

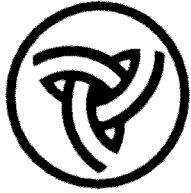
**LONGMEADOW PARKWAY
DESIGN REPORT**

**Prepared for Kane County and the
Illinois Department of Transportation**

Volume I of II

**Kane County
Section No. 94-00215-01-ES
Project No. DPC-M-0019(008)
Job No. P-91-393-94**

December 2013



Illinois Department of Transportation

Memorandum

To: John Fortmann Attn: Christopher J. Holt
From: James K. Klein
Subject: Design Approval
Date: December 4, 2013

Kane County
Section 94-00215-01-ES
Project M-HPP-DPC-0019 (008)
Longmeadow Parkway

We have reviewed the Design Report submitted for the above referred improvement. Design approval is given based on the recommendation of the District and the justifications provided by the County as contained in the Design Report.

Four copies of the approved Design Report are attached.

Acting Engineer of Local Roads and Streets

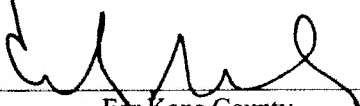
James K. Klein, SD

Attachment

LONGMEADOW PARKWAY Design Report

Route: FAP 361
Local Agencies: Kane County
LA Section No. 94-00215-01-ES
Federal Project No. DPC-M-0019(008)
Street Name: Longmeadow Parkway
Termini: Huntley Road to IL Route 62 (Algonquin Road)

Design Approval Recommended
(Check Box)



For Kane County

11-25-13

Date

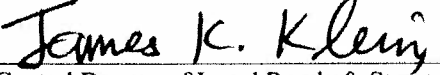


IDOT Regional Engineer *ASD*

12-2-13

Date

Design Approval
(Check Box)



Central Bureau of Local Roads & Streets *SD*

12/4/13

Date

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EXHIBITS

- 1 Project Location Map
- 1A Functional Classification Map
- 2 Existing and Projected Traffic
- 3 Collision Diagrams
- 4 Flood Plain Map
- 5 Cost Estimate
- 6 Environmental Resources
- 7 Public Hearing Documents

APPENDIX A - Coordination Documentation

IDOT/FHWA/Local Agency Coordination
Intersection Design Study Approvals

APPENDIX B - Plan Sheets

(Bound separately 11" x 17"-reduced scale)

Typical Sections (Existing and Proposed)
Proposed Plan (on existing aerial photography)
Profile Sheets
Intersection Design Studies
Bridge and Retaining Wall TS&L's

DOCUMENTS INCORPORATED BY REFERENCE

Final Environmental Impact Statement and Section 4(f) Evaluation - Fox River Bridge Crossings

Record of Decision - Fox River Bridge Crossings

Location Drainage Study

Hydraulic Report

Wetland Assessment Report

Preliminary Environmental Site Assessment (PESA)

Survey for Bats at the Proposed Road Improvement of Longmeadow Parkway in Kane County, IL

Technical Memorandum for the Fox River Bridge Crossings Final Environmental Impact Statement
and Section 4(f) Evaluation for the Longmeadow Parkway Bridge Corridor from Huntley
Road to IL Route 62 (Algonquin Road)

EXECUTIVE SUMMARY

This design report opens with the development, need and existing conditions of the LONGMEADOW PARKWAY project. This material is primarily adapted and summarized from the Environmental Impact Statement (EIS), signed November 1, 2001, and the Record of Decision (ROD), signed May 13, 2002, for this project. These documents also developed the broad alternatives that were evaluated and then selected. The alternative selection at that point involved alignment selection and the number of lanes in the proposed improvement. At that time specific detailed geometrics, drainage, and structure design had not been developed.

With approval of the EIS and ROD, any decision that changed the base roadway configuration would require reopening the evaluations of the EIS. Since additional through lanes would not be acceptable due to an increase in impacts, the base number of lanes of the EIS and the choice of year 2020 traffic of the EIS were to be used for subsequent plan development.

With the signing of the ROD, detailed geometric design, drainage and structural design proceeded. On March 31, 2004, geometric approval was granted based upon developed plan and profile sheets and upon the intersection design sheets.

In June 2009, a Technical Memorandum was prepared to focus on the environmental issues that would potentially be affected by constructing and operating a toll system located along the proposed Longmeadow Corridor between Illinois Route 31 and Illinois Route 62. The purpose of the toll system would be to provide funding for construction of the improvement.

On November 20, 2009, the FHWA concluded that there would be no substantive changes in impacts with the Longmeadow Parkway Bridge Corridor tolling scenario compared to those disclosed in the final EIS and that a supplemental EIS is not required.

Following geometric approval, the geometrics have been changed slightly. These changes were due, in part, to a re-evaluation of the intersection capacities using year 2040 traffic projections. As part of the re-evaluation, the dual left turn lanes on IL Route 31, IL Route 25, and IL Route 62 were eliminated because it was found that dual left turns were not warranted at these locations.

The proposed project is the construction of a new crossing of the Fox River at the north end of Carpentersville by a four lane roadway. Extensive approach road and cross-road work is also part of the project to provide logical termini and regional access to the bridge. While the main crossing is and will be responsibility of Kane County as a Kane County highway, the cross-roads and approach roads involve roads on the State system that will remain on the State system, and on the local system of other agencies, notably the Villages of Carpentersville and Algonquin. The result is the procedures for review and acceptance for the structures and the drainage vary by under whose jurisdiction they fall. In the case of drainage, the implementation of this approach means that the local agency will review and be responsible for the proposed drainage on the local system. The proposed project satisfies the purpose and need for the project while minimizing environmental impacts.

1.0 INTRODUCTION

1.1 Project Description and Location

The proposed action consists of the construction of a new highway between Huntley Road and Illinois Route 62 and a new bridge crossing over the Fox River in Kane County. The proposed bridge corridor is Longmeadow Parkway in the Villages of Algonquin, Carpentersville, Barrington Hills and in unincorporated Kane County (see Exhibit 1 for project location map and Exhibit 1a for Functional Classification Map). The majority of the length of the proposed roadway and bridge crossing improvement is located in the Village of Carpentersville. The Algonquin section of the improvement is on the west side of the Fox River and the Barrington Hills section is on the east side of the Fox River, east of the Village of Carpentersville. The proposed Longmeadow Parkway typical cross section consists of two 12-foot lanes in each direction separated by a landscaped barrier median. Signalized intersection improvements would be provided at Huntley/Boyer Road, Randall Road, Sleepy Hollow Road, IL Route 31, Old Bolz Road Connector, IL Route 25 and Illinois Route 62 (Algonquin Road). Sandbloom Road would pass under the new bridge over the Fox River and intersect with Old Bolz Road. The existing tee intersection of Huntley Road and Boyer Road would be reconstructed as a four-legged intersection. The proposed roadway would transition into Huntley Road on the west terminus into a two-lane cross section. The length of this improvement from western terminus to eastern terminus is approximately 5.6 miles, with another 3.7 miles of intersecting road improvements.

1.2 Project Status and History

The Longmeadow Parkway corridor was one of the three bridge and roadway corridors recommended in the Environmental Impact Statement (EIS) signed by the Federal Highway Administration (FHWA) in November of 2001. This corridor was subsequently one of the three recommended for construction in the Record of Decision signed by the FHWA in May 2002. The roadway configuration analyzed and recommended in the environmental documents is the one described in the project description above.

The concept of additional bridges across the Fox River has been included in county and municipal planning and transportation studies at least since the 1960's. In 1969, the Fox River Valley Transportation Study recommended two bridges for construction by the year 1985: Fabyan Parkway in Batavia and Illinois Route 25/McLean in the community of Valley View. Of these, only the Fabyan Parkway Bridge was built.

In 1990, this project was initiated by the Fox River Bridge Advisory Committee, which produced the *Fox River Bridge Study*, due to the ongoing growth of development on the west side of the Fox River. This study analyzed approximately 20 crossings within Kane, McHenry, and Kendall counties. Nine remaining corridors were evaluated as part of the *Corridor Analysis Document* (May 1994). The remaining five corridors including the Longmeadow Parkway corridor, after agreement from the Kane County Board, were evaluated in more detail in the Environmental Impact Statement.

Public meetings and hearings have been conducted with the general support of the public for the proposed corridor. Environmental concerns with agricultural areas, upland forests and other sensitive issues are more fully discussed in the Environmental Impact Statement.

In June 2009, a technical analysis was performed and a technical memorandum was prepared based on a proposal to build a toll system for funding construction of the preferred alternate improvement alignment. In November 2009, the FHWA determined that there would be no substantive changes in impacts for the Longmeadow Bridge Corridor tolling scenario and that a supplemental Environmental Impact Statement would not be required.

1.3 Design Criteria

For the most part the project involves new construction of a suburban arterial on new alignment. At locations where the project is within an existing corridor, the project will be reconstruction to improve capacity. The proposed roadway is subject to IDOT's Local Roads (BLR) Manual and Bureau of Design and Environment (BDE) Manual.

2.0 PURPOSE AND NEED FOR THE PROJECT

2.1 Purpose of the Project

The purpose of the Longmeadow Parkway corridor is to provide transportation improvements, which would increase access across the Fox River in the North Region of Kane County. The Fox River represents a physical barrier, which limits east-west access in this region. The purpose recognizes this barrier and refines the objectives to address it more precisely in terms of land use and transportation issues. The three objectives as stated in the Environmental Impact Statement are:

- Enhance the transportation network by reducing congestion and providing alternate and more direct routes;
- Serve existing land use in the region through efficient access to central business districts, public services, and employment and commercial centers; and
- Serve proposed land use in conformance to local and county land use and resource management plans, which encourage compact, contiguous growth for in the eastern portion and preserve the rural qualities of the western portion of the region.

2.2 Need for the Project

Enhance the Transportation Network

There are no major river crossings within the 5.1 miles from the Illinois Route 72/Main Street Bridge in the Cities of East and West Dundee to Illinois Route 62/Algonquin Road in the Village of Algonquin. The Illinois Route 72/Main Street Bridge in East and West Dundee serves both local and regional traffic. Illinois Route 72/Main Street is congested through East and West Dundee with numerous driveways and businesses fronting the road. The Illinois Route 62/Algonquin Road Bridge through Algonquin is congested due to lack of capacity through the intersection of Algonquin Road and Illinois Route 31 on the west side of the Fox River. The Huntley Road/Main Street Bridge in Carpentersville is a two-lane bridge that serves primarily local traffic and terminates at Lord Avenue four blocks east of the Fox River. Also, Main Street has a truck restriction for the bridge. Providing

highway improvements will enhance travel by reducing travel times and providing safer travel conditions.

Capacity

The need for the Longmeadow Parkway corridor is for access across the Fox River to reduce congestion and providing alternate and more direct routes. As documented in the EIS, the need is for more than relief to an existing roadway or bridge; the traffic demand for crossings of the Fox River in the immediate project area will exceed the effective capacity available. Therefore, the benefit to the roadway network will be diffuse. In the design year the benefit would not be immediately evident by a reduction in volume on nearby links due to redistribution impacts. Instead, network modeling by the Chicago Metropolitan Agency for Planning (CMAP) indicated that the network will be more efficient, since trips will be more direct on a slightly less congested network. Also, through traffic will be diverted outside of downtown Carpentersville, downtown Algonquin and the downtowns of East and West Dundee. Modeling indicated with or without new bridges, traffic will continue to grow, resulting in further congestion of the roadway network, as a result of continued growth of population, employment, and automobile usage.

The need is evident from an examination of the existing and projected traffic in the project corridor (see Exhibit 2). With projected traffic ranging from 8,000 to 33,000 vehicles per day, the driving public will benefit from a more direct regional corridor that allows crossing of the Fox River with minimal delays.

Land Use Development and Community Cohesion

The Villages of Carpentersville and Algonquin, as well as unincorporated Kane County are experiencing rapid growth in residential development west of the Fox River. East of the Fox River the Villages of Carpentersville and Algonquin have seen residential development occur north of Bolz Road from the Fox River to Illinois Route 25. The proposed Longmeadow Parkway corridor will support and complement the existing development and the expected growth.

Roadway Deficiencies and Safety

There is an existing 3-leg intersection at Huntley Road and Boyer Road. When Longmeadow Parkway is constructed, it will form the fourth leg of the intersection. In a recent three year period, there were 4 rear-end crashes, 4 fixed object crashes and 4 various other crash types for a total of 12 crashes.

The Huntley-Boyer intersection will be reconstructed as a signalized intersection according to current standards.

There is an existing 3-leg intersection at Randall Road and Longmeadow Parkway. This is currently an unsignalized T-intersection. There were 14 crashes at the intersection during a recent 3 year period. Seven of the crashes were rear-end and the remaining 7 crashes were an assortment of various types.

This intersection will be reconstructed as a four-leg signalized intersection in accordance with current standards.

There is no existing intersection of Longmeadow Parkway with Illinois Route 31, Illinois Route 25, or Illinois Route 62. Therefore, no crash analysis has been performed for this report.

3.0 EXISTING SETTING/CONDITIONS

3.1 Topography

The proposed improvements are located near the northern boundary of Kane County in the Villages of Algonquin, Carpentersville, Barrington Hills and also in unincorporated sections of Kane County. This is an area that has experienced notable population growth over the past few years and whose land use is in transition from agriculture and rural residential to suburban commercial and residential uses. Traffic flow is congested during peak periods at the existing intersections, along the proposed Longmeadow Parkway improvements. Traffic volumes along the proposed improvements are anticipated to increase by 30 to 50 percent over the next 20 years. The Kane County Division of Transportation (KDOT) has conducted this Phase I Study to evaluate the feasibility of the Longmeadow Parkway improvements between Huntley Road and IL Route 62 (Algonquin Road), a distance of 5.6 miles.

The western most portion of the project improvement area is characterized by rural land uses including crop lands and farm houses. Moving east between Randall Road and the Fox River Valley, the land is a mix of farm lands with patches of suburban-density multi-family and single-family residential development.

The major defining topographic feature of the project corridor is the Fox River Valley, occupied by a winding Fox River (see Exhibit 1 for a map of the corridor and Appendix B for aerial photography). On the east bank of the river, the land slopes steeply down toward the river with a narrow flood plain adjoining the river (see also Exhibit 4 for flood plain maps). On the west side, the flood plain is also narrow as the ground slopes gently down toward the Fox River. Throughout the project length the land form has been disturbed by farming operations, construction of subdivisions, quarry operations and the construction of roads.

The area from Boyer Road to Karen Drive (just west of IL Route 31) is relatively flat and rolling terrain. East of Karen Drive the topography drops steeply down to IL Route 31. From IL Route 31 to the Fox River the topography is rolling farmland and at the river valley changes to gentle floodplain.

On the east side of the river the land is flat from the Fox River to Sandbloom/Williams Road. East of Sandbloom/Williams Road the topography steeply rises. From Sandbloom/Williams Road to IL Route 25, however, on the north side of Bolz Road the topography has been lowered by quarry operations while on the south side of Bolz Road the topography is level.

The termini for this project have been established so that the project will not restrict other future transportation improvements. At the west end of the project, Huntley Road is considered a logical

terminus because it is a minor east/west arterial in Kane County. At the east end of the project, IL Route 62 (Algonquin Road) is also considered a logical terminus because, as with the west end, it is a principal arterial in Kane County. By providing these existing roadways as logical terminus, the proposed improvements will not restrict future transportation growth but help to direct traffic through Kane County.

3.2 Adjoining Land Use

Residential development in proximity to the Longmeadow Parkway corridor consists of single-family detached housing and multi-family apartment complexes. West of the Fox River, within the Village of Algonquin, there are several single family residential developments with housing on average size suburban lots. Some areas have not been developed and are still farmland. East of the Fox River, within the Village of Carpentersville, there are single family homes on small lots along the south side of the corridor and multi-family residential housing along the north side of the corridor. There is an existing quarry northeast of the intersection of Bolz Road and Sandbloom Road. From IL Route 25 to IL Route 62, there are single family homes on small lots along the south side of the corridor. There is wooded land and a few large homes along the north side of the corridor.

The only businesses along the corridor consist of Target Manufacturing located on the southeast corner of Bolz Road and Williams Road, and a quarry located northeast of Sandbloom Road/ Bolz Road intersection.

Randall Road has emerged in the last decade as a major commercial corridor throughout its length in Kane County. Commercial areas are found on Randall Road approximately ½ mile north of Longmeadow Parkway and one mile south of Longmeadow Parkway.

Another major land use is forest preserve land. The 741.4 acre Brunner Family Forest Preserve is located between the west side of the Fox River and IL Route 31. A portion of the Fox River Shores Forest Preserve is located on the east bank of the Fox River.

3.3 Transportation Network

Roadway Network

Illinois Route 62 (Algonquin Road) is the only bridge crossing in this area that provides regional east-west access. A bridge in downtown Carpentersville (Main Street) serves primarily local traffic because it does not provide a direct connection to east-west arterials.

The east-west Strategic Regional Arterial (SRA) south of Longmeadow Drive is IL Route 72 in the City of West Dundee, 5 miles away, and the east-west SRA north of Longmeadow Drive is IL Route 62, two miles away. There are two north-south SRAs within the project area; Illinois Route 25 and Randall Road. IL Route 31, which also runs north-south, is a minor arterial. Additionally, Illinois Route 62, which runs northwest-southeast, is a Strategic Regional Arterial.

Roadway Classifications

Major highways which traverse the project area are: Randall Road, Illinois Route 31, Illinois Route 25, and Illinois Route 62. Illinois Route 31 is classified as a Minor Arterial (urban) and Huntley Road is classified as a Minor Arterial. Randall Road, Illinois Route 25, and Illinois Route 62 are classified as Other Principal Arterials. Randall Road has limited access control under the jurisdiction of Kane County. Otherwise, none of the remaining roads are access-controlled.

Other roadways intersecting Longmeadow Parkway corridor are: Huntley-Boyer Road, Stonegate Road, Barrett Drive, Sleepy Hollow Road, Sedgewood Trail, White Chapel Lane, Karen Drive, Sandbloom-Williams Road, Bolz Road connector, and Autumn Trail.

The current posted speed limits along the Longmeadow Parkway Corridor are listed in the following table.

Roadway Name	Northbound Posted Speed Limit	Southbound Posted Speed Limit	Eastbound Posted Speed Limit	Westbound Posted Speed Limit
Huntley-Boyer Road	40 mph	50 mph		50 mph
Randall Road	50 mph	50 mph	NA	NA
Stonegate Road	NA	NA	35 mph	35 mph
Barrett Drive	30 mph	30 mph	NA	NA
Sleepy Hollow Road	35 mph	35 mph	NA	NA
Illinois Route 31	50 mph	50 mph	NA	NA
Sandbloom – Williams Road	35 mph	35 mph	NA	NA
Bolz Road Connector	NA	NA	35 mph	35 mph
Illinois Route 25	45 mph	45 mph	NA	NA
IL 62 – Algonquin Road	55 mph	55 mph	NA	NA

Roadway Right-Of-Way

The right-of-way for Huntley Road west of Boyer Road is 110 ft. The Boyer Road right-of-way north of Huntley Road is 66 ft. and south of Huntley Road is 88 ft.

The right-of-way on Randall Road varies from approximately 150 ft. north of Longmeadow Parkway, to 180 ft. south of Longmeadow Parkway. The existing right-of-way for Longmeadow Parkway at Randall Road is 60 ft. wide.

The right-of-way on Sleepy Hollow Road is 80 ft. wide. The right-of-way on Longmeadow Parkway is 140 feet wide west of Sleepy Hollow Road and 80 feet wide east of Sleepy Hollow Road. The existing right-of-way on Illinois Route 31 north of the proposed intersection with Longmeadow

Parkway is 75 feet wide. South of the proposed intersection, the existing right-of-way on Illinois Route 31 is 134 feet wide.

The existing right-of-way on Bolz Road at Illinois Route 25 is 100 feet wide. The existing right-of-way on Illinois Route 25 north of the Bolz Road intersection is approximately 105 feet wide. South of the intersection, the Illinois Route 25 right-of-way is 120 feet wide.

The existing right-of-way for Illinois Route 62 is 100 feet wide at the proposed Longmeadow Parkway intersection.

Roadway Typical Sections

The existing roadway sections for Huntley Road, Boyer Road, Illinois Route 31 and Illinois Route 62 each consist of two lanes with shoulders. Randall Road and Illinois Route 25 have four lanes with a painted median and shoulders. Sleepy Hollow Road has two lanes with curb and gutter. Existing Longmeadow Drive has two lanes with curb and gutter.

Railroads

There are no railroads located in the project corridor.

Pedestrian/Bicycle Access

The Fox River Trail crosses the Longmeadow Parkway Corridor on the east side of the Fox River.

3.4 Structures

There are currently three existing bridge structures which cross the Fox River in northern Kane County. These structures are located along IL Route 72 (Main Street) in West Dundee, Huntley Road (W. Main Street) in Carpentersville, and IL Route 62 (Algonquin Road) in Algonquin.

The IL Route 72 (Main Street) over the Fox River structure was built in 1996. The four span bridge is 261.3 ft long back-to-back of abutments with a bridge roadway width of 56.0 ft and an overall width of 74.3 ft. It carries two lanes of traffic in each direction with a painted center median along the west half of the structure and eastbound left turn lane along the east half of the structure. There are sidewalks along both sides of the bridge. The superstructure consists of a cast-in-place concrete deck on continuous prestressed concrete beams. The substructure consists of vertical high wall abutments and solid wall piers. IL Route 72 is not considered to be a designated truck route in this section.

The Huntley Rd. (W. Main Street) bridge over the Fox River was originally built in 1935 and was reconstructed in 2006. The structure consists of four simple spans with an overall back-to back of abutment length of 215.9 ft, a bridge roadway width of 28.0 ft and an overall width of 48.0 ft. The bridge carries one lane of traffic in each direction. There are sidewalks along both sides of the structure which are separated from traffic by concrete parapets. The bridge superstructure consists of precast, prestressed concrete deck beams with a reinforced concrete overlay. The substructure consists of reinforced concrete abutments and piers. Huntley Rd. is not considered to be a designated truck route in this section.

The IL Route 62 (Algonquin Road) over the Fox River structure was built in 1988. The three span bridge has an overall back-to-back of abutment length of 334.8 ft. The bridge roadway width is 58.0 ft and the overall width is 71.6 ft. The bridge carries two lanes of traffic in each direction with a painted center median and eastbound and westbound turn lanes at each end of bridge. There are sidewalks along both sides of the bridge. The sidewalk along the south side is separated from traffic by a concrete parapet. The superstructure consists of a cast-in-place concrete deck on continuous steel beams. The substructure consists of reinforced concrete abutments and piers. IL Route 62 is designated a Class II truck route in this section.

3.5 Utilities

Since Longmeadow Parkway is a new corridor, most of the affected utilities will be crossing the corridor. A full utility investigation will be needed during the design phase of this project.

3.6 Drainage

A Location Drainage Study has been prepared for the Longmeadow Parkway Corridor. The proposed roadway passes through two principal watersheds. West of Randall Road, the project is in the Kishwaukee River watershed. East of Randall Road, the project is in the Fox River watershed.

Location Drainage Study was approved by IDOT, Bureau of Programming - Hydraulics Unit, on October 21, 2013. (See Exhibit A-24 for the sign off).

The Fox River has a designated floodway.

Kane County has a storm water management ordinance requiring detention with a controlled release rate for new impervious areas.

3.7 Environmental Factors Affecting Design

A more extensive discussion of environmental features can be found in the Environmental Impact Statement. The aerial plan sheets (Appendix B) highlight the locations of these features.

Wetlands

Initially, six wetlands were identified in the Longmeadow corridor. Of these, one (Wetland 6) is a deep lake, not a wetland. Another (Wetland 5) is no longer considered a wetland. Two wetlands are classified as moderate to poor natural quality and two are classified as poor natural quality. The locations of these wetlands are shown in Exhibit 2.2-6 in Volume 2 of the Final Environmental Impact Statement and Section 4(f) evaluation. None of the remaining wetlands are affected by the proposed construction. For more information, see Exhibit 6, Environmental Resources.

Threatened and Endangered Species

No federally listed species were observed in the project corridor during the biological surveys.

On May 6, 2005, the Illinois Department of Natural Resources signed off on the project as not potentially adversely affecting state listed threatened/endangered species or Natural Areas.

On August 4, 2010, the Biological Survey was approved.

For more information, see Exhibit 6, Environmental Resources.

Flood Plains

Within the Longmeadow corridor, the Fox River has a regulatory floodway (see Exhibit 4).

