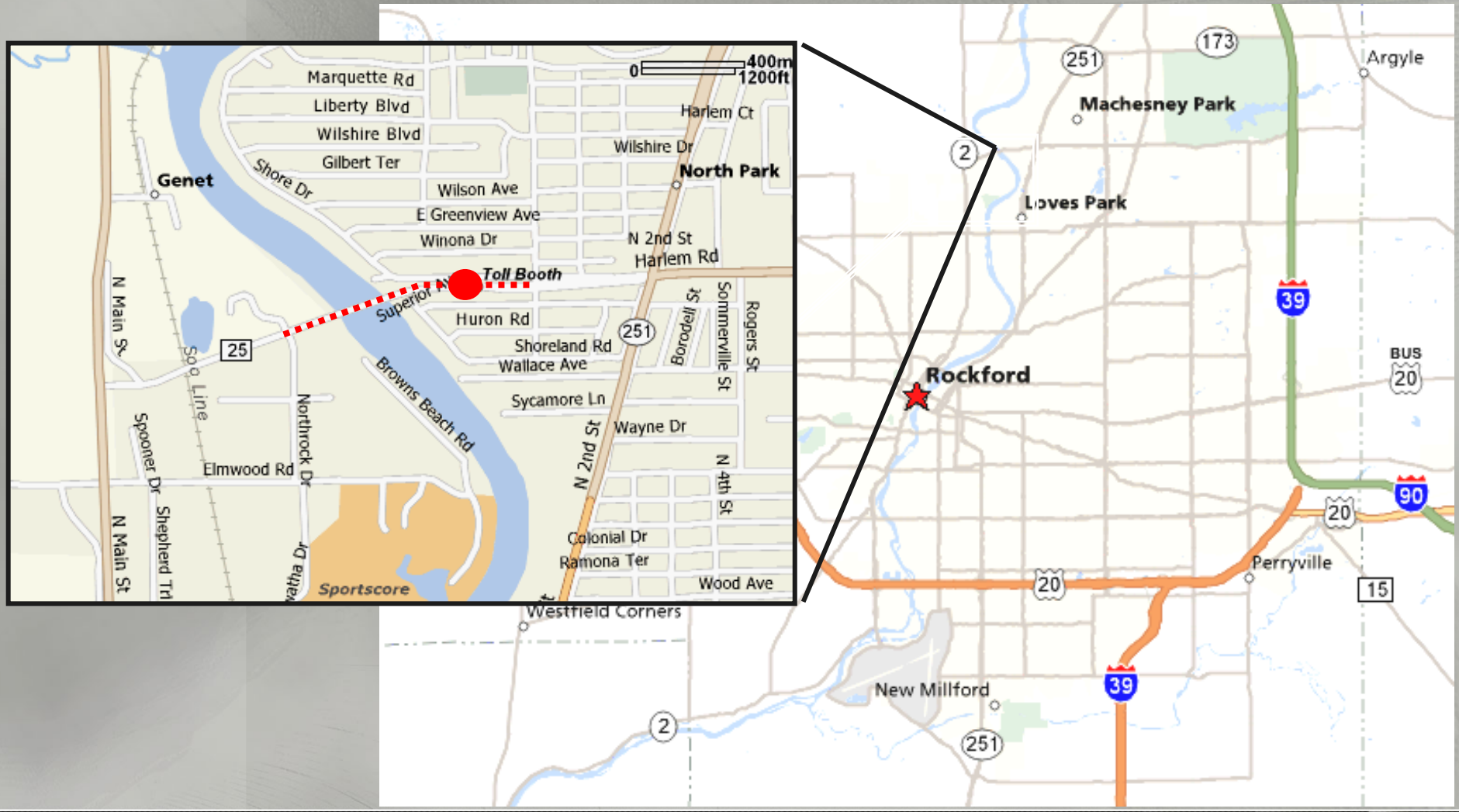


# Winnebago Toll Bridge Example: Opened 1993



# Winnebago Toll Bridge Example:

## Location



# Winnebago Toll Bridge Example: Toll Collection Facility



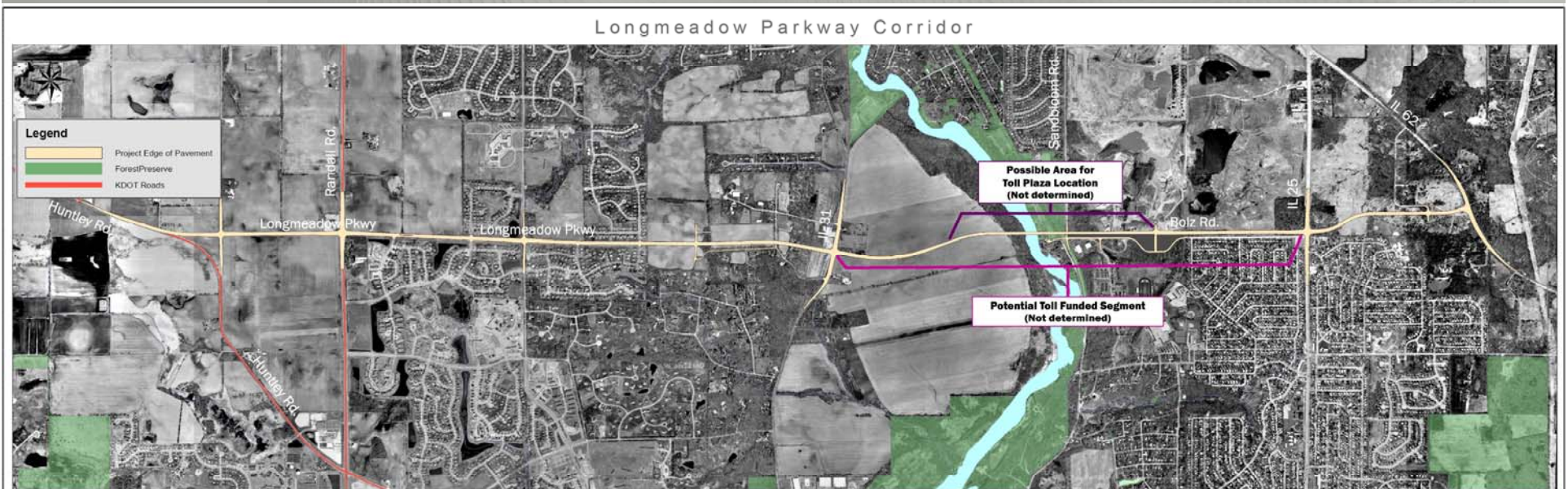
# Longmeadow Bridge Toll Facility:

Seeking to integrate current technology and use of Tollway's I-PASS System.



# Longmeadow Bridge Toll Facility:

- Studies will be required prior to determining the toll fee, location of toll plaza, and potential free access/exit.
- Longmeadow Parkway west and east of the river crossing segment between IL31 and IL25 would not be part of the toll bridge approaches and would permit free travel and local access.



# Next Step Recommendations

- Establish a Longmeadow Parkway Toll Bridge Task Force of nine (9) members to coordinate the required activities needed for the consideration of a toll bridge. Members would include:
  - 2 – Kane County Board Members
  - 2 – Area Municipal Mayors
  - 1 – McHenry County Board Member
  - 1 – Kane County Staff
  - 2 – Area Municipal Staff
  - 1 – McHenry County Staff

# Next Step Recommendations

- The Longmeadow Parkway Toll Bridge Task Force would lead efforts to:
  - Determine legal requirements for a toll bridge
  - Coordinate with FHWA and determine impacts to EIS and other federal requirements
  - Develop work items, estimated costs, and timeline to accomplish Task Force work items
  - Determine cost share of local efforts not eligible for federal funding
  - Coordinate the implementation of I-Pass
  - Determine and begin studies needed to implement a toll bridge
  - Develop a financial plan and traffic projections to determine fees and bonding capabilities
  - Begin process of Bond revenue issuance