Special Lands and Section 4(f) Resources (Public Parks and Recreational Areas)

There are a number of public recreational facilities throughout the corridor. These include:

- Fox River Shores**
- Brunner Family Forest Preserve**
- Hickory Hill Park**
- Broadsmore Park**
- Buffalo Park Forest Preserve**
- Andres Park**

The Hickory Hill Park was purchased and developed using LAWCON funds.

Cultural Resources - Historic Resources & Archaeological

No historic properties subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, will be affected by this proposed project. For more information, refer to Exhibit 6, Environmental Resources.

Special Waste

A Preliminary Environmental Site Assessment (PESA) was performed for this project by the State of Illinois, dated December 28, 2010. The report lists 12 sites with Recognized Environmental Conditions (REC's). The PESA response and Preliminary Site Investigations will be performed in Phase II, the design phase.

4.0 ALTERNATIVES CONSIDERED

4.1 No-Action

The No-Action Alternative will require no new construction. Traffic volumes on the existing roadway network will continue to increase as development continues, resulting in inadequate capacity, as well as increased congestion, delays, and accident rates. As development occurs away from existing crossings, vehicle miles of travel will continue to grow from new trips having to travel further to a river crossing. Maintenance costs on existing bridges north and south of the proposed Longmeadow corridor will increase as necessary roadway repairs become more extensive and frequent due to excessive traffic loads. The continued congestion along Illinois Route 62, Main Street (Huntley Road) and Illinois Route 72 will have a negative effect on the provision of goods and services along the central business districts of Algonquin, Carpentersville, East Dundee and West Dundee. Existing and proposed land uses, as well as employment, will be negatively affected by the increase in congestion.

Pressure to improve traffic flow by widening existing bridges and approach roads will increase, although this action will not be possible without major impacts to the surrounding areas. The limited access across the river also acts as a restriction on community cohesion.

For the above cited reasons, the No-Action alternative does not meet the needs of the project.

4.2 Congestion Management Systems (CMS)

In areas which exceed federal guidelines for ozone and/or carbon monoxide levels (known as nonattainment areas), the CMS places restrictions on single occupancy vehicles (SOV) projects and mandates travel demand reduction and operational management strategies. The Chicago Metropolitan area is a nonattainment area for ozone levels. A CMS meeting was held on March 2, 1995 and additional meetings were held with Metra and Pace (see Appendix A - Coordination Documentation for minutes of these meetings). The approach to CMS evaluation followed for this project also satisfies the requirement to evaluate a Transportation System Management (TSM) alternative.

Transit / Bus Service

Bus service does not currently exist along the proposed corridor. As part of the EIS, Congestion Management Strategies (CMS) were investigated. CMS, including transit, was identified as not having the sole potential to address the need for this project. Furthermore, Travel Demand Reduction (TRD) Strategies that might reduce the peak hour travel demand on existing bridges would not support land use in accordance to Kane County's *2020 Land Resource Management Plan*. Opportunities to enhance and complement transit operations will also be considered with all of the build alternatives. Metra and Pace will continue to be involved in the project development process to ensure that build alternatives are compatible with and do not foreclose the future extension of mass transit services.

Pedestrian / Bicycle Accommodations

A multiuse path is proposed for the entire project. This path will follow the alignment of Longmeadow Parkway throughout the length of the project. The proposed bridge over the Fox River will be designed to accommodate the path. At the east end of the project, the path will terminate at the entrance to Hickory Hill Park, operated by the Dundee Township Park District.

Longmeadow Parkway will be constructed on a structure over the Fox River and over Sandbloom / Williams Road. A connecting trail from Sandbloom Road to the Bolz Road connector will be constructed along the south side of Longmeadow Parkway to provide a connection between the Fox River Trail and the Longmeadow Parkway Trail.

The CMS consultation during the cooperative transportation planning process concluded that CMS strategies as stand-alone alternatives will not meet the purpose and need of this project.

4.3 Roadway Build Alternatives

The Longmeadow Corridor is approximately 5.6 miles in length. The corridor passes through portions of the villages of Algonquin, Carpentersville, and Barrington Hills, as well as unincorporated areas of Kane County.

The proposed four-lane facilities western terminus is located at Huntley Road, west of Randall Road, approximately 1300 feet northwest of the Huntley-Boyer intersection. From Huntley Road the corridor traverses developing properties crossing Boyer Road, Randall Road, Sleepy Hollow Road, and Illinois Route 31 on its way to the Fox River. After crossing the river, on a new structure, the corridor parallels the existing Bolz Road roadway; crossing over Sandbloom/ Williams Street on the proposed structure. It then intersects the Bolz Road Connector, Illinois Route 25, and proceeds to its eastern terminus at Illinois Route 62.

Variations in the original design were provided to avoid relocating the existing livestock export facility near Lathrop Lane. By providing the proposed roadway alignment south of the livestock export facility, impacts were minimized to the subject. Other variations were dropped from consideration as having greater costs, greater impacts, less direct routing, incompatibility with ongoing development or as unacceptable to the local park districts and school districts, while offering no net benefits.

Therefore, the addition of the SOV capacity across the Fox River, with applicable CMS strategies, is the only alternative that meets the purpose and need for the project, while providing the least amount of environmental impacts.

Intersection Locations and Base Roadway Configurations.

All proposed intersections will be at-grade; no interchanges are proposed. The possibility of an intersection between Longmeadow Parkway and Sandbloom/ Williams Road on the east side of the Fox River was investigated. Longmeadow Parkway will be constructed on a high embankment to allow construction of a bridge over the Fox River. Extensive reconstruction with additional right-of-way would be needed to provide an intersection with Sandbloom-Williams Road, therefore, the existing roadway network will be utilized to provide access from Longmeadow Parkway to Sandbloom/Williams Road.

The highway capacity analyses performed as part of the Intersection Design Studies and during the EIS development established the base number of lanes and auxiliary lanes for the sections at signalized intersections and subsequently away from intersections. The following is the list of proposed signalized intersections and a description of each intersection configuration:

North-South Intersection Leg	East-West Intersection Leg	North-South Leg Base Lane Configuration	East-West Leg Base Lane Configuration
Boyer Road	New Longmeadow Parkway	single through lane each direction dual left turns lane northbound single left turn lane southbound single right turn lane northbound	dual through lanes each direction single left turn lane single right turn lane
Randall Road	Longmeadow Parkway	3 through lanes each direction dual left turn lanes single right turn lane	dual through lanes each direction dual left turn lanes single right turn lanes
Sleepy Hollow Road	Longmeadow Parkway	shared through/right lane single left turn lane	dual through lanes each direction single left turn lanes single right turn lanes
Illinois Route 31	New Longmeadow Parkway	dual through lanes each direction single left turn lanes single right turn lanes	dual through lanes each direction single left turn lanes single right turn lanes
Bolz Road Connector	New Longmeadow Parkway	shared through-right turn lane each direction single left turn lane both legs	dual through lanes each direction single left turn lane – both legs single right turn lane-both legs
Illinois Route 25	New Longmeadow Parkway	dual through lanes each direction single left turn lane, both directions single right turn lane (southbound)	dual through lanes each direction single left turn lane single right turn lane
Illinois Route 62	New Longmeadow Parkway	dual through lanes each direction single left turn lane (northbound) single right turn lane (southbound)	single left turn lane (eastbound) free flow right turn lane (eastbound)

Access Alternates

To maintain safe, efficient operation and protect the investment in a major new roadway facility, Longmeadow Parkway will have access limited to existing roads and a limited number of driveways between Huntley Road on the west and Illinois Route 62 on the east. Total access control is not practical because of the lack of suitable alternate access adjoining the properties in this area. The exact placement and number of access points along the non-State system component of this improvement will be determined in negotiations between the County and property owners prior to the finalization of development plans by the property owners.

5.0 PROPOSED ALTERNATE

5.1 General Description

Huntley Road was selected as the western terminus of Longmeadow Parkway because it serves to collect traffic from many residential subdivisions to the northwest in the Huntley area. Much of this traffic currently continues southeast to cross the Fox River using Illinois Route 72. Furthermore, the proposed western terminus is one-half mile west of Randall Road, a north-south Strategic Regional Arterial. Traffic coming from the north using Randall Road will also be able to use the new Longmeadow Parkway corridor to cross the Fox River.

The east terminus of the Longmeadow Parkway is at Illinois Route 62, a Strategic Regional Arterial. Illinois Route 62 will then carry traffic further southeast to its intersection with Illinois Route 59. The overall length of the Longmeadow Parkway Corridor is approximately 5.6 miles.

Typical Sections

The proposed typical section for the mainline roadway improvement is two lanes in each direction plus median and auxiliary lanes at intersections (see Appendix B, Section 1). Due to restricted right-of-way, the proposed mainline roadway will have combination concrete curb and gutter. Besides limiting right-of-way impacts, the combination concrete curb and gutter will provide the benefit of allowing salt laden roadway runoff to be diverted around sensitive wetland areas, and directed to detention ponds. Since a multi-use path parallels the proposed roadway, the combination curb and gutter, with a setback provides positive separation from the road and the path.

Intersection/Interchange Types

All the intersections are at-grade. As noted in Section 4.3, no direct intersection will be provided between Longmeadow Parkway and Sandbloom/Williams Road. Intersection design studies were prepared for all proposed signalized intersections to establish configurations (see Appendix B, section 4).

5.2 Design Criteria

The County proposes to designate Longmeadow Parkway as a County Road and incorporate it into the Strategic Regional Arterial network.

Design criteria and standards were gathered from a variety of sources. The principal sources used for the project are based on the Illinois Department of Transportation (IDOT) Bureau of Design and

Environment (BDE) Manual, the IDOT Highway Standards, the IDOT Bureau of Local Roads and Streets Manual, the Manual on Uniform Traffic Control Devices and the IDOT Drainage Manual. The complete list of criteria used for this project is too extensive to list as part of this report. The governing criteria and some critical criteria are listed below. See Exhibit 1a for the Functional Classification Map.

Name of Road	Functional Classification	Design Speed (mph)	Design Vehicle	Construction Class
Longmeadow Parkway	Minor Arterial	50	WB 65	New Construction
Huntley Road	Minor Arterial	50	WB 55	New Construction
Boyer Road	Local	40	WB 55	New Construction
Randall Road	Other Principal Arterial	55	WB 65	New Construction
Stonegate Road	Local	30	SU	New Construction
Barrett Drive	Local	30	SU	New Construction
Sleepy Hollow Rd.	Major Collector	40	WB 40	New Construction
Sedgewood Drive	Local	30	SU	New Construction
White Chapel Lane	Local	30	SU	New Construction
Illinois Route 31	Minor Arterial	55	WB 65	New Construction
Boltz Road South	Local	30	SU	New Construction
Illinois Route 25	Other Principal Arterial	50	WB 65	New Construction
Autumn Trail	Local	30	SU	New Construction
Illinois Route 62	Other Principal Arterial	60	WB 65	New Construction

Other important criteria for the project are:

Criterion	Value
Vertical Clearance over Roadway	14' 9"
Minimum Clearance low beam of bridge and Design (50 year) natural high water (State system)	2'
Minimum Clearance low beam of bridge and Design (30 year) natural high water (Local Agency system)	1'
Minimum Freeboard Roadway above Design high water	3'
Preferred Freeboard from water impoundments to maximum design storage elevation (min. 100 year flood)	2'
Traffic Signal Sight distance for 45 mph design speed - from vehicle to stop bar	460'
Maximum Superelevation Rate	6%

5.3 Pavement Recommendations

Pavement design will be developed in Phase II design. The project is new construction. New pavement will generally be placed throughout the project.

Base course widening and resurfacing will be used in the transition sections from the full improvement to the existing pavement.

5.4 Geometric Design

The proposed plan sheets (on aerial photography) and profile sheets (Appendix B, Section 2 and 3) illustrate the centerline alignments, roadway profile, lane widths, storage lengths and tapers. The centerline alignments and profiles were developed to comply with the above listed controlling criteria and critical criteria. Lane widths are standard 12 foot lanes and tapers are as appropriate to the design speed.

Geometrics were reviewed and approved by the Illinois Department of Transportation on March 31, 2004 (see Appendix A - Geometric Approval). Following this approval, there were minor geometric changes to eliminate dual left turn lanes which were not warranted on IL Route 31, IL Route 25, and IL Route 62.

5.5 Intersection Design Studies (IDSs)

As noted in Chapter 4, Intersection Design Studies have been prepared for each of the proposed signalized intersections (see Appendix B section 4). The proposed lane configurations and storage lengths are the result of the highway capacity analyses performed for the intersection design studies. The Intersection Design Studies were also part of the approval granted March 31, 2004. Since that approval, the capacity analyses have been updated using projected traffic data for year 2040.

5.6 Crash Analysis

The project corridor is located in the northeastern region of Kane County. Within the existing limits there are ten existing intersections that will ultimately be included within the new alignment of Longmeadow Parkway corridor. Much of the route is on new alignment but ties into the key intersections contained within this analysis. This analysis is based on traffic data collected by the County over a five year period.

Crash Overview

Throughout the portions of the proposed Longmeadow Parkway corridor that exist today, there were a total of 82 crashes with no fatalities during the five-year study period. In total, there were 2 crashes with Type A injuries, 9 crashes with Type B injuries, 8 crashes with Type C injuries and 63 Personal Damage Only (PDO)/Non-Injury crashes.

Crash data was provided by Kane County Division of Transportation for the years 2008 through 2012. Along the proposed Longmeadow Parkway corridor, there are ten existing intersections and show graphically (L to R) in the figure below. These intersections are:

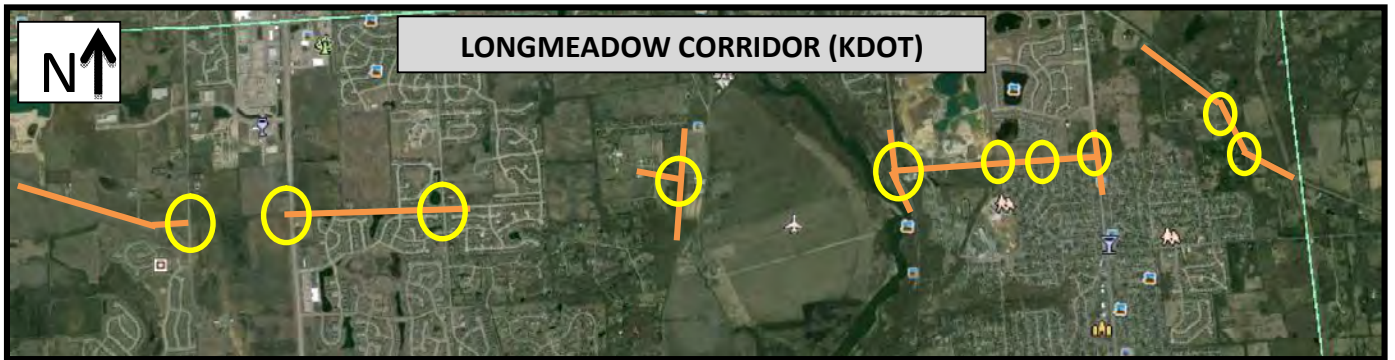
- #1; Huntley Rd and Boyer Rd
- #2; Longmeadow Pkwy and Randall Rd
- #3; Longmeadow Pkwy and Sleepy Hollow Rd
- #4; Lathrop Lane and IL Route 31
- #5; Bolz Rd and Sandbloom Rd/Williams Rd
- #6; Bolz Rd and Amarillo Drive
- #7; Bolz Rd and Ensenada Rd
- #8; Bolz Rd and IL Route 25
- #9; IL Route 62 and Autumn Trail
- #10; IL Route 62 and Regan Boulevard

Overall, none of the intersections exhibited substantial volumes of crashes or skewed propensity for severe injury or fatalities. The predominant crash types were rear-end (31.7%), animal (15.9%) and sideswipe same direction (13.4%). Each of these is indicative of the roadway geometrics for a rural, two lane and generally unchannelized roadway and intersections. Many of the intersections have less than eight crashes over the five year period essentially making trend identification to any degree of accuracy impossible. In addition, due to the realignment of much of the corridor, intersections #6, #7 and #10 are no longer within the limits of the project. Their combined crash experience was limited in both number of crashes and severity and therefore is excluded from further consideration. Specific discussion for each location can be found below.

Conclusion and Countermeasures

By understanding that the majority of crashes were representative of a two-lane, unchannelized facility in a rural setting, the proposed geometry for Longmeadow Parkway has been developed with the following countermeasures emphasized in the design. By building a four-lane facility and providing channelization at the intersection, it is anticipated that the crash potential for the same direction sideswipe crash will be greatly reduced. Similarly, intersection channelization and signal installation at several two-way stop intersections will also help reduce the potential for rear-end crashes. Lastly, with significant upgrades to the Longmeadow Parkway roadway and intersection geometries along this corridor, the frequency of animal crossing will inherently lessen and it is recommended that “animal crossing” warning signage be posted in advance of the intersections with high animal crashes (intersections #4, #8 and #9). By far, the most effective countermeasure to reduce crash potential will likely be the design of the proposed alignment according to current design criteria.

Below is a map highlighting the ten intersection locations in which the following pages describe in detail regarding the reported crashes. Following the map is a crash analysis write-up for each intersection. The intersections are in order beginning with the intersection found farthest west (Huntley Road and Boyer Road) and the farthest east (IL Route 62 and Regan Boulevard). Individual intersection collision diagrams and tables of the crash characteristics are found in Exhibit 3.



Approximate Locations of the Ten Intersections Analyzed

HUNTLEY ROAD AND BOYER ROAD

Crash Overview

Crash data was provided by Kane County Division of Transportation for the years 2008 through 2012. At the intersection of Huntley Road and Boyer Road, there were a total of 14 crashes with no fatalities during this five-year analysis. There were four crashes with zero injuries reported in 2009, five crashes with one Type C injury reported in 2010, three crashes with zero injuries in 2011, and two crashes with zero injuries reported in 2012. The crash data summary table is provided. Crash data from 2008 was supplied, but due to the reconfiguration of the intersection geometry during 2008, it has not been considered as part of this crash analysis.

Crash Characteristics

Of the 14 crashes reported within the intersection of Huntley Road and Boyer Road, three occurred on wet pavement, three on snow/ice pavement, seven on dry pavement, and one was undetermined. The predominant types of crash is rear-end (4, 28.6%), sideswipe-same direction (4, 28.6%), and fixed object (4, 28.6%). The remaining crash types are sideswipe-opposite direction (1, 7.1%) and overturned (1, 7.1%). There was one Type C injury (2010) and reported during the analysis period. The Type C injury was from a rear-end crash in the left turn lane from northbound Huntley Road to westbound Huntley Road.

Conclusion and Countermeasures

The predominant crashes were rear-end, sideswipe same direction, and fixed object. The improvements to this intersection include exclusive left turn lanes (dual for northbound Huntley Road), exclusive right turn lanes, and additional through lanes. Another part of the improvement is the design of longer storage lengths and taper lengths, which will help to reduce the number of crashes at the intersection. The construction of twelve foot lanes, and exclusive through lanes, will help reduce the number of sideswipe-same direction crashes. The design of the intersection to current design standards will inherently improve the safety of the intersection.

LONGMEADOW PARKWAY AND RANDALL ROAD

Crash Overview

Crash data was provided by Kane County Division of Transportation for the years 2008 through 2012. At the intersection of Longmeadow Parkway and Randall Road, there were a total of 18 crashes with no fatalities during this five-year analysis. There were four crashes with zero injuries reported in 2008, two crashes with zero injuries reported in 2009, six crashes with two Type C injuries reported in 2010, six crashes with one Type B injury in 2011, and zero crashes with zero injuries reported in 2012. The crash data summary table is provided.

Crash Characteristics

Of the 18 crashes reported within the intersection of Longmeadow Parkway and Randall Road, five occurred on wet pavement, three on snow/ice pavement, and ten on dry pavement. The predominant type of crash is rear-end (7, 38.9%). The remaining crash types are sideswipe-same direction (3, 16.7%), left turning (3, 16.7%), animal (3, 16.7%), and fixed object (2, 11.1%). There was one Type B injury (2011) and two Type C injuries (2010) reported during the analysis period. Of the three injuries reported, one Type C and one Type B resulted from the left turning crashes, and one Type C resulted from a rear-end crash.

Conclusion and Countermeasures

The predominant crash type was rear-end crashes at the intersection. Many of these rear-end crashes occurred on Longmeadow Parkway when the vehicle turning right onto northbound Randall Road stopped while moving forward to enter traffic. The proposed improvement will provide a signalized intersection and designated left turn and channelized right turn lanes for all legs. The signal will provide green time for the right turns, improving the traffic flow for right turners at the intersection. Also, the additional through lanes on Randall Road will allow for more gaps for the right turns to enter traffic on Randall Road. The addition of protected left turns on Randall Road with the signal will eliminate conflict between left turns on Longmeadow Parkway and left turns on Randall Road.

LONGMEADOW PARKWAY AND SLEEPY HOLLOW ROAD

Crash Overview

Crash data was provided by Kane County Division of Transportation for the years 2008 through 2012. At the intersection of Longmeadow Parkway and Sleepy Hollow Road, there were a total of six crashes with no fatalities during this five-year analysis. There were two crashes with one Type C injury reported in 2008, zero crashes with zero injuries reported in 2009, one crash with zero injuries reported in 2010, one crash with zero injuries in 2011, and two crashes with zero injuries reported in 2012. The crash data summary table is provided.

Crash Characteristics

Of the six crashes reported within the intersection of Longmeadow Parkway and Sleepy Hollow Road all but one occurred on dry pavement and were angle crashes. There was one Type C injury reported in 2008. The Type C injury was an angle crash due to a vehicle stopping at the stop sign on

Longmeadow, and then proceeding through the intersection and colliding with a vehicle traveling southbound on Sleepy Hollow Road.

Conclusion and Countermeasures

All the crashes at this intersection were angle crashes, caused when the vehicles on Longmeadow Parkway proceeded to cross Sleepy Hollow Road after the stop sign. Under the proposed improvement, the intersection will be signalized with designated left turn lanes on Sleepy Hollow, and both exclusive left turn and right turn lanes on Longmeadow Parkway will be constructed. The addition of the signal is expected to reduce the angle crashes by providing signal phasing for turns and through movements on all legs of the intersection.

LATHROP LANE AND IL ROUTE 31

Crash Overview

Crash data was provided by Kane County Division of Transportation for the years 2008 through 2012. At the intersection of Lathrop Lane and IL Route 31, there were a total of six crashes with no fatalities during this five-year analysis. There was one crash with zero injuries reported in 2008, one crash with one Type C injury reported in 2009, four crashes with one Type A injury and one Type C injury reported in 2010, zero crashes with zero injuries in 2011, and zero crashes with zero injuries reported in 2012. The crash data summary table is provided.

Crash Characteristics

Of the six crashes reported within the intersection of Lathrop Lane and IL Route 31, three occurred on dry pavement, two occurred on snow/ice pavement, and one occurred on wet pavement. The predominant type of crash is rear-end (3, 50%). The remaining crash types are animal (2, 33.3%) and angle (1, 16.7%). The Type C injury (2009) was due to a rear-end crash on southbound IL Route 31. The Type A injury (2010) was due to a rear-end crash on northbound IL Route 31. The Type C injury (2010) was due to a rear-end crash on southbound IL Route 31.

Conclusion and Countermeasures

The predominant crash type was rear-end crashes at this intersection. Of the rear-end crashes, two occurred on southbound IL Route 31 and one on northbound IL Route 31, and were due to vehicles slowing down to make a turn. With the proposed improvement, there will be a designated right turn lane for Lathrop Lane, which will remove cars from the through lanes which are slowing to turn at Lathrop Lane. Also on northbound IL Route 31, added storage and taper lengths will allow the left turning vehicle to exit the path of the through lanes to turn on Lathrop Lane. The addition of these turn lanes is expected to reduce the number of rear-end crashes. The proposed two 12' lanes in each direction of IL Route 31 is also expected to improve the safety of the intersection.

BOLZ ROAD AND SANDBLOOM ROAD/WILLIAMS ROAD

Crash Overview

Crash data was provided by Kane County Division of Transportation for the years 2008 through 2012. At the intersection of Bolz Road and Sandbloom Road/Williams Road, there were a total of four

crashes with no fatalities during this five-year analysis. There were two crashes with zero injuries reported in 2008, one crash with zero injuries reported in 2009, zero crashes and zero injuries reported in 2010, one crash with one Type B injury in 2011, and zero crashes with zero injuries reported in 2012. The crash data summary table is provided.

Crash Characteristics

Of the four crashes reported within the intersection of Bolz Road and Sandbloom Road/Williams Road, two occurred on dry pavement and two occurred on snow/ice pavement. The crash types at the intersection were left turning (1, 25%), rear-end (1, 25%), angle (1, 25%), and head on (1, 25%). The Type B (2011) injury was due to the head on crash on Williams Road after losing control on the icy road.

Conclusion and Countermeasures

The improvement proposes a four-way stop controlled intersection. By having a four-way stop-control, this is expected to reduce angle and left turn crashes, since all vehicles will have to stop before proceeding through the intersection. The stop signs will also act as a traffic calming measure, ultimately slowing traffic down through this intersection. The design of the intersection to current design standards will inherently improve the safety of the intersection.

BOLZ ROAD AND AMARILLO DRIVE

Crash Overview

Crash data was provided by Kane County Division of Transportation for the years 2008 through 2012. Within the area of the intersection of Bolz Road and Amarillo Drive, there were a total of four crashes with no fatalities during this five-year analysis. There were zero crashes with zero injuries reported in 2008, two crashes with one Type B injury reported in 2009, two crashes with one Type C injury in 2010, zero crashes and zero injuries reported in 2011, and zero crashes with zero injuries reported in 2012. This analysis includes two crashes found on a horizontal curve west of the intersection due to the proximity of the crashes. Please refer to the collision diagram to view these two crashes. In addition, the crash data summary table is provided.

Crash Characteristics

Of the four crashes reported within the intersection of Bolz Road and Amarillo Drive, two occurred on dry pavement and two occurred on wet pavement. The crash types at the intersection were rear-end (1, 25%), sideswipe-same direction (1, 25%), fixed object (1, 25%), and overturned (1, 25%). The Type B (2009) injury was due to a rear-end crash on Bolz Road. The Type C injury (2010) was due to sideswipe-same direction on Bolz Road. The fixed object crash (2009) and the overturned crash (2010) were both at the Bolz Road curve, west of Amarillo Drive.

Conclusion and Countermeasures

The proposed improvements along Bolz Road extend west from Amarillo Drive. The curve that is to the west of Amarillo Drive is being eliminated as part of the new alignment, and Bolz Road is being relocated to the south. The new curves are being designed to current design standards. The design of

the intersection and proposed Bolz Road to current design standards will inherently improve the safety of the roadway.

BOLZ ROAD AND ENSENADA ROAD

Crash Overview

Crash data was provided by Kane County Division of Transportation for the years 2008 through 2012. At the intersection of Bolz Road and Ensenada Road, there was a total of one crash with no fatalities during this five-year analysis. There were zero crashes with zero injuries reported in 2008, zero crashes with zero injuries reported in 2009, one crash with one Type B injury in 2010, zero crashes and zero injuries reported in 2011, and zero crashes with zero injuries reported in 2012. The crash data summary table is provided.

Crash Characteristics

The one crash reported within the intersection of Bolz Road and Ensenada Road occurred on wet pavement. The crash type was a fixed object where the vehicle hit a landscape boulder. The Type B injury was due to this fixed object crash.

Conclusion and Countermeasures

No changes are proposed for this intersection. However, no cause and effect relationship can be determined with this crash and the design of the roadway.

BOLZ ROAD AND IL ROUTE 25

Crash Overview

The existing intersection is a stop-controlled T-intersection where IL Route 25 consists of a four-lane highway traveling north and south and Bolz Road consists of a two-lane roadway to the west of IL Route 25. Crash data was provided by Kane County Division of Transportation for the years 2008 through 2012. A total of 17 crashes were reported at the intersection of IL Route 25 and Bolz Road. Of the 17 crashes, two crashes reported Type B injuries (2009, 2011) and one Type C injury (2011). The 14 remaining crashes were non-injury crashes. Six different crash types were reported: left-turning, rear-end, angle, sideswipe-same direction, fixed object, and animal. The crash data summary table is provided.

Crash Characteristics

Of the six crash types reported within the intersection of IL Route 25 and Bolz Road, rear-end was the predominant crash type (7, 41.2%) in which five occurred at eastbound Bolz Road approaching IL Route 25. The other two occurred on the northbound left turning lane on IL Route 25, attempting to turn on eastbound Bolz Road. The remaining crash types were sideswipe-same direction (3, 17.6%), animal (3, 17.6%), left turning (2, 11.8%), angle (1, 5.9%), fixed objects (1, 5.9%). Of the seventeen crashes, ten of the crashes occurred on dry pavement, two on wet pavement, and five on snow/ ice pavement within the five year analysis.

Conclusion and Countermeasures

The proposed alignment for Longmeadow Parkway will be constructed just north of the current Bolz Road alignment by approximately 100 feet. The existing west leg, where five rear-end crashes occurred, will be eliminated as the existing Bolz Road and IL Route 25 intersection will no longer exist. The proposed Longmeadow Parkway will be a signalized intersection with exclusive left and right turn lanes on Longmeadow Parkway and exclusive left and right turning lanes on the north approach of IL Route 25. The proposed south approach of IL Route 25 will benefit from the addition of an exclusive left turn lane. By adding the exclusive turn lanes, this is expected to reduce the number of rear-end crashes as the vehicles will not be slowing in the through lanes to make the turns. The northeastern quadrant of the intersection is a wooded area where deer have caused the three animal crashes. Signing for a deer crossing might be considered as part of the improvement to alert drivers of the potential for deer.

IL ROUTE 62 AND AUTUMN TRAIL

Crash Overview

The existing intersection is a stop controlled T-intersection where IL Route 62 is two lanes and Autumn Trail a local road in the Village of Barrington Hills. Crash data was provided by Kane County Division of Transportation for the years 2008 through 2012. A total of nine crashes were reported at the intersection of IL Route 62 and Autumn Trail. Of the nine crashes, three crashes with one Type B injury was reported in 2008, four crashes with one Type A injury was reported in 2009, two crashes with zero injuries was reported in 2010, zero crashes and zero injuries reported in 2011, and zero crashes and zero injuries reported in 2012. Five different crash types were reported rear-end, sideswipe-opposite direction, head-on, and animal. The crash data summary table is provided.

Crash Characteristics

Of the five crash types reported at the intersection of IL Route 62 and Autumn Trail, animal crashes were the predominant crash type (5, 55.6%) which all occurred just north of the intersection. Both sides of IL Route 62 are wooded areas where vision is very limited due to the high tree density. The remaining crash types were rear-end (2, 22.2%), sideswipe-opposite direction (1, 11.1%) and the head-on (1, 11.1%). Of the five crashes, five occurred on dry pavement, one on wet pavement, one on snow/ice pavement, and one was undetermined throughout the five year analysis.

Conclusion and Countermeasures

The predominant crash at this intersection was related to animal crashes. The proposed improvements will eliminate the existing intersection of Autumn Trail and IL Route 62, and instead create a new intersection with Longmeadow Parkway and Autumn Trail. This new intersection will be stop controlled on Autumn Trail, and the addition of a left turn lane on the north and south leg. The addition of the turn lanes is expected to reduce rear-end crashes. The proposed intersection of Longmeadow Parkway and IL Route 62 will consist of an eastbound channelized left turn lane with a free-flow right-turn lane. An exclusive left turn lane will be added to northbound IL Route 62. An exclusive right turn lane is proposed on southbound IL Route 62. These exclusive turn lanes will provide storage and taper in order to remove turning vehicles from the through lanes, which is expected to improve safety and decrease the prevalence of rear-end crashes. The signalized

intersection will provide phasing for left turns from Longmeadow Parkway, therefore decreasing the potential for left turn conflicts onto IL Route 62.

IL ROUTE 62 AND REGAN BOULEVARD

Crash Overview

The existing intersection is a non-signalized T-intersection where IL Route 62 consists of a two lanes and Regan Boulevard is a local road in the Village of Barrington Hills. Crash data was provided by Kane County Division of Transportation for the years 2008 through 2012. At the intersection of IL Route 62 and Regan Boulevard, there were a total of three crashes with zero fatalities during this five-year analysis. All three crashes were reported in 2009 where two of the crashes reported Type B injuries and the other was reported as a non-injury crash. The crash data summary table is provided.

Crash Characteristics

Of the three crashes reported at the intersection of IL Route 62 and Regan Boulevard, two occurred on wet pavement and one on dry pavement. The three crash types consisted of a sideswipe-opposite direction (1, 33.3%), angled crash (1, 33.3%), and rear-end crash (1, 33.3%). Two of the crashes reported Type B injuries which were the side-swipe opposite direction and the angled crash; both of these crashes were caused by animal interference and a blown tire, respectively. There were no injuries reported in the rear-end crash as a vehicle was waiting to turn left onto Regan Boulevard.

Conclusion and Countermeasures

The proposed improvement to IL Route 62 would allow a right-in/right-out access only from Regan Boulevard. The roadway improvements on IL Route 62 will include a two lanes in each direction with a raised median which will divide the northbound and southbound movements. Eliminating the left turn onto Regan Boulevard from IL Route 62 will remove the potential for left turn crashes at the intersection. The additional lane on southbound IL Route 62 is expected to reduce the potential for sideswipe-same direction as it will allow for acceleration once the vehicle has entered IL Route 62 from Regan Boulevard.

5.7 Utilities

Utility coordination for this project will be required at the beginning of the design phase. In general, the proposed improvements will avoid major utilities on private property. Utilities in public right-of-way, other than municipal utilities, will be required to relocate at their own expense under the conditions of their permit.

5.8 Pedestrian/Bicycle Access

As noted in Chapter 4, a multi-use path will be constructed along Longmeadow Parkway, from the west project limit to Hickory Hill Park at the east project limit. Connecting multi-use paths will be provided along Illinois Route 31 and Illinois Route 25. A multi-use connecting path will also be provided to connect the Longmeadow Trail to the Fox River Trail.

5.9 Structural Recommendations

A new bridge is proposed to be constructed over the Fox River, as follows:

Description of Bridges	Proposed Owner	Proposed Structure Number	Comments
Longmeadow Parkway over the Fox River	Kane County	045-3024	New bridge, including multi-use path, spanning over the Fox River and Sandbloom/Williams Road

Retaining walls are proposed at two locations. A 200 ft. retaining wall is proposed along the north side of Longmeadow Parkway between Sta. 2094+70 and Sta. 2096+70. Construction of this wall is necessary to avoid impacting an existing detention pond located on the northwest corner of Longmeadow Parkway and Sleepy Hollow Road. A second retaining wall, approximately 490 ft. long, is proposed along the south side of Longmeadow Parkway, from Sta. 2150+12 to Sta. 2155+00. At this location, Longmeadow Parkway is in a deep excavation. The proposed retaining wall is necessary to avoid impacting an existing local residential street that is adjacent to the proposed highway corridor.

The Preliminary Bridge Design and Hydraulic Report was conditionally approved on September 25th, 2013, for the proposed bridge and retaining walls, see Appendix A – Coordination Documentation for details.

5.10 Drainage Recommendations

For this project, the typical roadway cross section consists of combination concrete curb and gutter due to right-of-way restrictions and multi-use path proximity on one side of the roadway. Therefore, an enclosed drainage system is proposed. When the road is in a cut section, swales will be provided behind the curb. In compliance with the Kane County storm water management ordinance, the enclosed drainage system will outfall to detention ponds located throughout the project.

More details are available in the Location Drainage Study.

5.11 Environmental Findings/Recommendations

The Natural Resources Unit has reviewed this project. The project does not require biological surveys. There are no records of listed species, natural areas, or nature preserves within the project corridor. The Biological Survey was approved on August 4, 2010. Biological Clearance was renewed for two years on September 10, 2012 and a “consultation termination” letter was furnished by the Illinois Department of Natural Resources.

Agriculture

The Lathrop Livestock Transportation – Chicago-O’Hare USDA Export Center property will be divided by the proposed road. The total area of the existing property is 26.4 acres. From this parcel, 1.8 acres will be acquired for the proposed roadway improvements and 5.3 acres will be south of the proposed roadway.

Special Lands

Land and Water Conservation Funds (LAWCON) were utilized in purchasing property from the Hickory Hills site, a public park owned by the Dundee Township Park District. Coordination between the park owner, the Dundee Township Park District, and the Illinois Department of Natural Resources (IDNR), the administrator of LAWCON in Illinois, has identified measures to minimize harm in a mitigation plan involving the replacement of the proposed conversion with property of the same or greater value. A 32-point agreement dated June 21, 2000 outlines these measures.

The Brunner Family Forest Preserve is a new acquisition by the Kane County Forest Preserve District. The Kane County Department of Transportation executed an agreement with the Forest Preserve District of Kane County on April 14, 2009 in order to acquire property for the highway through the Brunner Family Forest Preserve.

For more information, see Appendix A – Coordination Documentation.

	Right-of-Way (Acres)	Temporary Easement (Acres)	Permanent Easement (Acres)
Hickory Hill Park	1.47		0.29
Brunner Family FP	20.69		1.09

Transportation

As a result of the proposed Longmeadow Parkway improvement, traffic volumes along Huntley Road and the north-south cross streets are expected to decrease; however, the only noticeable predicted increase in traffic is along Illinois Route 25, between Bolz Road and Illinois Route 62. Furthermore, studies have illustrated, due to the proposed toll bridge facility, impacts to transportation volumes could be increased in relation to the various toll rate scenarios. The Longmeadow Parkway Bridge average daily traffic would decrease as the toll rate was increased. However, even with the highest toll rate, the traffic volumes on the existing river crossings (IL Route 62, Main St., IL Route 72 and I-90) would still be less than their respective no-build traffic.

Archaeology

One archeological site is anticipated to be impacted (K-37). This site is a light surface scatter of lithic material and does not meet the criteria for listing on the National Register. Therefore, if impacted, documentation of the site will be sufficient to capture the historical value.

Water Quality and Water Resources

Construction impacts to water resources will occur at the bridge crossing of the Fox River. Construction activities will cause short-term elevated turbidity within the river, which will disperse as suspended solids settle. Soil erosion and sediment control practices will be employed to minimize sediment transport in to the Fox River. Fox River banks that are disturbed during construction will be re-vegetated following construction.

Wetlands

Along Longmeadow Parkway, 0.53 acres of wetlands are anticipated to be impacted. Mitigation is proposed to occur at a bank. Therefore, the mitigation ratio shall be 2:1 or 3:1, depending on if the mitigation occurs at an in-basin or out-of-basin mitigation bank. If the bank is in-basin, mitigation acreage shall be 1.06 acres. If the bank is out-of-basin, the mitigation acreage shall be 1.59 acres.

Biological

West of the Fox River, construction of the Bolz Road extension would primarily impact croplands and existing vegetation edges adjacent to the existing road right-of-way. Approximately 29 acres of vegetation will be converted to permanent right-of-way along the existing Bolz Road and within the new right-of-way. All areas disturbed by construction will be restored to turf cover, where appropriate, and all trees and shrubs removed for construction will be replaced on a minimum 1:1 nursery stock basis, according to IDOT guidelines. Shading will be an impact, to the existing vegetation, once construction of the new bridge is complete. Forest dwelling wildlife will be impacted by the proposed improvements as forest habitats will be reduced from removal of trees and vegetation. Salt Spray/splash and periodic mowing of unpaved portions of the right-of-way will impact the vegetation in the subject area.

Noise

In addition, noise impacts could also be affected as a result of the proposed toll facility. However, since the achievable noise reduction does not provide substantial noise abatement (8dBA or larger reduction) the noise wall is not likely to be implemented.

Special Wastes

No CERCLIS sites were found within a one-mile distance of the proposed roadway. A Preliminary Site Investigation (PSI) of the Fox Valley Gun Club shooting range area within the proposed right-of-way is needed to determine if it should be considered a special waste site. This environmental site assessment concluded that the project will not involve other known special waste sites of that the involvement will be an acceptable (low) risk level. One farmstead that may contain a fuel tank is located within the currently proposed right-of-way.

COSIM 4 – Air Quality Exemption and Pre-Screen

In accordance with the IDOT-IEPA “Agreement on Microscale Air Quality Assessments for IDOT Sponsored Transportation Projects,” projects are exempt from project-level carbon monoxide (CO) air quality analysis if the highest design-year approach-volume on the busiest leg of the intersection is less than 5,000 vph or 62,5000 ADT.¹ (For more information see Exhibit 6, Environmental Resources)

¹Department Policy D&E-9: Carbon Monoxide Screen for Intersection Modeling Air Quality Manual, effective June 10, 2013

Other

No impacts to Transit, Non-motorized Transportation, Geology, Mineral Resources, Groundwater Resources, Floodplains, Threatened & Endangered Species and major utilities are anticipated as a result of the proposed Longmeadow Parkway improvements.

5.12 Design Variances

Design variances from standard for the State system are the responsibility of the Bureau of Design and Environment (BDE) and design variances on the local system are the responsibility of the Bureau of Local Roads and Streets (BLRS). The following design variances were approved at the July 10, 2012 FHWA/IDOT Coordination Meeting:

The design variances on the State system are as follows:

Intersection of Lathrop Lane and IL Route 31:

For the left turn from northbound IL Route 31 to Lathrop Lane, a 480 ft. deceleration lane is required. A 240 ft. deceleration lane is provided due to the close proximity of the Longmeadow Parkway intersection. Lathrop Lane is a low volume residential street. Variance granted for reduced lane deceleration taper for the Lathrop Lane approach.

Intersection of Longmeadow Parkway and IL Route 31

For the southbound right turn lane on IL Route 31, a 12 ft. wide lane is required. Due to right-of-way constraints, an 11 ft. lane will be constructed. Variance granted to reduce width of right turn lane from 12 ft to 11 ft.

Bicycle Path along IL Route 62

A separate bicycle path will not be provided along IL Route 62 due to right of way restrictions. There are no county or local plans to tie into a bicycle path along IL Route 62. The 10 ft. wide shoulders on each side of IL Route 62 will be designed to accommodate bicycles. Variance granted for use of proposed 10 ft. wide shoulder to accommodate bicycles.

The design variances on the local system are as follows:

LEVEL I:

Grade on Longmeadow Parkway

To minimize earthwork, a 5% grade is proposed on Longmeadow Parkway east of the Fox River. Based on a 50 mph design speed, stopping sight distance is adequate. Variance granted.

Intersection Level of Service at Huntley-Boyer Road

Intersection level of service "D" is proposed for the Huntley-Boyer Road intersection. This is due to anticipated development patterns and potential changes in traffic patterns resulting in more through traffic on Longmeadow Parkway after construction. Variance Granted.

Level II:

Bolz Road 7% Grade

A 7% grade is proposed to match the existing grade and avoid excessive earthwork for Bolz Road. The stopping sight distance is adequate for 35 mph. Variance granted.

Bolz Road Connector – Storage Lengths

The required storage lengths on the Bolz Road connector at the proposed signalized intersection with Longmeadow Parkway cannot be met. There is limited right-of-way available. Any backups will only affect Bolz Road which primarily feeds to the Bolz connector. Other area roads will not be affected. Variance Granted.

The issue of curbs was discussed on May 10, 2005. Since Longmeadow Parkway will have barrier curb and the design speed is 50 mph, 1.5 foot of clearance from face of curb is sufficient. Since more clearance will be provided, there is no design exception.

5.13 Right-Of-Way

As shown on the attached plan sheets, right-of-way will be required throughout the project. The right-of-way requirements are dictated by the roadway section and the proposed mitigation measures. Right-of-way will be purchased as the opportunity arises, depending upon funding availability and staging. An agreement was executed to transfer property from the Kane County Forest Preserve District, (KCFPD) to Kane County in exchange for appropriate turn lanes on Illinois Route 31 at the KCFPD site.

Approximately 113 acres will be acquired in fee from 70 property owners. The right-of-way acquisition will result in three residential displacements. In addition, buildings at the site of a former farm stand (currently used for storage) will be displaced.

5.14 Cost Estimate

The estimated cost of construction for the total project, including contingencies is \$ 102 M. See Exhibit 5 for the more detailed project cost estimate.

5.15 Staging and Maintenance of Traffic Recommendations

It is anticipated that this project can be divided into at least two phases if necessary for funding purposes. The most essential and most costly part of the project is construction of the bridge over the Fox River, therefore the following phasing can be used:

Phase I – Construct the bridge for Longmeadow Parkway over the Fox River and construct all roadway pavement from Illinois Route 31 on the west to Illinois Route 62 on the east. The overall length of this construction project is approximately 2.7 miles.

Phase II – Construct the western portion of Longmeadow Parkway from Huntley Road to Illinois Route 31. The overall length of this segment of highway is approximately 2.7 miles.

Since most of the construction is on new alignment, there will not be a need for staging along Longmeadow Drive. Additional construction phasing alternatives may be considered in the future depending on funding availability.

Seven signalized intersections will be constructed for this project. The construction of each intersection will be staged, with detailed staging to be developed during the design phase of this project.

5.16 Conclusions

The above described proposed alternative is the recommended alternative. While there are potential impacts associated with the project, the proposed mitigation addresses them while satisfying the purpose and need for the project.

Toll collection facilities are included in the preferred alternative for the Longmeadow Parkway project. These facilities will be designed and constructed as part of this project. The reason for adding toll collection facilities is to provide a means to help pay for the original construction as well as future maintenance and future capital improvements related to Longmeadow Parkway.

After the toll bridge scenario was introduced, a Longmeadow Toll Bridge Task Force comprised of locally elected officials from 11 neighboring communities and members of the Kane County Board and nearby McHenry County Board was formed for purposes of evaluating the tolling scenario. Kane County of Division of Transportation (KDOT) officials subsequently authorized Wilbur Smith and Associates to study the feasibility of tolling the Longmeadow Parkway Bridge which resulted in a comprehensive report entitled “Traffic Projections and Financial Feasibility Study” in August of 2009. The report provided stakeholders with various decision making metrics and determinations of feasibility for the design and build options as well as a recommendation to include toll facilities. At a Federal Highway Administration (FHWA)/BLR&S coordination meeting on November 20, 2009, the FHWA accepted the findings of the feasibility report and formally determined that the addition of the toll scenario into the preferred alternative would cause “no substantive changes” to the EIS. Upon further review by Kane County and the affected municipalities, the Task Force and Kane County signed a joint resolution that was approved by the Kane County Board on June 23, 2010 approving the feasibility report and its recommendation to proceed with the tolling scenario.

KDOT has fully coordinated with the Illinois State Tollway Highway Authority (Illinois Tollway) for purposes of mirroring all design aspects, toll collection methods and communications architecture in order to ensure full integration into the Illinois Tollway’s I-PASS system. Kane County will be the toll authority as stated in the Kane County resolution, but they will utilize the various lessons learned by the Illinois Tollway and technologies already vetted with the I-PASS system. The general plan is to provide Longmeadow Parkway with a comprehensive, unmanned toll collection system whose communications hardware would connect directly into I-PASS. Tolls will be collected through I-PASS transponders and video/photo technologies for those without transponders. Combined, this will result in an “open-road” toll collection system with no stop or reduced speed plazas. The project will include construction of a permanent maintenance facility, complete with parking and lighting, adjacent to Longmeadow Parkway that houses communications hardware and provides 24-hour access to the toll building. Final design for all toll facilities will be completed in Phase II.

6.0 COMMENTS AND COORDINATION

6.1 Coordination

Coordination with local, state, and federal agencies is required for this project. All environmental documentation is included in the EIS (Appendix A). Remaining correspondence that has been received to date is included in this section.

IDOT/FHWA/LA Coordination Meetings

There have been several meetings on this project since approval of the Record of Decision. For the most part, they are related to administrative and funding issues. The ones that do not are described below and listed in Appendix A. Meeting minutes are also included in Appendix A.

A March 31, 2004 email was provided summarizing the status of the geometric approval to date.

An August 9, 2005 FHWA Coordination Meeting was held to review the status of the project and discuss the next actions.

A January 8, 2008 FHWA Coordination Meeting was held to resolve the remaining Value Engineering issues relative to the project limits of contract #4, update the IDOT Central Bureau of Local Roads and Streets and the FHWA personnel on project progress, and to request agreement or approval on several other design topics.

A September 9, 2008 FHWA Coordination Meeting was held to discuss the new roadway construction for Bolz/Longmeadow Parkway as a toll facility.

A conference call was held on October 16, 2008 between FHWA, IDOT, Kane County and McDonough Associates Inc. to discuss the project status, funding (including revenue bonds), and if a supplement to the FIES is warranted.

A May 12, 2009 FHWA Coordination Meeting was held to discuss the results of the March 26, 2009 Public Hearing.

A meeting was held on January 7, 2010 to update the coordinate work activities prior to re-starting the Phase I Project Report.

A meeting was held on January 26, 2010 to update the status of the study for IDOT.

The March 9, 2010 FHWA Coordination Meeting was held to reintroduce the project and verify direction towards design approval.

A meeting was held on September 9, 2011 to discuss and clarify IDOT comments on the previous Intersection Design Study submittal.

A July 10, 2012 FHWA Coordination Meeting was held to request Design Exceptions. As a result all design exceptions were granted.

An October 8, 2013 BLRS/FHWA Coordination Meeting was held to provide an update on major milestones and outline a schedule to gain Design Approval by the end of 2013.

Geometric Approval

Geometric approval for this project was granted in an email dated March 31, 2004. Since that time, the design of three intersections was modified to eliminate dual left turn lanes. Those intersections were Longmeadow Parkway at Illinois Route 31, Longmeadow Parkway at Illinois Route 25, and Longmeadow Parkway at Illinois Route 62. These intersections will function at Level of Service C or better based on Design Year 2040.

IDOT, Bureau of Programming – Geometrics Unit, approved the project geometry on July 10, 2012.

IDOT, Bureau of Local Roads & Streets, approved the project geometry on April 25, 2013.

Technical Advisory Committee Meetings

A Technical Advisory Committee was established during the course of the project to facilitate coordination on NEPA/404 merger issues. Meetings were held and documented prior to the signing of the Record of Decision (ROD) to verify impacts and agree upon mitigation. The ROD documents the May 17, 2001 meeting.

Threatened and Endangered Species

The biological survey was approved on August 4, 2010 and September 10, 2012.

6.2 Public Involvement

All public involvement prior to the signing of the ROD is documented in the EIS (Record of Public Hearings, Comments to the Release of the Draft EIS and Responses). Following approval of the EIS and ROD, a Public Hearing was held on March 26, 2009. The purpose of this hearing was to present Longmeadow Parkway as a toll highway facility, thereby using tolls to fund construction of the facility. The toll facility would be electronic collection and there would be no changes to the geometry as previously proposed. Other public involvement activities have been limited to clarifying the impacts to individual property owners. The documentation of this Public Hearing is contained in the “Technical Memorandum for the Fox River Bridge Crossings Final Environmental Impact Statement and Section 4f Evaluation” dated November 2009.

For more information regarding the Public Hearing documents, see Exhibit 7.

6.3 Other Coordination

Parks:

A major coordination effort in the EIS was devoted to Section 4(f) issues involving the Kane County Forest Preserve District and the Illinois Department of Natural Resources. (See EIS for details). The

Kane County Forest Preserve District has been an active participant in the process, including attending internal status meetings. Continued involvement will be required for right-of-way acquisition.

Local Agencies:

Besides Kane County, the proposed improvement involves the Villages of Algonquin, Barrington Hills, and Carpentersville. These communities along with the Villages of West Dundee, East Dundee, Gilberts, Huntley, Lake in the Hills, Sleepy Hollow and McHenry County have been involved in the project throughout its duration.

6.4 Commitments

Utility coordination for the entire corridor will be initiated at the start of Phase II (Design).

Additional survey is needed

Illinois 62, extend topographic survey and profile northwest and southeast

Topography: Provide additional survey where needed at new signalized intersections.

The PESA/Preliminary Site Investigation will be performed during Phase II, the Design Phase.

The TS&L and Preliminary Bridge Design & Hydraulic Report (PBDHR) will be completed and approved in Phase II. The span configurations and superstructure types will be refined in Phase 2, during the Value Engineering study. After the final design has been completed, the IDOT Central Bureau of Bridges and Structures will then finalize their review and approval.

Further coordination will be required in Phase II for wetland delineations and impacts, with IDNR. IDNR concurrence will be needed prior to granting clearance for construction, in Phase II, and prior to the letting of this project.

Socio-Economic:

Three residential properties are being acquired for this project. This project will not displace a disproportionate number of minority individuals.

Transportation:

Bicycle Facilities

Kane County has an approved bicycle plan and a map showing county bicycle facilities. In addition, Kane and Kendall Counties jointly maintain a bicycle planning map that incorporates the existing and planned facilities of both counties, municipalities, and other local agencies.

Transit

The relevant portions of the Phase I plans will be sent to Pace (the local bus service provider) and Metra (the suburban rail transit provider) for their review to ensure that the plans do not hinder, and may in fact contribute, to transit usage. The County will perform this at the appropriate time.

It is noted that the nearest Metra Commuter Rail lines are located approximately 5 miles north and 5 miles south of the Longmeadow Corridor. In addition, the Metra Star line, a long range proposed

circumferential transit line would be located approximately 3.5 miles east of the Longmeadow corridor. Construction of Longmeadow Parkway will not preclude any future plans by Metra.

Cultural Resources:

Cultural clearance was granted on May 13, 2011.

Continued coordination with the Illinois State Historic Preservation Officer (SHPO) is required during Phase II, to ensure that the landscaping plans surrounding the National Register-eligible Perry-Lathrop House is acceptable. For more information, see Exhibits-6.34 & 6.35.

Storm Water Management

Kane County Storm Water Management requirements will be implemented as prudent. This is a commitment to Kane County and is reflected in the proposed design, which will be reviewed by the County for compliance.

Biology

There shall be no tree clearing from April 1 through September 30 of any construction year, in order to protect the Northern long-eared bat.

All removed trees shall be replaced with native trees, restoring woodland wildlife habitat and air quality benefits to the project corridor.

Restoration

- All land areas will be restored to turf or other vegetative cover. Native grasses and wildflowers will be planted where appropriate. This will be reflected in the design phase of the project.
- Plantings, including trees, will be coordinated with local officials, where applicable.

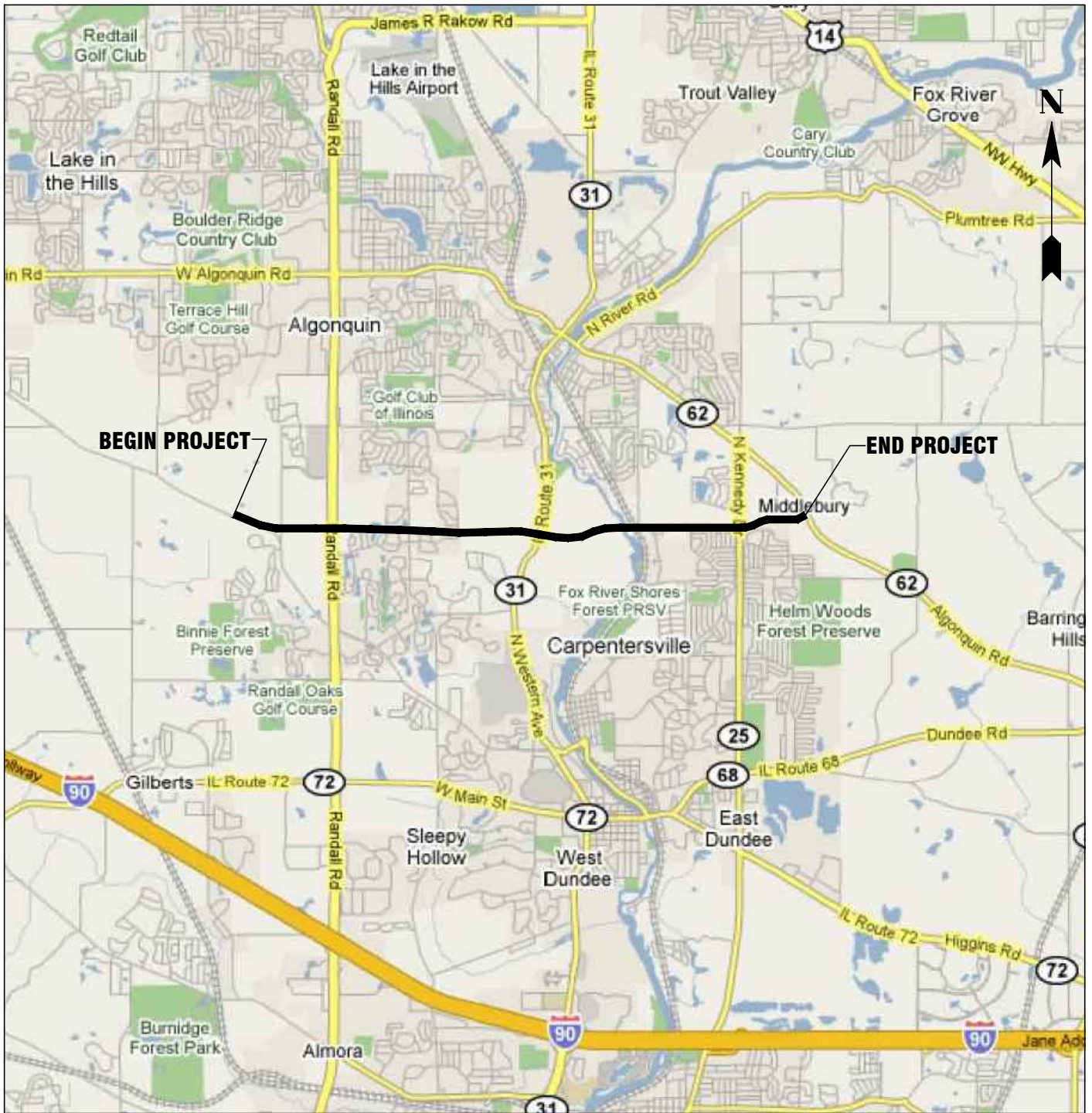
6.5 Permits

A number of permits are required prior to construction of this project. These permits are:

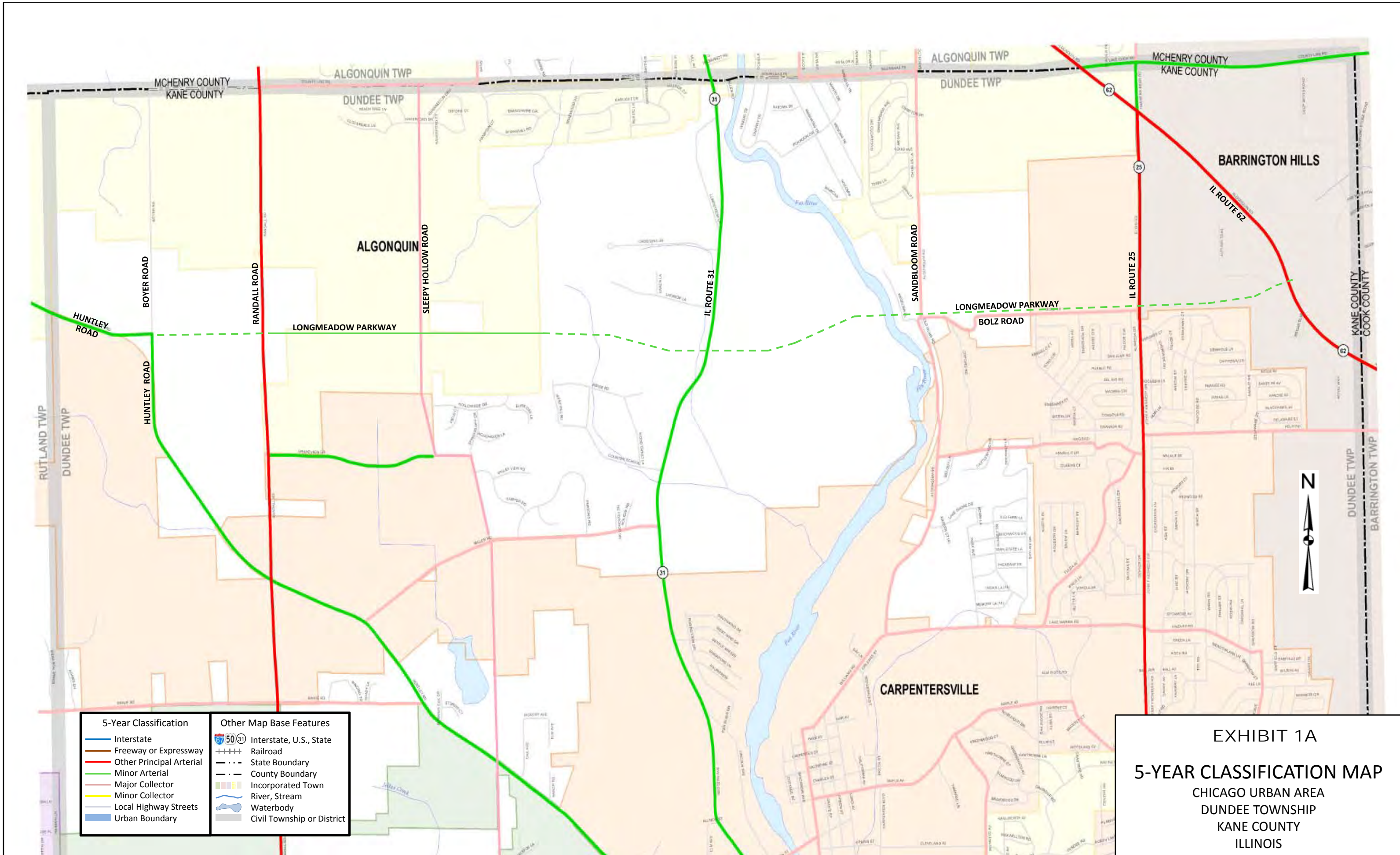
- NPDES - This project will disturb in excess of 1 acre of land. As part of the NPDES requirement, the construction contracts will include a Stormwater Pollution Prevention Plan.
- Section 404 - This project involves the filling of wetlands and public waters of the US. This permit will be complete before construction. As the project will use a common mitigation site, the intent is to have approval of the mitigation plan relative to overall impacts before initiating construction of the mitigation site.
- IDNR - OWR. This project involves construction in floodways, both designated and not, in Northeastern Illinois (Part 3708 and 3700 rules, respectively) and construction in a Public Water-the Fox River (Part 3704 rules).
- Kane County Stormwater Management Permit.

Exhibit-1
Project Location Map

LOCATION MAP



LONGMEADOW PARKWAY
94-00215-01-ES
BOYER ROAD TO IL 62

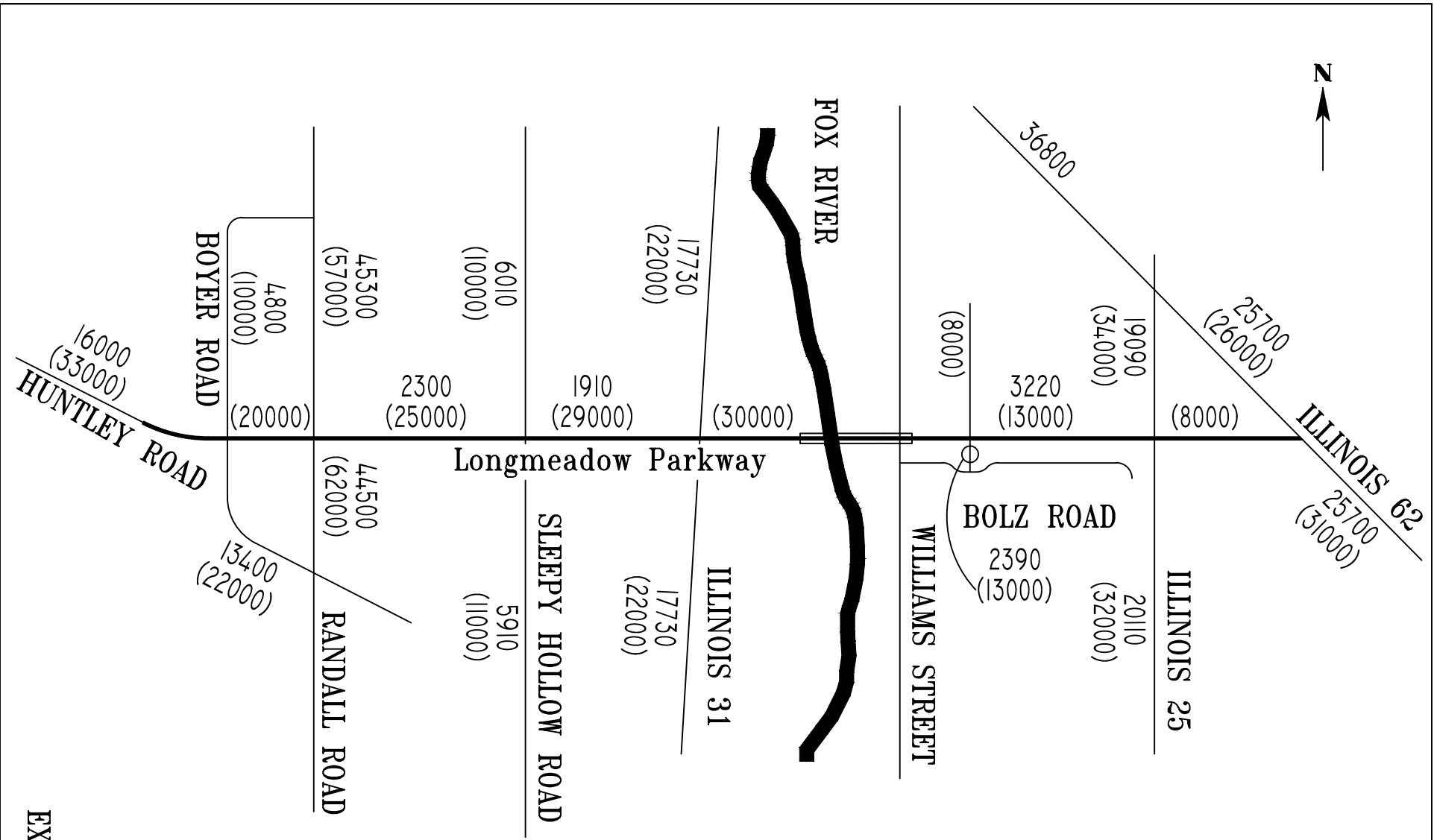


5-Year Classification	Other Map Base Features
Interstate	Interstate, U.S., State
Freeway or Expressway	Railroad
Other Principal Arterial	State Boundary
Minor Arterial	County Boundary
Major Collector	Incorporated Town
Minor Collector	River, Stream
Local Highway Streets	Waterbody
Urban Boundary	Civil Township or District



EXHIBIT 1A
5-YEAR CLASSIFICATION MAP
 CHICAGO URBAN AREA
 DUNDEE TOWNSHIP
 KANE COUNTY
 ILLINOIS

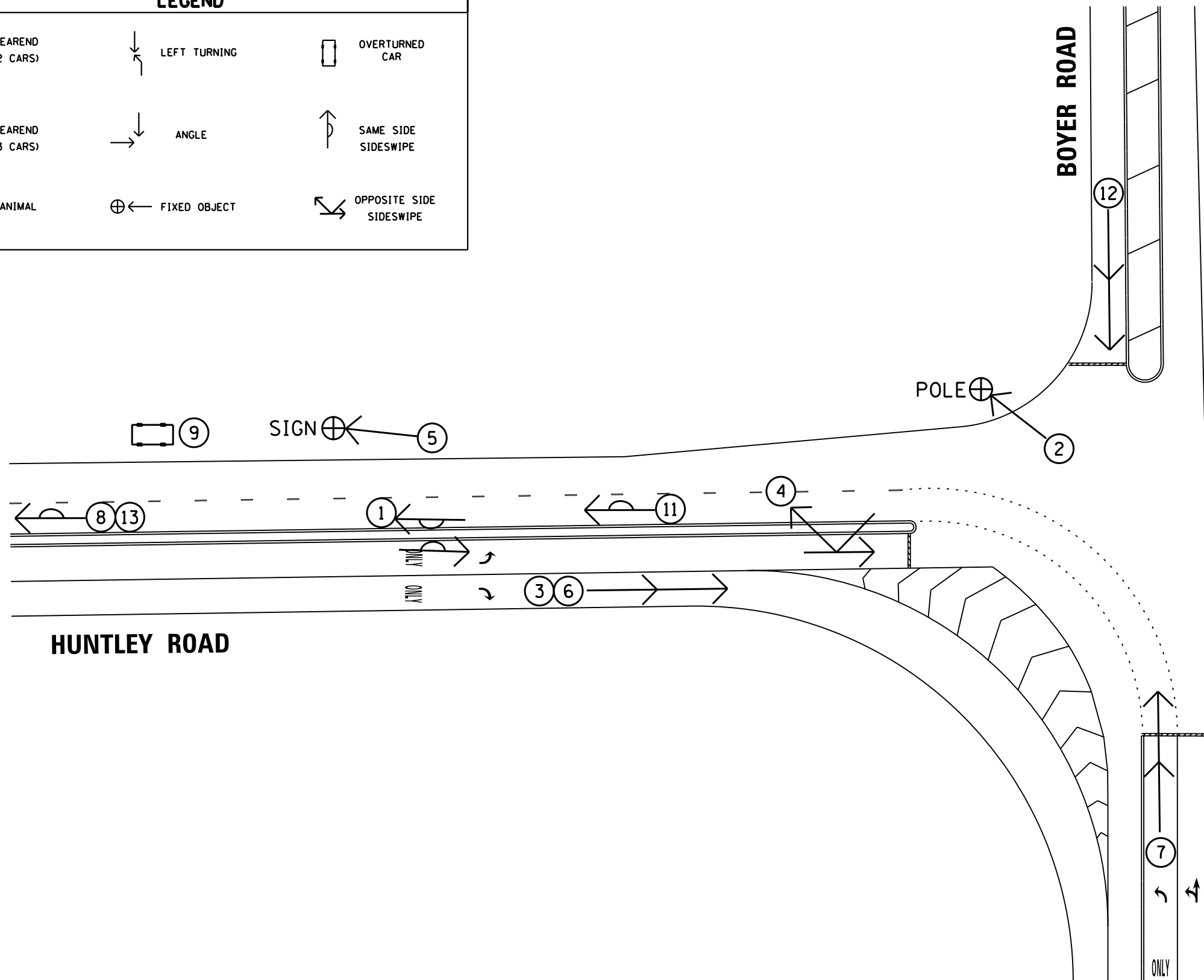
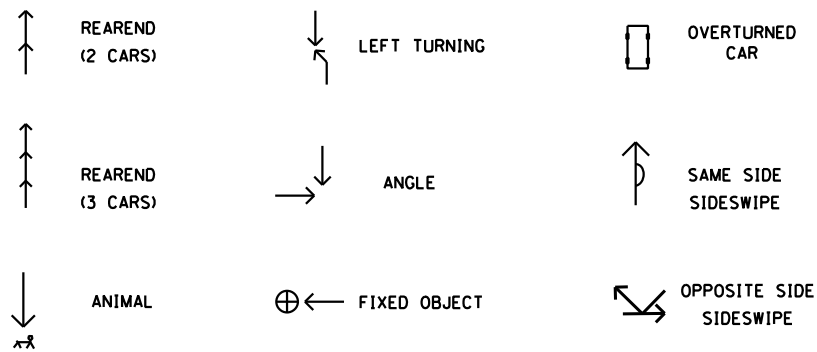
Exhibit-2
Existing and Projected Traffic



Longmeadow Parkway
KANE COUNTY DIVISION OF TRANSPORTATION
14000 = 2011 EXISTING AVERAGE DAILY TRAFFIC (ADT)
(24000) = 2040 BUILD NON TOLLROAD AVERAGE DAILY TRAFFIC (ADT)

Exhibit-3
Collision Diagrams

LEGEND



HUNTLEY ROAD & BOYER ROAD 2008-2012			
	DATE	ROADWAY CONDITION	INJURY TYPE
①	AUG 31, '09	DRY	PDO
②	SEP 13, '09	OTHER	PDO
③	OCT 5, '09	DRY	PDO
④	NOV 24, '09	WET	PDO
⑤	FEB 28, '10	DRY	PDO
⑥	MAR 25, '10	DRY	PDO
⑦	JUL 7, '10	WET	C
⑧	OCT 31, '10	DRY	PDO
⑨	DEC 12, '10	SNOW	PDO
⑩	FEB 21, '11	ICE	PDO
⑪	NOV 26, '11	WET	PDO
⑫	JAN 25, '12	DRY	PDO
⑬	JAN 26, '12	WET	PDO

(A) - INCAPACITATING INJURY
 (B) - NON INCAPACITATING INJURY
 (C) - REPORTED, NON EVIDENT INJURY
 (PDO) - PROPERTY DAMAGE ONLY

EXHIBIT 3-1

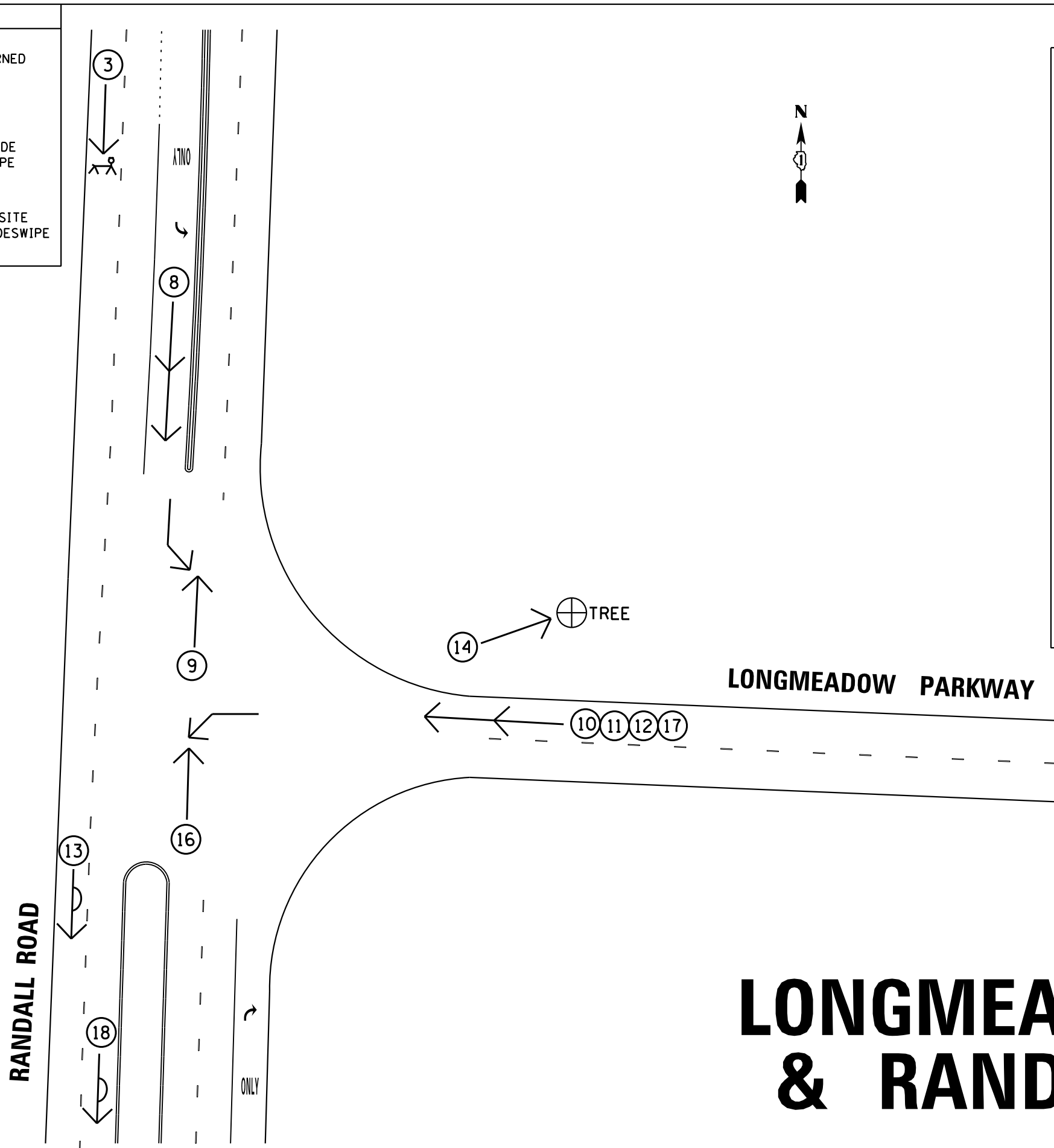
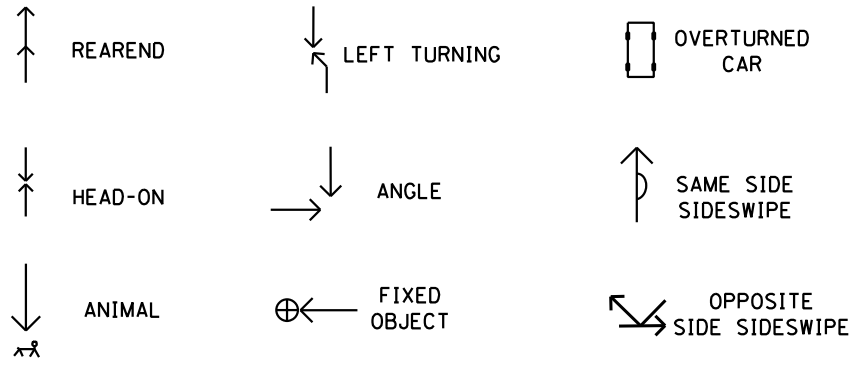
HUNTLEY & BOYER

FILE NAME =	USER NAME = rocio	DESIGNED - RO	REVISED -	KANE COUNTY DIVISION OF TRANSPORTATION	COLLISION DIAGRAM HUNTLEY ROAD AND BOYER ROAD		F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
T:\Projects\13-007 Longmeadow Section A	05_CADD\Collision Diagrams\1.Huntley & Boyer	DRAWN - 9/10/2013	REVISED -		SCALE:	SHEET 1 OF 10 SHEETS	STA.	TO STA.	KANE	ILLINOIS FED. AID PROJECT		
Default	PLOT SCALE = 40.0000' / in.	CHECKED - BLP	REVISED -						CONTRACT NO.			
	PLOT DATE = 9/11/2013	DATE - 9/11/2013	REVISED -									

LOCATION:		Huntley at Boyer										
TYPE OF ACCIDENT	2008		2009		2010		2011		2012		2008-2012	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Left Turning		N/A		0.0%		0.0%		0.0%		0.0%	0	0.0%
Rear-End		N/A	1	25.0%	2	40.0%		0.0%	1	50.0%	4	28.6%
Angle		N/A		0.0%		0.0%		0.0%		0.0%	0	0.0%
Sideswipe-Same Direction		N/A	1	25.0%	1	20.0%	1	33.3%	1	50.0%	4	28.6%
Sideswipe-Opposite Direction		N/A	1	25.0%		0.0%		0.0%		0.0%	1	7.1%
Fixed Objects		N/A	1	25.0%	1	20.0%	2	66.7%		0.0%	4	28.6%
Overtuned		N/A		0.0%	1	20.0%		0.0%		0.0%	1	7.1%
Right Turning		N/A		0.0%		0.0%		0.0%		0.0%	0	0.0%
Head-On		N/A		0.0%		0.0%		0.0%		0.0%	0	0.0%
Animal		N/A		0.0%		0.0%		0.0%		0.0%	0	0.0%
Other-Non Collision		N/A		0.0%		0.0%		0.0%		0.0%	0	0.0%
ACCIDENT SEVERITY												
Fatal Accidents		N/A		0.0%		0.0%		0.0%		0.0%	0	0.0%
A- Injury Accidents		N/A		0.0%		0.0%		0.0%		0.0%	0	0.0%
B- Injury Accidents		N/A		0.0%		0.0%		0.0%		0.0%	0	0.0%
C- Injury Accidents		N/A		0.0%	1	20.0%		0.0%		0.0%	1	7.1%
Property Damage Only		N/A	4	100.0%	4	80.0%	3	100.0%	2	100.0%	13	92.9%
ROADWAY CONDITION												
Dry		N/A	2	50.0%	4	80.0%		0.0%	1	50.0%	7	50.0%
Wet		N/A	1	25.0%	0	0.0%	1	33.3%	1	50.0%	3	21.4%
Snow/Ice		N/A		0.0%	1	20.0%	2	66.7%		0.0%	3	21.4%
Other		N/A	1	25.0%	0	0.0%	0	0.0%		0.0%	1	7.1%
TOTAL ACCIDENTS												
		N/A	4	28.6%	5	35.7%	3	21.4%	2	14.3%	14	

NOTE: Crashes in 2008 are non-applicable (N/A) due to the Geometric changes made at this intersection that construction year. The alignment for these roads was altered significantly; therefore those crashes are irrelevant to the current geometry.

LEGEND



LONGMEADOW PARKWAY & RANDALL ROAD 2008-2012			
	DATE	ROADWAY CONDITION	INJURY TYPE
①	MAR 21, '08	SNOW	PDO
②	APR 24, '08	DRY	PDO
③	SEP 20, '08	DRY	PDO
④	NOV 11, '08	WET	PDO
⑤	FEB 4, '09	DRY	PDO
⑥	NOV 5, '09	DRY	PDO
⑦	JAN 29, '10	DRY	PDO
⑧	FEB 24, '10	SNOW	C
⑨	JUN 18, '10	DRY	C
⑩	JULY 18, '10	DRY	PDO
⑪	AUG 13, '10	DRY	PDO
⑫	DEC 12, '10	SNOW	PDO
⑬	FEB 26, '11	WET	PDO
⑭	JUL 14, '11	DRY	PDO
⑮	OCT 13, '11	WET	PDO
⑯	OCT 28, '11	WET	PDO
⑰	DEC 6, '11	DRY	PDO
⑱	DEC 20, '11	WET	PDO

(A) - INCAPACITATING INJURY
 (B) - NON INCAPACITATING INJURY
 (C) - REPORTED, NON EVIDENT INJURY
 (PDO) - PROPERTY DAMAGE ONLY

LONGMEADOW & RANDALL

EXHIBIT 3-3

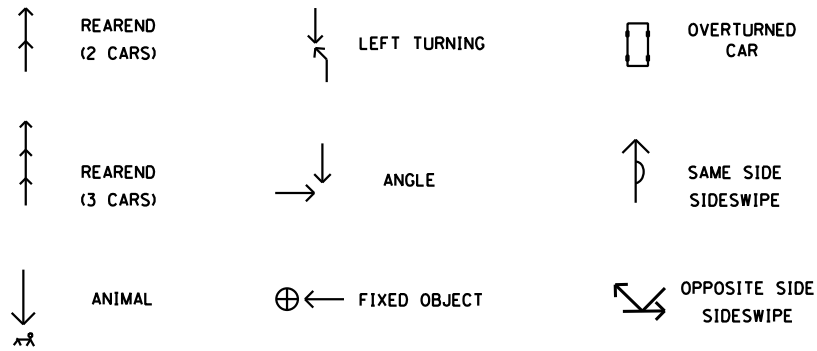
FILE NAME = W:\05_CADD\phase 1\dwg\Collision Diagrams	USER NAME = rocio	DESIGNED - RO	REVISED -	KANE COUNTY DIVISION OF TRANSPORTATION	COLLISION DIAGRAM LONGMEADOW PARKWAY AND RANDALL ROAD		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2008-2012\2.Longmeadow & Randall.dgn	DRAWN - 9/10/2013	REVISED -						KANE		
	PLOT SCALE = 40.0000' / in.	CHECKED - BLP	REVISED -							CONTRACT NO.	
Default	PLOT DATE = 9/11/2013	DATE - 9/11/2013	REVISED -			SCALE:	SHEET 2 OF 10 SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT

LOCATION:

Longmeadow at Randall

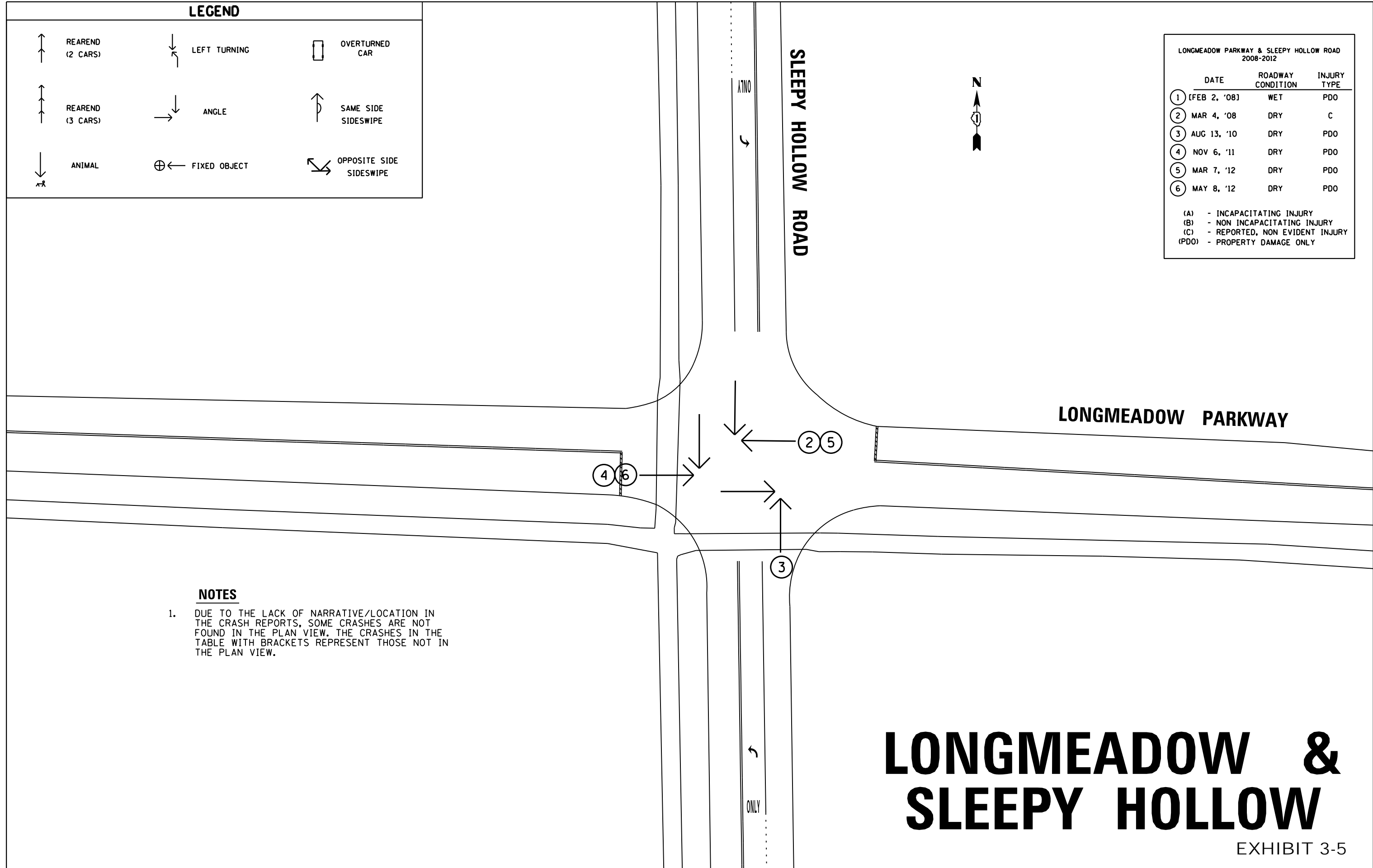
TYPE OF ACCIDENT	2008		2009		2010		2011		2012		2008-2012	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Left Turning	1	25.0%		0.0%	1	16.7%	1	16.7%		0.0%	3	16.7%
Rear-End	1	25.0%	1	50.0%	4	66.7%	1	16.7%		0.0%	7	38.9%
Angle		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Sideswipe-Same Direction		0.0%		0.0%	1	16.7%	2	33.3%		0.0%	3	16.7%
Sideswipe-Opposite Direction		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Fixed Objects		0.0%		0.0%		0.0%	2	33.3%		0.0%	2	11.1%
Overtuned		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Right Turning		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Head-On		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Animal	2	50.0%	1	50.0%		0.0%		0.0%		0.0%	3	16.7%
Other-Non Collision		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
ACCIDENT SEVERITY												
Fatal Accidents		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
A- Injury Accidents		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
B- Injury Accidents		0.0%		0.0%		0.0%	1	16.7%		0.0%	1	5.6%
C- Injury Accidents		0.0%		0.0%	2	33.3%		0.0%		0.0%	2	11.1%
Property Damage Only	4	100.0%	2	100.0%	4	66.7%	5	83.3%		0.0%	15	83.3%
ROADWAY CONDITION												
Dry	2	50.0%	2	100.0%	4	66.7%	2	33.3%		0.0%	10	55.6%
Wet	1	25.0%		0.0%		0.0%	4	66.7%		0.0%	5	27.8%
Snow/Ice	1	25.0%		0.0%	2	33.3%		0.0%		0.0%	3	16.7%
TOTAL ACCIDENTS												
	4	22.2%	2	11.1%	6	33.3%	6	33.3%	0	0.0%	18	

LEGEND



LONGMEADOW PARKWAY & SLEEPY HOLLOW ROAD 2008-2012			
	DATE	ROADWAY CONDITION	INJURY TYPE
①	FEB 2, '08]	WET	PDO
②	MAR 4, '08	DRY	C
③	AUG 13, '10	DRY	PDO
④	NOV 6, '11	DRY	PDO
⑤	MAR 7, '12	DRY	PDO
⑥	MAY 8, '12	DRY	PDO

(A) - INCAPACITATING INJURY
 (B) - NON INCAPACITATING INJURY
 (C) - REPORTED, NON EVIDENT INJURY
 (PDO) - PROPERTY DAMAGE ONLY



NOTES

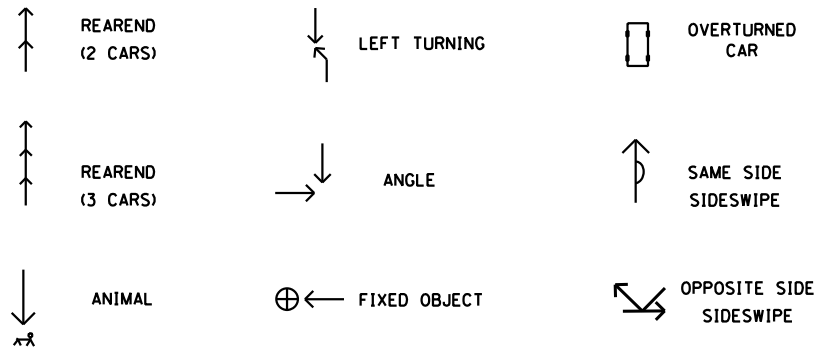
1. DUE TO THE LACK OF NARRATIVE/LOCATION IN THE CRASH REPORTS, SOME CRASHES ARE NOT FOUND IN THE PLAN VIEW. THE CRASHES IN THE TABLE WITH BRACKETS REPRESENT THOSE NOT IN THE PLAN VIEW.

LONGMEADOW & SLEEPY HOLLOW

EXHIBIT 3-5

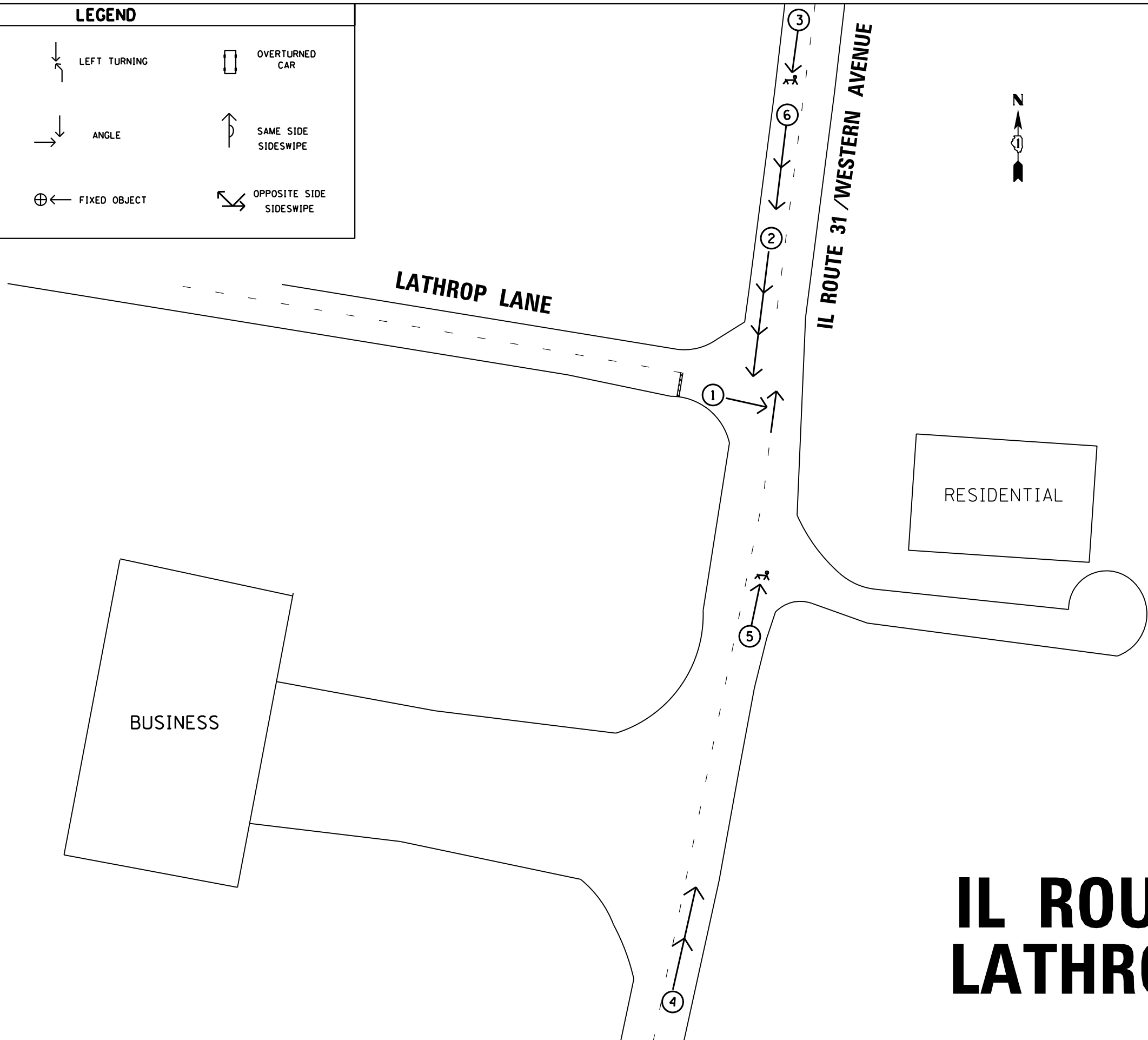
LOCATION:		Longmeadow at Sleepy Hollow										
TYPE OF ACCIDENT	2008		2009		2010		2011		2012		2008-2012	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Left Turning		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Rear-End		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Angle	2	0.0%		0.0%	1	100.0%	1	100.0%	2	100.0%	6	100.0%
Sideswipe-Same Direction		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Sideswipe-Opposite Direction		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Fixed Objects		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Overtuned		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Right Turning		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Head-On		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Animal		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Other-Non Collision		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
ACCIDENT SEVERITY												
Fatal Accidents		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
A- Injury Accidents		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
B- Injury Accidents		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
C- Injury Accidents	1	0.0%		0.0%		0.0%		0.0%		0.0%	1	16.7%
Property Damage Only	1	0.0%		0.0%	1	100.0%	1	100.0%	2	100.0%	5	83.3%
ROADWAY CONDITION												
Dry	1	0.0%		0.0%	1	100.0%	1	100.0%	2	100.0%	5	83.3%
Wet	1	0.0%		0.0%		0.0%		0.0%		0.0%	1	16.7%
Snow/Ice		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
TOTAL ACCIDENTS												
	2	33.3%	0	0.0%	1	16.7%	1	16.7%	2	33.3%	6	

LEGEND



IL ROUTE 31 & LATHROP LANE 2008-2012			
	DATE	ROADWAY CONDITION	INJURY TYPE
①	FEB 3, '08	SNOW	PDO
②	OCT 18, '09	DRY	C
③	MAR 9, '10	WET	PDO
④	AUG 25, '10	DRY	A
⑤	SEP 27, '10	DRY	PDO
⑥	DEC 20, '10	SNOW	C

(A) - INCAPACITATING INJURY
 (B) - NON INCAPACITATING INJURY
 (C) - REPORTED, NON EVIDENT INJURY
 (PDO) - PROPERTY DAMAGE ONLY



IL ROUTE 31 & LATHROP LANE

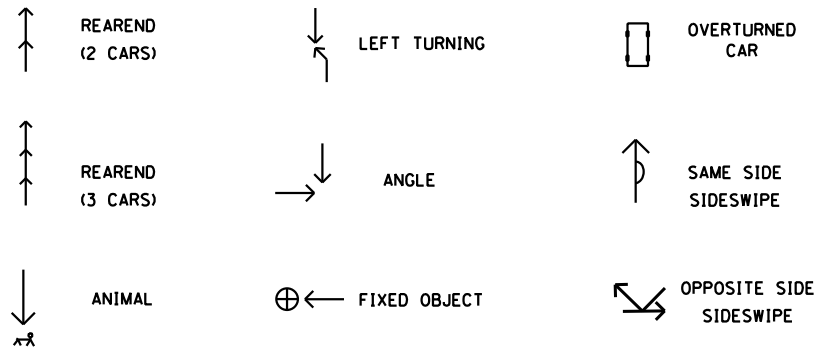
EXHIBIT 3-7

LOCATION:

IL Route 31 at Lathrop

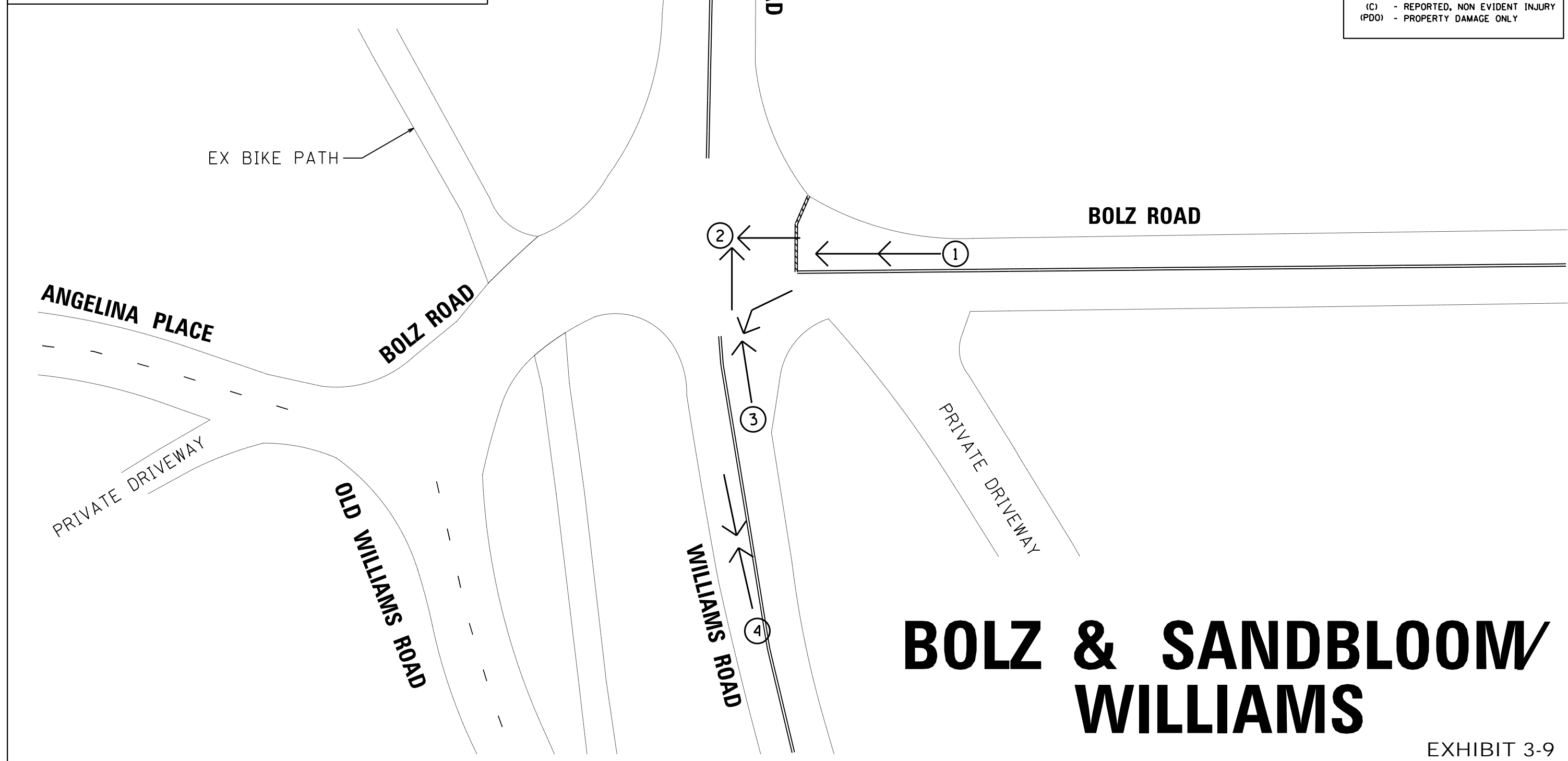
TYPE OF ACCIDENT	2008		2009		2010		2011		2012		2008-2012	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Left Turning		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Rear-End		0.0%	1	100.0%	2	50.0%		0.0%		0.0%	3	50.0%
Angle	1	100.0%		0.0%		0.0%		0.0%		0.0%	1	16.7%
Sideswipe-Same Direction		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Sideswipe-Opposite Direction		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Fixed Objects		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Overtuned		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Right Turning		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Head-On		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Animal		0.0%		0.0%	2	50.0%		0.0%		0.0%	2	33.3%
Other-Non Collision		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
ACCIDENT SEVERITY												
Fatal Accidents		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
A- Injury Accidents		0.0%		0.0%	1	25.0%		0.0%		0.0%	1	16.7%
B- Injury Accidents		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
C- Injury Accidents		0.0%	1	100.0%	1	25.0%		0.0%		0.0%	2	33.3%
Property Damage Only	1	100.0%		0.0%	2	50.0%		0.0%		0.0%	3	50.0%
ROADWAY CONDITION												
Dry		0.0%	1	100.0%	2	50.0%		0.0%		0.0%	3	50.0%
Wet		0.0%		0.0%	1	25.0%		0.0%		0.0%	1	16.7%
Snow/Ice	1	100.0%		0.0%	1	25.0%		0.0%		0.0%	2	33.3%
TOTAL ACCIDENTS												
	1	16.7%	1	16.7%	4	66.7%	0	0.0%	0	0.0%	6	

LEGEND



BOLZ ROAD & SANDBLOOM/ WILLIAMS ROAD 2008-2012			
	DATE	ROADWAY CONDITION	INJURY TYPE
①	FEB 20, '08	DRY	PDO
②	DEC 22, '08	SNOW	PDO
③	AUG 15, '09	DRY	A
④	JAN 11, '11	SNOW	B

(A) - INCAPACITATING INJURY
 (B) - NON INCAPACITATING INJURY
 (C) - REPORTED, NON EVIDENT INJURY
 (PDO) - PROPERTY DAMAGE ONLY



BOLZ & SANDBLOOM/ WILLIAMS

EXHIBIT 3-9

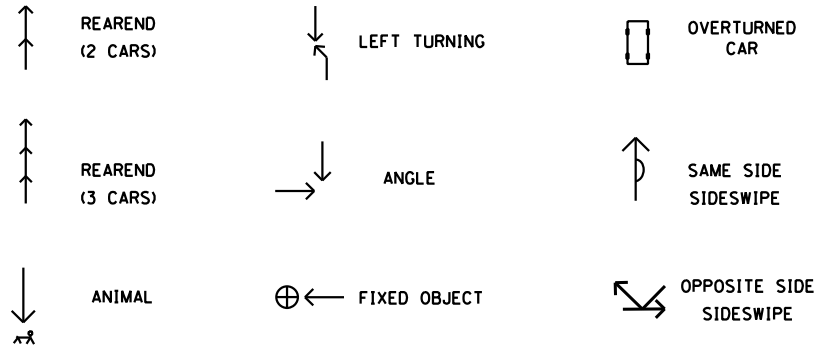
FILE NAME =	USER NAME = rocio	DESIGNED - RO	REVISED -	KANE COUNTY DIVISION OF TRANSPORTATION	COLLISION DIAGRAM BOLZ ROAD AND WILLIAMS/SANDBLOOM ROAD		F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
T:\Projects\13-007 Longmeadow Section A	05_CADD\Collision Diagrams\5.Bolz & Sandbloo	9/10/2013	REVISED -		SCALE:	SHEET 5 OF 10 SHEETS	STA. TO STA.		KANE			
Default	PLOT SCALE = 40.0000' / in.	CHECKED - BLP	REVISED -		ILLINOIS FED. AID PROJECT							
	PLOT DATE = 9/11/2013	DATE - 9/11/2013	REVISED -									

LOCATION:

Bolz at Sandbloom/Williams

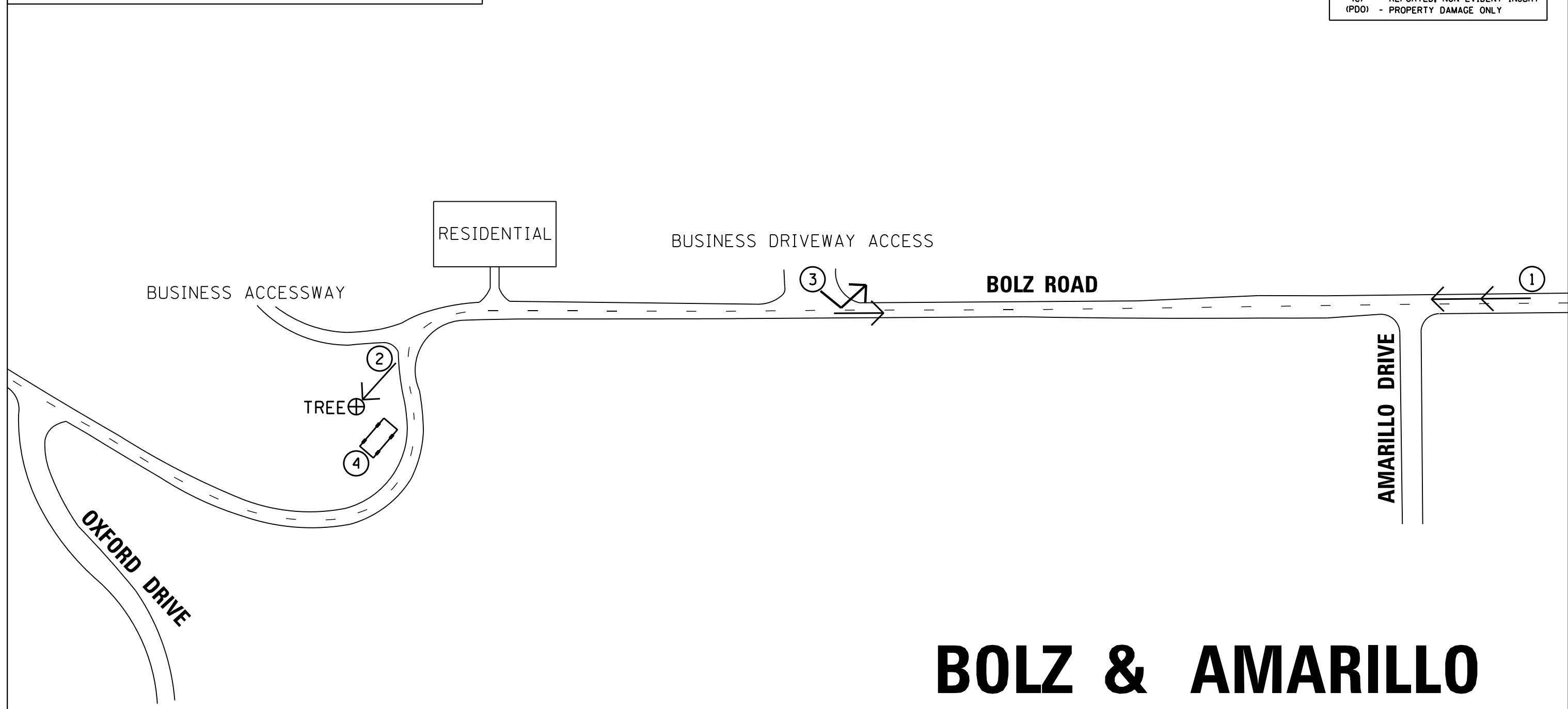
TYPE OF ACCIDENT	2008		2009		2010		2011		2012		2008-2012	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Left Turning		0.0%	1	100.0%		0.0%		0.0%		0.0%	1	25.0%
Rear-End	1	50.0%		0.0%		0.0%		0.0%		0.0%	1	25.0%
Angle	1	50.0%		0.0%		0.0%		0.0%		0.0%	1	25.0%
Sideswipe-Same Direction		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Sideswipe-Opposite Direction		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Fixed Objects		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Overtuned		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Right Turning		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Head-On		0.0%		0.0%		0.0%	1	100.0%		0.0%	1	25.0%
Animal		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Other-Non Collision		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
ACCIDENT SEVERITY												
Fatal Accidents		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
A- Injury Accidents		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
B- Injury Accidents		0.0%		0.0%		0.0%	1	100.0%		0.0%	1	25.0%
C- Injury Accidents		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Property Damage Only	2	100.0%	1	100.0%		0.0%		0.0%		0.0%	3	75.0%
ROADWAY CONDITION												
Dry	1	50.0%	1	100.0%		0.0%		0.0%		0.0%	2	50.0%
Wet		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Snow/Ice	1	50.0%		0.0%		0.0%	1	100.0%		0.0%	2	50.0%
TOTAL ACCIDENTS												
	2	50.0%	1	25.0%	0	0.0%	1	25.0%	0	0.0%	4	

LEGEND



BOLZ ROAD & AMARILLO DRIVE 2008-2012		
DATE	ROADWAY CONDITION	INJURY TYPE
① OCT 2, '09	WET	B
② OCT 9, '09	WET	PDO
③ JUL 17, '10	DRY	C
④ AUG 23, '10	DRY	PDO

(A) - INCAPACITATING INJURY
 (B) - NON INCAPACITATING INJURY
 (C) - REPORTED, NON EVIDENT INJURY
 (PDO) - PROPERTY DAMAGE ONLY



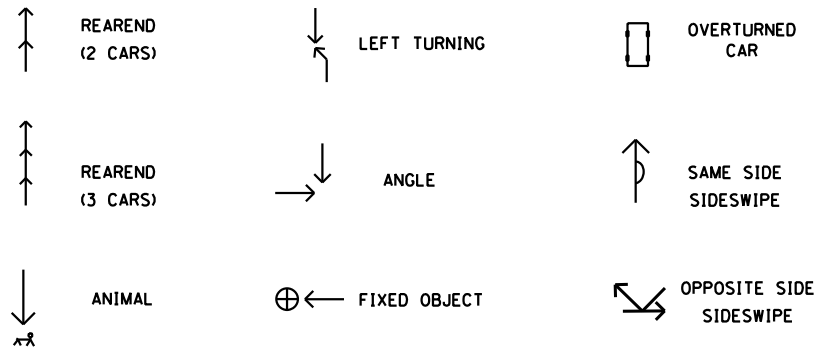
BOLZ & AMARILLO

EXHIBIT 3-11

FILE NAME =	USER NAME = rocio	DESIGNED - RO	REVISED -	KANE COUNTY DIVISION OF TRANSPORTATION	COLLISION DIAGRAM BOLZ ROAD AND AMARILLO DRIVE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
T:\Projects\13-007 Longmeadow Section A	05_CADD\Collision Diagrams\6.Bolz & Amarillo	DRAWN -	REVISED -		SCALE:	SHEET 6 OF 10 SHEETS	STA.	TO STA.	KANE			
Default	PLOT SCALE = 40.0000' / in.	CHECKED - BLP	REVISED -		CONTRACT NO.							
	PLOT DATE = 9/11/2013	DATE - 9/11/2013	REVISED -		ILLINOIS FED. AID PROJECT							

LOCATION:		Bolz at Amarillo										
TYPE OF ACCIDENT	2008		2009		2010		2011		2012		2008-2012	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Left Turning		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Rear-End		0.0%	1	50.0%		0.0%		0.0%		0.0%	1	25.0%
Angle		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Sideswipe-Same Direction		0.0%		0.0%	1	50.0%		0.0%		0.0%	1	25.0%
Sideswipe-Opposite Direction		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Fixed Objects		0.0%	1	50.0%		0.0%		0.0%		0.0%	1	25.0%
Overturned		0.0%		0.0%	1	50.0%		0.0%		0.0%	1	25.0%
Right Turning		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Head-On		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Animal		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Other-Non Collision		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
ACCIDENT SEVERITY												
Fatal Accidents		0.0%		0.0%				0.0%		0.0%	0	0.0%
A- Injury Accidents		0.0%		0.0%				0.0%		0.0%	0	0.0%
B- Injury Accidents		0.0%	1	50.0%				0.0%		0.0%	1	25.0%
C- Injury Accidents		0.0%		0.0%	1			0.0%		0.0%	1	25.0%
Property Damage Only		0.0%	1	50.0%	1			0.0%		0.0%	2	50.0%
ROADWAY CONDITION												
Dry		0.0%		0.0%	2			0.0%		0.0%	2	50.0%
Wet		0.0%	2	100.0%				0.0%		0.0%	2	50.0%
Snow/Ice		0.0%		0.0%				0.0%		0.0%	0	0.0%
TOTAL ACCIDENTS												
	0	0.0%	2	50.0%	2	50.0%	0	0.0%	0	0.0%	4	

LEGEND



BOLZ ROAD & ENSENADA ROAD 2009-2012		
DATE	ROADWAY CONDITION	INJURY TYPE
① OCT 14, '10	WET	B
(A) - INCAPACITATING INJURY (B) - NON INCAPACITATING INJURY (C) - REPORTED, NON EVIDENT INJURY (PDO) - PROPERTY DAMAGE ONLY		



BOLZ ROAD

①

⊕ LANDSCAPE BOULDER

EXISTING SIDEWALK

EXISTING SIDEWALK

ENSENADA ROAD

BOLZ & ENSENADA

EXHIBIT 3-13

FILE NAME =	USER NAME = rocio	DESIGNED - RO	REVISED -	KANE COUNTY DIVISION OF TRANSPORTATION	COLLISION DIAGRAM BOLZ ROAD AND ENSENADA DRIVE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
T:\Projects\13-007 Longmeadow Section A	05_CADD\Collision Diagrams\7_Bolz & Ensenada	DRAWN -	REVISED -		SCALE:	SHEET 7 OF 10 SHEETS	STA.	TO STA.	KANE			
Default	PLOT SCALE = 40.0000' / in.	CHECKED - BLP	REVISED -						CONTRACT NO.			
	PLOT DATE = 9/11/2013	DATE - 9/11/2013	REVISED -						ILLINOIS FED. AID PROJECT			

LOCATION:

Bolz at Ensenada

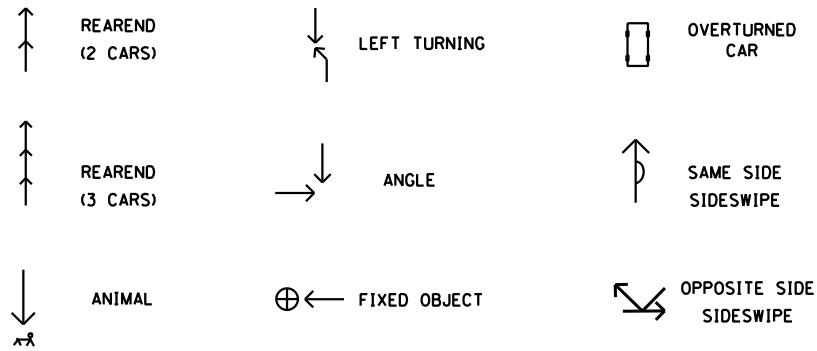
TYPE OF ACCIDENT	2008		2009		2010		2011		2012		2008-2012	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Left Turning		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Rear-End		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Angle		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Sideswipe-Same Direction		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Sideswipe-Opposite Direction		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Fixed Objects		0.0%		0.0%	1	100.0%		0.0%		0.0%	1	100.0%
Overturned		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Right Turning		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Head-On		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Animal		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Other-Non Collision		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
ACCIDENT SEVERITY												
Fatal Accidents		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
A- Injury Accidents		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
B- Injury Accidents		0.0%		0.0%	1	100.0%		0.0%		0.0%	1	100.0%
C- Injury Accidents		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Property Damage Only		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
ROADWAY CONDITION												
Dry		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Wet		0.0%		0.0%	1	100.0%		0.0%		0.0%	1	100.0%
Snow/Ice		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
TOTAL ACCIDENTS	0	0.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	1	

LOCATION:

Bolz at IL Route 25

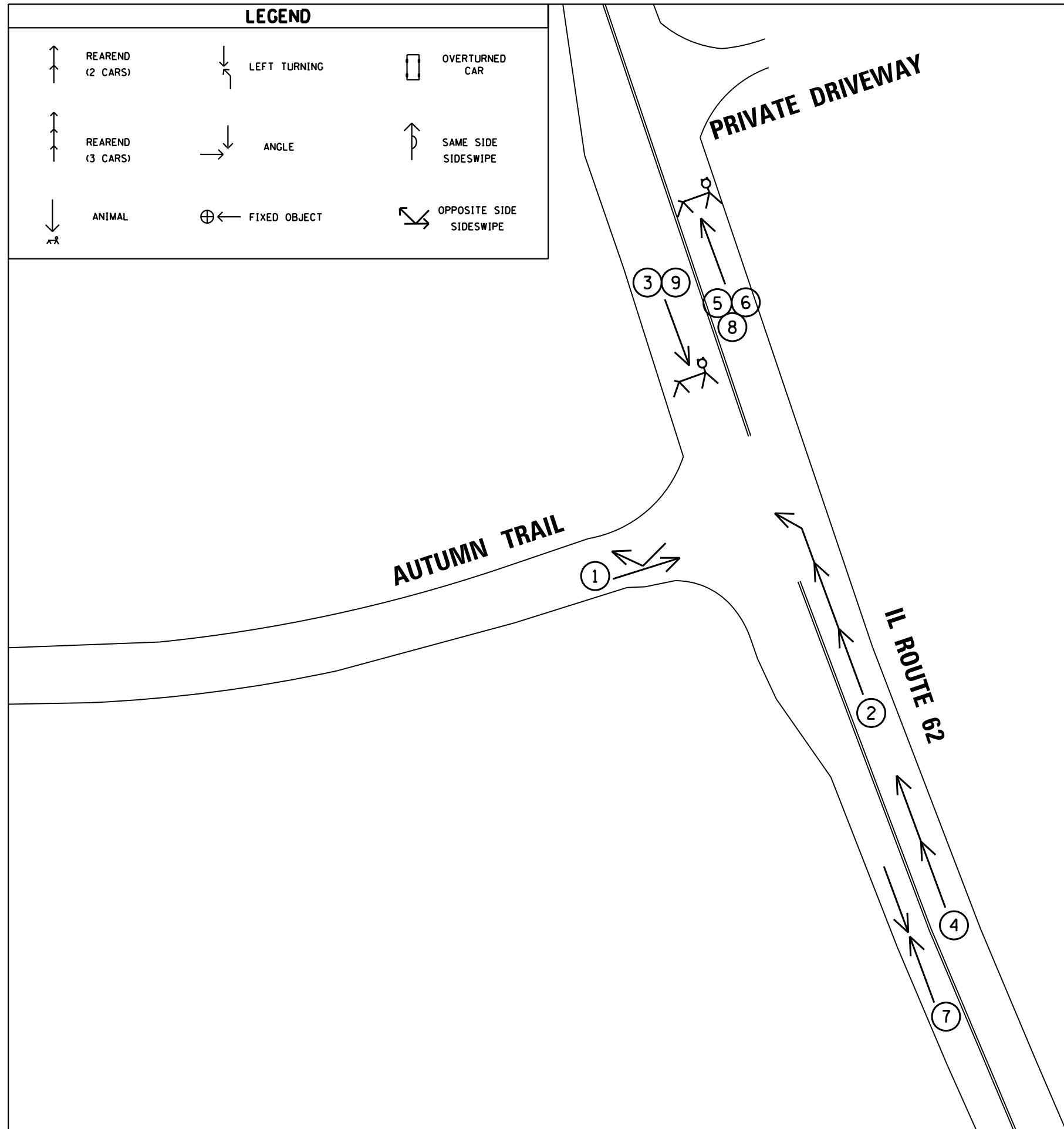
TYPE OF ACCIDENT	2008		2009		2010		2011		2012		2008-2012	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Left Turning	1	20.0%		0.0%	1	25.0%		0.0%		0.0%	2	11.8%
Rear-End	1	20.0%	1	33.3%	2	50.0%	3	0.0%		0.0%	7	41.2%
Angle	1	20.0%		0.0%		0.0%		0.0%		0.0%	1	5.9%
Sideswipe-Same Direction		0.0%		0.0%	1	25.0%	2	0.0%		0.0%	3	17.6%
Sideswipe-Opposite Direction		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Fixed Objects		0.0%	1	33.3%		0.0%		0.0%		0.0%	1	5.9%
Overturned		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Right Turning		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Head-On		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Animal	2	40.0%	1	33.3%		0.0%		0.0%		0.0%	3	17.6%
Other-Non Collision		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
ACCIDENT SEVERITY												
Fatal Accidents		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
A- Injury Accidents		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
B- Injury Accidents		0.0%	1	33.3%		0.0%	1	0.0%		0.0%	2	11.8%
C- Injury Accidents		0.0%		0.0%		0.0%	1	0.0%		0.0%	1	5.9%
Property Damage Only	5	100.0%	2	66.7%	4	100.0%	3	0.0%		0.0%	14	82.4%
ROADWAY CONDITION												
Dry	3	60.0%	3	100.0%	3	75.0%	1	0.0%		0.0%	10	58.8%
Wet	1	20.0%		0.0%	1	25.0%		0.0%		0.0%	2	11.8%
Snow/Ice	1	20.0%		0.0%		0.0%	4	0.0%		0.0%	5	29.4%
TOTAL ACCIDENTS	5	29.4%	3	17.6%	4	23.5%	5	29.4%	0	0.0%	17	

LEGEND



IL ROUTE 62 & AUTUMN TRAIL 2008-2012			
	DATE	ROADWAY CONDITION	INJURY TYPE
①	FEB 19, '08	ICE	PDO
②	JUL 18, '08	DRY	B
③	SEP 30, '08	DRY	PDO
④	MAR 10, '09	WET	PDO
⑤	JUN 20, '09	DRY	PDO
⑥	JUL 7, '09	DRY	PDO
⑦	SEP 25, '09	WET	A
⑧	JAN 5, '10	DRY	PDO
⑨	JAN 28, '10	UNKNOWN	PDO

(A) - INCAPACITATING INJURY
 (B) - NON INCAPACITATING INJURY
 (C) - REPORTED, NON EVIDENT INJURY
 (PDO) - PROPERTY DAMAGE ONLY



IL ROUTE 62 & AUTUMN TRAIL

EXHIBIT 3-17

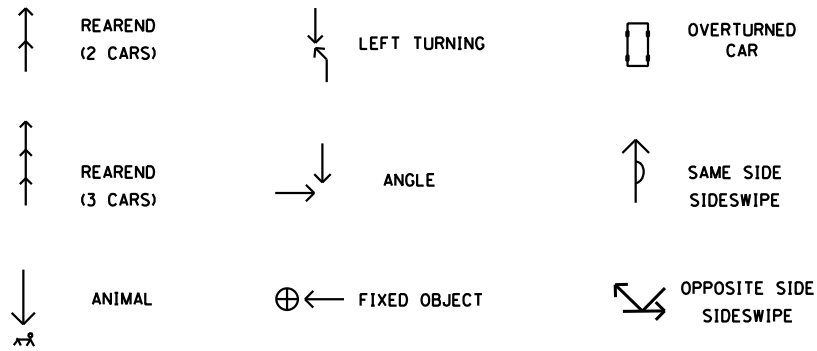
FILE NAME =	USER NAME = rocio	DESIGNED - RO	REVISED -	KANE COUNTY DIVISION OF TRANSPORTATION	COLLISION DIAGRAM IL ROUTE 62 AND AUTUMN TRAIL			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
T:\Projects\13-007 Longmeadow Section A	05_CADD\Collision Diagrams\9_IL 62 & Autumn	DRAWN -	REVISED -		SCALE: 1" = 40'	SHEET 9	OF 10 SHEETS	STA.	TO STA.	KANE			
Default	PLOT SCALE = 40.0000' / in.	CHECKED - BLP	REVISED -		ILLINOIS FED. AID PROJECT								
	PLOT DATE = 9/11/2013	DATE - 9/11/2013	REVISED -										

LOCATION:

IL Route 62 at Autumn Trail

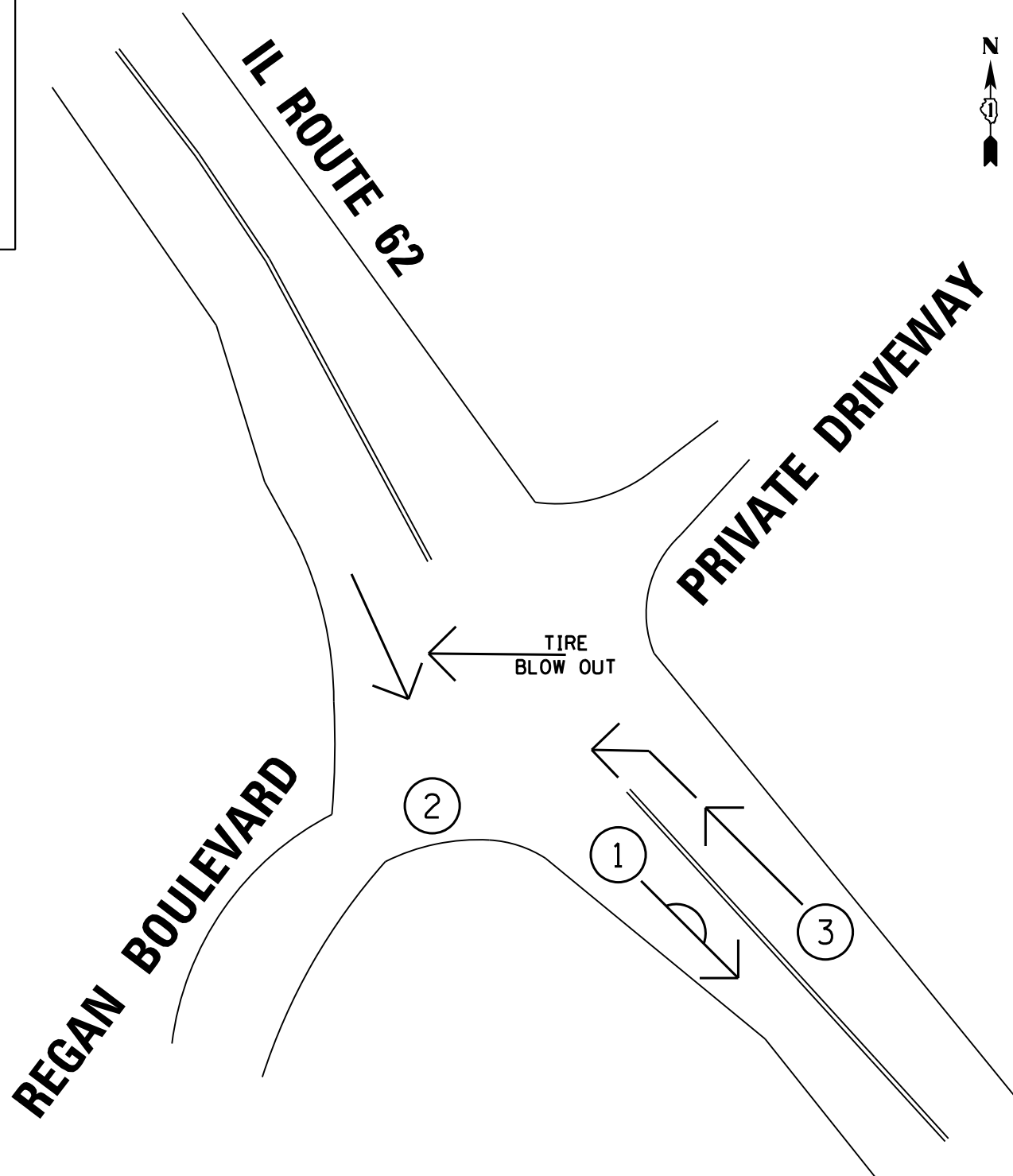
TYPE OF ACCIDENT	2008		2009		2010		2011		2012		2008-2012	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Left Turning		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Rear-End	1	33.3%	1	25.0%		0.0%		0.0%		0.0%	2	22.2%
Angle		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Sideswipe-Same Direction		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Sideswipe-Opposite Direction	1	33.3%		0.0%		0.0%		0.0%		0.0%	1	11.1%
Fixed Objects		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Overturned		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Right Turning		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Head-On		0.0%	1	25.0%		0.0%		0.0%		0.0%	1	11.1%
Animal	1	33.3%	2	50.0%	2	100.0%		0.0%		0.0%	5	55.6%
Other-Non Collision		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
ACCIDENT SEVERITY												
Fatal Accidents		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
A- Injury Accidents		0.0%	1	25.0%		0.0%		0.0%		0.0%	1	11.1%
B- Injury Accidents	1	33.3%		0.0%		0.0%		0.0%		0.0%	1	11.1%
C- Injury Accidents		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Property Damage Only	2	66.7%	3	75.0%	2	100.0%		0.0%		0.0%	7	77.8%
ROADWAY CONDITION												
Dry	2	66.7%	2	50.0%	1	50.0%		0.0%		0.0%	5	55.6%
Wet	0	0.0%	2	50.0%		0.0%		0.0%		0.0%	2	22.2%
Snow/Ice	1	33.3%		0.0%		0.0%		0.0%		0.0%	1	11.1%
Unknown		0.0%		0.0%	1	0.0%		0.0%		0.0%	1	11.1%
TOTAL ACCIDENTS	3	33.3%	4	44.4%	2	22.2%	0	0.0%	0	0.0%	9	

LEGEND



IL ROUTE 62 & REGAN BOULEVARD 2008-2012		
DATE	ROADWAY CONDITION	INJURY TYPE
① JAN 12, '09	WET	B
② MAY 14, '09	WET	B
③ SEP 26, '09	DRY	PDO

(A) - INCAPACITATING INJURY
 (B) - NON INCAPACITATING INJURY
 (C) - REPORTED, NON EVIDENT INJURY
 (PDO) - PROPERTY DAMAGE ONLY



IL ROUTE 62 & REGAN BLVD

EXHIBIT 3-19

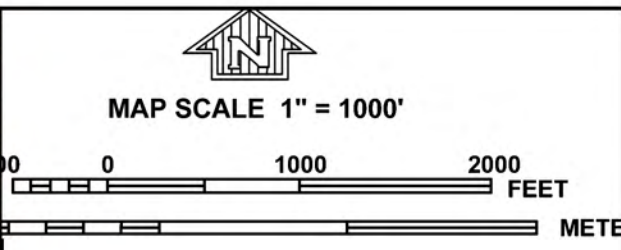
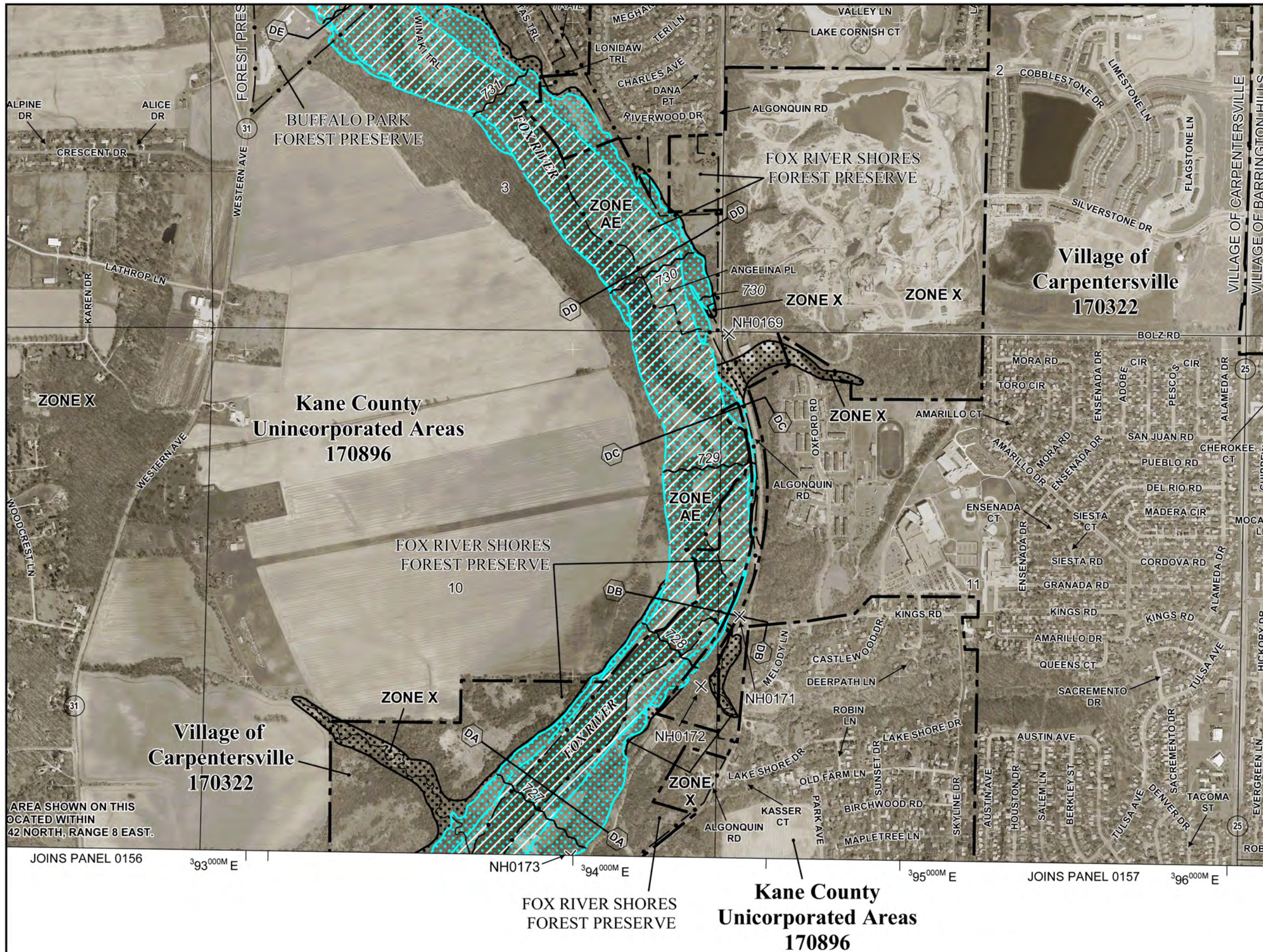
FILE NAME =	USER NAME = rocio	DESIGNED - RO	REVISED -	KANE COUNTY DIVISION OF TRANSPORTATION	COLLISION DIAGRAM IL ROUTE 62 AND REGAN BOULEVARD			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
T:\Projects\13-007 Longmeadow Section A	05_CADD\Collision Diagrams\10_IL 62 & Regan	DRAWN -	REVISED -		SCALE:	SHEET 10 OF 10 SHEETS	STA.	TO STA.	KANE	ILLINOIS FED. AID PROJECT		
Default	PLOT SCALE = 40.0000' / in.	CHECKED - BLP	REVISED -						CONTRACT NO.			
	PLOT DATE = 9/11/2013	DATE - 9/11/2013	REVISED -									

LOCATION:

IL Route 62 at Regan

TYPE OF ACCIDENT	2008		2009		2010		2011		2012		2008-2012	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Left Turning		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Rear-End		0.0%	1	33.3%		0.0%		0.0%		0.0%	1	33.3%
Angle		0.0%	1	33.3%		0.0%		0.0%		0.0%	1	33.3%
Sideswipe-Same Direction		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Sideswipe-Opposite Direction		0.0%	1	33.3%		0.0%		0.0%		0.0%	1	33.3%
Fixed Objects		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Overtuned		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Right Turning		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Head-On		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Animal		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Other-Non Collision		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
ACCIDENT SEVERITY												
Fatal Accidents		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
A- Injury Accidents		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
B- Injury Accidents		0.0%	2	66.7%		0.0%		0.0%		0.0%	2	66.7%
C- Injury Accidents		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Property Damage Only		0.0%	1	33.3%		0.0%		0.0%		0.0%	1	33.3%
ROADWAY CONDITION												
Dry		0.0%	1	33.3%		0.0%		0.0%		0.0%	1	33.3%
Wet		0.0%	2	66.7%		0.0%		0.0%		0.0%	2	66.7%
Snow/Ice		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
TOTAL ACCIDENTS												
	0.0%	0.0%	3	#####	0	0.0%	0	0.0%	0	0.0%	3	

Exhibit-4
Flood Plain Map



PANEL 0070H


FIRM
FLOOD INSURANCE RATE MAP
KANE COUNTY,
ILLINOIS
AND INCORPORATED AREAS

PANEL 70 OF 410
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
ALGONQUIN, VILLAGE OF	170474	0070	H
BARRINGTON HILLS, VILLAGE OF	170058	0070	H
CARPENTERSVILLE, VILLAGE OF	170322	0070	H
KANE COUNTY	170896	0070	H

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.



MAP NUMBER
17089C0070H
MAP REVISED
AUGUST 3, 2009

Federal Emergency Management Agency

AREA SHOWN ON THIS MAP IS LOCATED WITHIN TOWNSHIP 42 NORTH, RANGE 8 EAST.

JOINS PANEL 0156 393⁰⁰⁰M E NH0173 394⁰⁰⁰M E 395⁰⁰⁰M E JOINS PANEL 0157 396⁰⁰⁰M E

Kane County
Unincorporated Areas
170896

EXHIBIT 4

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

Exhibit-5
Cost Estimate

EXHIBIT 5

PRELIMINARY COST ESTIMATE

Longmeadow Parkway

EARTHWORK

Huntley Road to Fox River

500,000 cy @ \$12= \$ 6,000,000

Fox River to Il Route 62

496,000 cy @ \$12= \$ 5,952,000

\$ 11,952,000

SIDEWALK, CURB AND GUTTER

\$ 1,460,000

PAVEMENT

\$ 19,100,000

DRAINAGE

\$ 3,400,000

TRAFFIC SIGNALS

7 signalized intersections

\$ 1,400,000

MAINTENANCE OF TRAFFIC

\$ 1,700,000

STRUCTURE OVER FOX RIVER

\$ 46,200,000

SUBTOTAL

\$ 85,212,000

CONTINGENCY (20%)

\$ 17,000,000

TOTAL

\$ 102,212,000

Cost of Right-of-Way acquisition and cost of engineering services are not included in the above total.

Exhibit-6
Environmental Resources

Project Overview

Submittal Date: 05/24/2005 Sequence No: 12662
 District: 1 Requesting Agency: Local Kane Project No:
 Contract #: Job No.: P-91-393-94
 Counties: Kane
 Route: N/A Marked: N/A
 Street: Longmeadow Parkway/Bolz Road Section: 94-00215-01-ES
 Municipality(ies): Algonquin, Barrington Hills and Carpenters Project Length: 9.3342 km 5.8 miles
 FromTo (At): Huntley Road to Illinois Route 62
 Quadrangle: Crystal Lake, Barrington Township-Range-Section: T42N, R8E, Section 1-12
 Survey Target Date: Anticipated Design Appr.: 12/31/2005 Anticipated Processing: Reevaluation
 Funding: Federal State TBP MFT Local Non-MFT

Consultant:
 PTB No.: Item No.: PTB Date: Prequal Level:

Sequence No: 12662	Biological	Wetlands	Cultural	Special Waste
Entered By	BDE	BDE	BDE	BDE
Cleared for DA	11/20/2009	11/5/2013	5/13/2011	
Cleared for Letting	11/20/2009	11/5/2013	5/13/2011	
Resubmittal	08/03/2010			
ResubmittalCleared	8/4/2010			
Section: 94-00215-01-ES	Job No.: P-91-393-94	FromTo (At): Huntley Road to Illinois Route 62		

Sequence No: 12662 A	Biological	Wetlands	Cultural	Special Waste
Entered By	BDE	BDE	BDE	BDE
Cleared for DA	11/10/2010	11/5/2013	5/13/2011	12/28/2010
Cleared for Letting	11/10/2010	11/5/2013	5/13/2011	
Resubmittal	07/18/2012			
ResubmittalCleared	9/10/2012			
Section: 94-00215-01-ES	Job No.: P-91-393-94	FromTo (At): Huntley/Boyer Road to Illinois Route 62		

Sequence No: 12662 B	Biological	Wetlands	Cultural	Special Waste
Entered By	BDE	No	BDE	
Cleared for DA	6/5/2013		11/14/2013	
Cleared for Letting	6/5/2013		11/14/2013	
Resubmittal				
ResubmittalCleared				
Section: 94-00215-01-ES	Job No.: P-91-393-94	FromTo (At): Huntley/Boyer Road to Illinois Route 62		

Notice of Intent	Project Initiation Ltr to FHWA	Public Info Meeting(s)		Notice of Availability		Public Hearing	Draft	ROD/FONSI Approved
		1st	2nd	Draft	Final			

Project Phase Comments:

Applicant: Illinois Department of Transportation-BDE
Contact: Susan Dees
IDNR Project #: 1101175
Alternate #: 12662, A, 0601433 for original job
Address: 2300 South Dirksen Parkway
Springfield, IL 62764
Date: 08/03/2010
Project: Longmeadow Pkwy/Bolz Rd, Sec. 94-00215-01-ES, 12662, A
Address: n/a, Algonquin, Barrington Hills, Carpentersville

Description: Add. A to add 28.5 ac new ROW to existing project, to relocate Bolz Rd & work on N & S legs of Randall Rd. Also update IDNR coord. on orig. project. Wetland delineations will be done on Add. A. WIRT shows several hits but none in project area.

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Barrington Hills Botanical Area INAI Site
Dixie Fromm Briggs Prairie INAI Site
Helm Woods INAI Site
Huntley Road Marsh INAI Site
Shaw Fen And Woods INAI Site
Spring Lake - Cook INAI Site
Dixie Fromm Briggs Prairie Nature Preserve
Helm Woods Nature Preserve
Kemper Park Nature Preserve
Shaw Fen And Woods Natural Heritage Landmark
Spring Lake Nature Preserve
Blanding'S Turtle (*Emydoidea blandingii*)
Eastern Prairie Fringed Orchid (*Platanthera leucophaea*)
Forked Aster (*Aster furcatus*)
Least Bittern (*Ixobrychus exilis*)
Least Bittern (*Ixobrychus exilis*)
Yellow-Headed Blackbird (*Xanthocephalus xanthocephalus*)
Yellow-Headed Blackbird (*Xanthocephalus xanthocephalus*)

An IDNR staff member will evaluate this information and contact you within 30 days to request additional information or to terminate consultation if adverse effects are unlikely.

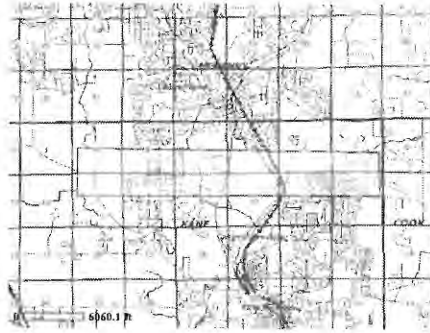
Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Kane

Township, Range, Section:

42N, 8E, 1	42N, 8E, 2
42N, 8E, 3	42N, 8E, 4
42N, 8E, 5	42N, 8E, 6
42N, 8E, 7	42N, 8E, 8
42N, 8E, 9	42N, 8E, 10
42N, 8E, 11	42N, 8E, 12



IL Department of Natural Resources Contact

Steve Hamer
217-785-5500
Division of Ecosystems & Environment

Local or State Government Jurisdiction

IL Department of Transportation
Susan Dees
2300 South Dirksen Parkway
Room 330
Springfield, Illinois 62764

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

Terms of Use

By using this website, you acknowledge that you have read and agree to these terms. These terms may be revised by IDNR as necessary. If you continue to use the EcoCAT application after we post changes to these terms, it will mean that you accept such changes. If at any time you do not accept the Terms of Use, you may not continue to use the website.

1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.
2. Unauthorized attempts to upload, download, or change information on this website are strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and/or the National Information Infrastructure Protection Act.
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EcoCAT generates a public record subject to disclosure under the Freedom of Information Act. Otherwise, IDNR uses the information submitted to EcoCAT solely for internal tracking purposes.



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
<http://dnr.state.il.us>

Pat Quinn, Governor
Marc Miller, Director

August 04, 2010

Susan Dees
Illinois Department of Transportation-BDE
2300 South Dirksen Parkway
Room 330
Springfield, IL 62764

Re: Longmeadow Pkwy/Bolz Rd, Sec. 94-00215-01-ES, 12662, A
Project Number(s): 1101175 [12662, A, 0601433 for original job]
County: Kane

Dear Applicant:

This letter is in reference to the project you recently submitted for consultation. The natural resource review provided by EcoCAT identified protected resources that may be in the vicinity of the proposed action. The Department has evaluated this information and concluded that adverse effects are unlikely. Therefore, consultation under 17 Ill. Adm. Code Part 1075 is terminated.

This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary.

The natural resource review reflects the information existing in the Illinois Natural Heritage Database at the time of the project submittal, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, you must comply with the applicable statutes and regulations. Also, note that termination does not imply IDNR's authorization or endorsement of the proposed action.

Please contact me if you have questions regarding this review.

Steve Hamer
Division of Ecosystems and Environment
217-785-5500

Printed on recycled and recyclable paper



Illinois Department of Transportation

Memorandum

To: Darrell W. Lewis
From: Scott E. Stitt By: Thomas C. Brooks
Subject: Biological Resources Review
Date: November 10, 2010

Thomas C. Brooks

Longmeadow Parkway Addendum A
Sec. 94-00215-01-ES (Seq. 12662A)
Job No. P-91-393-94
Municipalities of Algonquin, Barrington Hills and Carpentersville
From Huntley/Boyer Road to IL 62
Kane County

The Natural Resources Unit has reviewed this project. The project, as described on the Environmental Survey Request Form, does not require biological surveys. The IDNR Natural Heritage Database has no records of listed species, natural areas or nature preserves within the project corridor (IDNR EcoCAT Response letter dated August 4, 2010).

The National Wetland Inventory Map (Crystal Lake and Barrington Quadrangles) depicts wetlands in the project area. The project was sent for field survey, with results received November 10, 2010. The INHS wetland delineation report and GIS data are posted on Local Roads Sharepoint. The results of the survey indicate the presence of no jurisdictional wetlands within the project area (Sites 1 and 2 are considered isolated wetlands by INHS). In accordance with IDOT Procedure Memorandum 33-03, wetland impacts are to be avoided, minimized and then mitigated. Section 3 states that for all projects that are surveyed for wetlands and determined to have wetlands within the study area, a Wetland Impact Evaluation (WIE) form must be completed and submitted to the BDE, even if there are no wetland impacts. Further information on completing and processing of WIEs is contained in PM 33-03.

The federally threatened and Illinois endangered Eastern prairie fringed orchid (*Platanthera leucophaea*) is a plant of open-canopied mesic to wet prairies and wetlands. There is no prairie or high quality wetland (FQI at or above 20 or native mean C of 3.5 or greater) within the project area. Therefore, we conclude absence of Eastern prairie fringed orchid in the project area. Please retain this memo in your files for future reference.

Attachments

SDH



Illinois Department of Transportation

201 West Center Court
Schaumburg, IL 60196-1096

Informal Transmittal

To:	Marilyn Solomon
Bureau:	Local Roads
Attn:	

From:	Sam Mead
Bureau:	Programming
	Environmental Studies Unit
Subject:	Longmeadow Parkway; Huntley/Boyer Rd. to IL-62
	Special Waste

Date:	01/03/2011
-------	------------

Please check appropriate box below:

- Take Necessary Action
- For Your Comments
- Per Your Request
- For Your Approval

- For Your Information
- See Me About the Attached
- Draft (Letter)(Memo) For
My signature

- Reply
- Return
- Route
- File

Message

Attached is a copy of the PESA for the above-mentioned project. The PESA Review cover memo, dated December 28, 2010, states that there are Recognized Environmental Conditions (REC's) along the project route and that further studies may be required if the project will require land acquisition or linear excavation from or adjacent to a property with REC's. Please review the cover memo stipulations and the entire PESA to determine if a PSI will be necessary.

If it is determined a PSI will be necessary, the following information is required:

1. Use the attached PESA Response form to provide the boring/site number, max excavation depth, site name and/or address and the type of work being performed along with the estimated volume to be excavated.
2. Three copies of an exhibit showing (highlighting) the boring/site location with the extent of excavation to be performed at that parcel or location. Show the length, width and depth to be excavated.

If you have any questions, please call me at extension 4101.


Signature

Copies to	PESA File	Judy Cortese – Land Acq.	
-----------	-----------	--------------------------	--

Response

Signature

EXECUTIVE SUMMARY

This report presents the results of an environmental site assessment for this road and bridge construction project involving a planned extension of Longmeadow Parkway from Huntley Road and Boyer Road to IL 62, Algonquin, Barrington Hills, Carpentersville, and unincorporated areas, Kane County. This report was prepared on behalf of the Illinois Department of Transportation (IDOT) by the Illinois State Geological Survey (ISGS).

The following sites were examined for this project. The tables below list sites along the project for which recognized environmental conditions (RECs)* were identified for each address or address range (Table 1); sites along the project for which only de minimis conditions were identified (Table 2); sites along the project for which no RECs were identified (Table 3); and sites adjacent to but not on the project that were identified on environmental databases (Table 4). Further investigation of sites with RECs may be desired.

Table 1. The following sites along the project were determined to contain RECs:

Property name IDOT parcel #	ISGS site #	REC(s), including de minimis conditions	Regulatory database(s)	Land use
Palm Reader NA	1586A-6	AST; potential past pesticide/herbicide presence; potential ACM and lead paint	None	Commercial
Residences NA	1586A-12	Former UST with a documented release; petroleum-impacted soil	RCRA, LUST, UST, BOL, IEMA	Residential
Lathrop USDA Chicago O'Hare Export Center NA	1586A-16	Former USTs; ASTs; potential ACM and lead paint	UST	Commercial
Fox River NA	1586A-19	Non-attainment of water quality	None	Stream
Residence NA	1586A-21	AST; drums; potential ACM and lead paint	None	Residential
Carpentersville Quarry/Healy Asphalt Co./Arrow Road Construction Co. NA	1586A-22	Former USTs with documented releases; atmospheric release; dumping; fill; ASTs; lead-impacted soil; transformers; soil mounds; potential ACM and lead paint	RCRA, ERNS, LUST, UST, SRP, BOL, IEMA	Industrial

Target Manufacturing Co. NA	1586A-23	Evidence of chemical use; transformers; potential ACM and lead paint	BOL	Industrial
Residence NA	1586A-25	Potential past chemical use; transformers; potential ACM and lead paint	None	Residential
Residence NA	1586A-28	Atmospheric release	ERNS	Residential
Residence NA	1586A-30	Potential former chemical use	None	Residential
Discount Muffler Brakes and More/Amigo Transmissions Plus NA	1586A-34	Former USTs with a documented release; AST; drum; potential chemical use; transformer; potential ACM and lead paint	LUST, UST, BOL, IEMA	Commercial
Skeeter's Saloon NA	1586A-35	Potential former chemical use; transformer; potential ACM and lead paint	None	Commercial

Table 2. The following sites along the project were determined to contain de minimis conditions only:

Property name IDOT parcel #	ISGS site #	De minimis condition(s)	Land use
Farmstead NA	1586A-1	Potential pesticide/herbicide presence; potential ACM and lead paint	Farmstead
Agricultural land NA	1586A-2	Transformers; natural gas pipeline; likely pesticide and herbicide use	Agricultural
Farmstead NA	1586A-3	Potential pesticide/herbicide presence; potential ACM and lead paint	Farmstead
Vacant ROW NA	1586A-4	Likely past pesticide and herbicide use	Vacant

Farmstead NA	1586A-5	Potential pesticide/herbicide presence; potential ACM and lead paint	Farmstead
Residence NA	1586A-7	Potential ACM and lead paint	Residential
Breda Moving Co./vacant land NA	1586A-8	Transformer; potential ACM and lead paint	Commercial/vacant
Commercial building NA	1586A-9	Potential lead paint	Commercial
Residences NA	1586A-10	Transformers	Residential
Residences NA	1586A-13	Transformers	Residential
Residences NA	1586A-15	Transformers; potential ACM and lead paint	Residential
Vacant land NA	1586A-17	Likely past pesticide and herbicide use	Vacant
Farmsteads NA	1586A-18	Natural gas pipeline; potential pesticide/herbicide presence; potential ACM and lead paint	Farmsteads
Vacant land NA	1586A-20	Natural gas pipeline	Vacant
Vacant land NA	1586A-24	Likely past pesticide and herbicide use	Vacant
Vacant land NA	1586A-26	Transformers; soil mounds; likely past pesticide and herbicide use	Vacant
Residences NA	1586A-27	Potential ACM and lead paint	Residential
Residences/vacant land NA	1586A-31	Transformers; likely past pesticide and herbicide use	Residential/vacant
Residences NA	1586A-32	Transformers; potential ACM and lead paint	Residential
Vacant land/athletic field/residences NA	1586A-33	Likely past pesticide and herbicide use based on agricultural usage; potential ACM and lead paint	Residential/vacant

Residences/church NA	1586A-36	Transformers; potential ACM and lead paint	Residential/ commercial
Residences NA	1586A-37	Transformers; potential ACM and lead paint	Residential
Residences/barn /vacant land NA	1586A-38	Transformer; natural gas pipeline; potential ACM and lead paint	Residential/vacant

Table 3. The following sites along the project were determined not to contain RECs or de minimis conditions:

Property name IDOT parcel #	ISGS site #	Land use
Residences NA	1586A-11	Residential
Residences NA	1586A-14	Residential
Residences NA	1586A-29	Residential

Table 4. The following additional sites, adjacent to but not on the project, were identified on environmental databases:

Property name	ISGS site #	Regulatory database(s)	Land use
None			

* For all sites:

Where REC(s) are indicated as present, a condition was noted that may be indicative of releases or potential releases of hazardous substances on, at, in, or to the site, as discussed in the text. Potential hazards were not verified by ISGS testing. Radon, biological hazards (such as mold, medical waste, or septic waste), and non-agricultural pesticides and/or herbicides may also be of concern. No further investigation concerning the presence or use of these factors was conducted for this PESA.

Where RECs are not indicated as present, radon, biological hazards (such as mold, medical waste, or septic waste), and non-agricultural pesticides and/or herbicides may still be of concern. No further investigation concerning the presence or use of these factors was conducted for this PESA.

For the purposes of this report, the following are considered to be de minimis conditions:

- Normal use of lead-based paint on exteriors and interiors of buildings and structures.
- Use of asbestos-containing materials in building construction.
- Transformers in normal use, unless the transformers were observed to be leaking, appear on an environmental regulatory list, or were otherwise determined to pose a hazard not related to normal use.
- Agricultural use of pesticides and herbicides. In addition, most land in Illinois was under agricultural use prior to its conversion to residential, industrial, or commercial development. Pesticides, both regulated and otherwise, may have been used throughout the project area at any time. Unless specifically discussed elsewhere in this report, no information regarding past pesticide use that would be subject to enforcement action was located for this project, and such use is considered a de minimis condition.

Radon and biological hazards are not considered in this PESA unless specifically noted.

NA = No parcel number was supplied by IDOT for this site.

Although potential natural hazards and undermining, if present, are described in this report, they are not considered as RECs or de minimis conditions for the purposes of this report, and are therefore not listed in the tables above.



Pat Quinn, Governor

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WETLANDS IMPACT EVALUATION

[Instructions](#)

Note: Internet Explorer 5.0 (or higher) Browser required for submittal. Javascript must be enabled

Submittal Date: Sequence No.: District: Requesting Agency:

1. Does the project have wetland impacts? Type:

2. identify each wetland site being affected and acreage from each expected to be converted to other use(s).

Wetland impacts and Mitigation Required								Add Site	
Site No.	Type	T&E	Nature Preserve	Natural Area	Essential Habitat	Size(acres)	Acres of Impact		
1	Marsh	No	No	Yes	No	1.97	0.0		
Basin: <input type="text" value="07120006"/>		Quadrangle: <input type="text" value="Crystal Lake"/>		FQI: <input type="text" value="11.2"/>					
Describe the work: <input type="text"/>									
1A	Wet Mead	No	No	Yes	No	1.07	0.29		
Basin: <input type="text" value="07120006"/>		Quadrangle: <input type="text" value="Crystal Lake"/>		FQI: <input type="text" value="8.26"/>					
Describe the work: <input type="text" value="Fill"/>									
2A	Seep	No	No	Yes	No	.03	0.0		
Basin: <input type="text" value="07120006"/>		Quadrangle: <input type="text" value="Crystal Lake"/>		FQI: <input type="text" value="10.4"/>					
Describe the work: <input type="text"/>									
7	Forested	No	No	Yes	No	0.24	0.24		
Basin: <input type="text" value="07120006"/>		Quadrangle: <input type="text" value="Crystal Lake"/>		FQI: <input type="text" value="6.4"/>					
Describe the work: <input type="text" value="Fill"/>									
9	Seep	No	No	Yes	No	0.14	0.0		
Basin: <input type="text" value="07120006"/>		Quadrangle: <input type="text" value="Crystal Lake"/>		FQI: <input type="text" value="14.1"/>					
Describe the work: <input type="text"/>									
10	Seep	No	No	Yes	No	.07	0.0		
Basin: <input type="text" value="07120006"/>		Quadrangle: <input type="text" value="Crystal Lake"/>		FQI: <input type="text" value="9.9"/>					

Describe the work:

3. Briefly describe the measures considered to avoid and minimize adverse impacts to the wetlands:

Proposed design went through many alignment iterations to arrive on proposed alignment that minimizes all impacts.

4. Summarize briefly why there are no practicable alternatives to the use of the wetland(s):

Wetlands exist within roadway right-of-way

5. Mitigation site:

6. Mitigation basin:

7. Local Contact Person: Telephone #: () - ext.

Title: E-Mail:
Company:

8. Additional Information: Memo By: Submitted By:

Site numbers listed are from original 2007 wetland survey and the addendum survey in 2010. Sites with "A" after them are from the addendum.
*This is being resubmitted with Addendum B
The additional R.O.W. for this addendum does not include additional Wetlands.*

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Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 29, 2011

Mr. Patrick Malone
Illinois Department of Natural Resources
Division of Resource Review and Coordination
One Natural Resources Way
Springfield, Illinois 62702-1271

CONCUR

By 
Division of Impact Analysis

~~IDWR~~ - IWPA

6-1-11

RE: Longmeadow Parkway and Addendum A
Sec. 94-00215-01-ES (Seq. 12662 and 12662A)
Job No. P-91-393-94
Municipalities of Algonquin, Barrington Hills and Carpentersville
From Huntley/Boyer Road to IL 62
Kane County

Dear Mr. Malone:

The purpose of this letter is to coordinate wetland impacts for the above project with your office. The project is being processed as a Standard Action in accordance with the IDOT Interagency Wetlands Action Plan.

The Wetland Impact Evaluation form and wetland delineations covering the original and Addendum A are attached. Two wetlands shall be impacted, Sites 1A and 7, in the amounts of 0.29 acre and 0.24 acre, respectively, totaling 0.53 acre. Mitigation is proposed to occur at a bank; this office concurs. Therefore, the mitigation ratio shall be 2:1 or 3:1, depending on if the mitigation occurs at an in-basin or out-of-basin mitigation bank. If the bank is in-basin, mitigation acreage shall be 1.06 acres. If the bank is out-of-basin, the mitigation acreage shall be 1.59 acres.

Any comments made by you will be forwarded to the District upon receipt. We request your concurrence on the Wetland Impact Evaluation form and the wetland compensation plan to enable this project to proceed to letting. If there are any questions regarding this memorandum, please contact Susan Hargrove at 217/785-0150.

Sincerely,



SDH

Barbara Stevens
Environment Section Chief

Cc: Darrell Lewis (CBLRS)

Attachments



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

RECEIVED

MAY 12 2011

Preservation Services

May 11, 2011

Kane County
Longmeadow Parkway
Algonquin-Carpentersville
Fox River
Section: 94-00215-01-E

IDOT Seq# 12662A
ITARP# 10113

FEDERAL 106 PROJECT

NO HISTORIC PROPERTIES AFFECTED

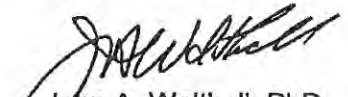
Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

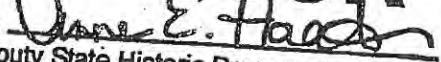
Enclosed are two copies of an Archaeological Report and Phase I documentation completed by Illinois State Archaeological Survey personnel concerning historical and archaeological properties and sites potentially to be impacted by the 525 acre project referenced above. Eleven archaeological sites, 11-K-36-37, 365, 382, 387- 392, were found in the project area. Only site K-37 will be impacted by the selected alignment. This site is a light surface scatter of lithic material and does not meet the criteria for listing on the National Register.

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no historic properties subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, will be affected by this proposed project.

Very truly yours,


John A. Walthall, PhD
Cultural Resources Unit

CONCUR

By: 
Deputy State Historic Preservation Officer

Date: 5-12-11



Illinois Department of Transportation

Memorandum

To: Darrell Lewis Attn: Salmon Danmole
From: Scott E. Stitt By: J. A. Walthall
Subject: Cultural Resource Clearance
Date: May 13, 2011

**Kane County
Longmeadow Parkway
Sec. 94-00215-01-ES
Job No. P-91-393-94
Seq. 12662A**

Attached is a letter of concurrence from the State Historic Preservation Officer indicating that the proposed project referenced above will have no effect on significant cultural resources.

This completes the necessary coordination relative to evaluating the impact of this project on significant cultural resources.

A handwritten signature in black ink, appearing to read 'J. A. Walthall'.

Attachment

JAW:km

Applicant: Illinois Department of Transportation-BDE
Contact: Susan D. Hargrove
Address: 2300 South Dirksen Parkway
Room 330
Springfield, IL 62764

IDNR Project #: 1301055
Alternate #: 1101175
Date: 07/18/2012

Project: Longmeadow Pkwy/Bolz Rd, Sec. 94-00125-01-ES,12662
Address: 41W011 Burlington Rd, St Charles, IL

Description: construct new roadway from Huntley Rd, to IL Route 62, with a new bridge over the Fox River

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Barrington Hills Botanical Area INAI Site
Dixie Fromm Briggs Prairie INAI Site
Helm Woods INAI Site
Huntley Road Marsh INAI Site
Shaw Fen And Woods INAI Site
Spring Lake - Cook INAI Site
Dixie Fromm Briggs Prairie Nature Preserve
Helm Woods Nature Preserve
Shaw Fen And Woods Natural Heritage Landmark
Spring Lake Nature Preserve
Blanding'S Turtle (*Emydoidea blandingii*)
Least Bittern (*Ixobrychus exilis*)
Yellow-Headed Blackbird (*Xanthocephalus xanthocephalus*)
Yellow-Headed Blackbird (*Xanthocephalus xanthocephalus*)

Wetland Review (Part 1090)

The National Wetlands Inventory shows wetlands within 250 feet of the project location.

An IDNR staff member will evaluate this information and contact you within 30 days to request additional information or to terminate consultation if adverse effects are unlikely.

Location

The applicant is responsible for the accuracy of the location submitted for the project.



County: Kane

Township, Range, Section:

42N, 8E, 1	42N, 8E, 2
42N, 8E, 3	42N, 8E, 4
42N, 8E, 5	42N, 8E, 6
42N, 8E, 7	42N, 8E, 8
42N, 8E, 9	42N, 8E, 10
42N, 8E, 11	42N, 8E, 12

IL Department of Natural Resources Contact

Steve Hamer
217-785-5500
Division of Ecosystems & Environment

Local or State Government Jurisdiction

Kane County Division of Transportation
Mr. Steve Coffinbargar
41W011 Burlington Road
St. Charles, Illinois 60175

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

Terms of Use

By using this website, you acknowledge that you have read and agree to these terms. These terms may be revised by IDNR as necessary. If you continue to use the EcoCAT application after we post changes to these terms, it will mean that you accept such changes. If at any time you do not accept the Terms of Use, you may not continue to use the website.

1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.
2. Unauthorized attempts to upload, download, or change information on this website are strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and/or the National Information Infrastructure Protection Act.
3. IDNR reserves the right to enhance, modify, alter, or suspend the website at any time without notice, or to terminate or restrict access.

Security

EcoCAT operates on a state of Illinois computer system. We may use software to monitor traffic and to identify unauthorized attempts to upload, download, or change information, to cause harm or otherwise to damage this site. Unauthorized attempts to upload, download, or change information on this server is strictly prohibited by law. Unauthorized use, tampering with or modification of this system, including supporting hardware or software, may subject the violator to criminal and civil penalties. In the event of unauthorized intrusion, all relevant information regarding possible violation of law may be provided to law enforcement officials.

Privacy

EcoCAT generates a public record subject to disclosure under the Freedom of Information Act. Otherwise, IDNR uses the information submitted to EcoCAT solely for internal tracking purposes.

From: "Solomon, Marilyn D" <Marilyn.Solomon@illinois.gov>
Date: Thursday, October 25, 2012 4:27 PM
To: "Coffinbargar, Steve" <coffinbargarsteve@co.kane.il.us>
Cc: "Tulgar, Suleyman M" <Suleyman.Tulgar@illinois.gov>
Attach: Kane County, 94-00215-01-ES, Longmeadow Parkway.eml
Subject: FW: Kane County, 94-00215-01-ES, Longmeadow Parkway

Hi Steve,

Please see e-mail below from our CBLRS.

Thanks,
Marilyn
847-705-4407

"Please consider the environment before printing this e-mail"

From: Danmole, Salmon O
Sent: Thursday, October 25, 2012 2:42 PM
To: Solomon, Marilyn D
Cc: Tulgar, Suleyman M
Subject: FW: Kane County, 94-00215-01-ES, Longmeadow Parkkway

Good afternoon,

See email below. Traffic noise re-assessment for the subject project is not needed.

Salmon O. Danmole, P.E.
Project Development Engineer
Bureau of Local Roads and Streets
Tel: 217-785-2798
Cel: 217-720-4406

Please consider the environment before printing this e-mail

From: Janis.Piland@dot.gov [<mailto:Janis.Piland@dot.gov>]
Sent: Thursday, October 25, 2012 2:21 PM
To: Danmole, Salmon O
Cc: Zyznieuski, Walter G; Helmerichs, Robin; Hine, Mike; Fuller, Matt
Subject: RE: Kane County, 94-00215-01-ES, Longmeadow Parkkway

Salmon,

The reevaluation of November 29, 2009 determined that the 2001 ROD was still valid. Because the reevaluation date was prior to the June 13, 2011 date that 23 CFR 772 (the new noise regs) was effective, the reevaluation decision and 2001 ROD are still valid. A new noise study is not needed.

Jan

Janis P. Piland, P.E.
Environmental Engineer
FHWA Illinois Division Office
3250 Executive Park Drive
Springfield, Illinois 62703
217-492-4989

"We make a living by what we get; we make a life by what we give."



From: Danmole, Salmon O [<mailto:Salmon.Danmole@illinois.gov>]
Sent: Thursday, October 25, 2012 8:42 AM
To: Helmerichs, Robin (FHWA); Piland, Janis (FHWA); Hine, Mike (FHWA)
Cc: Zyznieuski, Walter G
Subject: Kane County, 94-00215-01-ES, Longmeadow Parkkway

Good morning,

IDOT is seeking your determination that a new traffic noise assessment would need to be completed for the subject project. This project is one of the alternatives studied with the Fox River Bridge Crossings EIS/Section 4 (f) Evaluation which had ROD given in 2001. A Re-evaluation of the Final EIS was approved by the FHWA in 2009. See attached for more information and advise if we need to meet. Thank you.

Salmon O. Danmole, P.E.
Project Development Engineer
Bureau of Local Roads and Streets
Tel: 217-785-2798
Cel: 217-720-4406

Please consider the environment before printing this e-mail

From: Tulgar, Suleyman M
Sent: Thursday, October 11, 2012 9:36 AM
To: Danmole, Salmon O
Cc: Solomon, Marilyn D
Subject: Kane County, 94-00215-01-ES, Longmeadow Parkkway

Sal,

Please see attached aerial plan and profile sheets scanned from the Combined Design Report for the Longmeadow Parkway project per your request.

Thank you.

Suleyman Tulgar, EIT (HR Green)
Consultant to Bureau of Local Roads & Streets
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL_60196
Tel: (847) 705-4205
Fax: (847) 705-4203



Illinois Department of Transportation

Memorandum

To: James Klein
From: John D. Baranzelli By: Thomas C. Brooks
Subject: Biological Resources Review
Date: June 5, 2013

Thomas C Brooks

Longmeadow Parkway Addendum B
Sec. 94-00215-01-ES (Seq. 12662B)
Job No. P-91-393-94
Municipalities of Algonquin, Barrington Hills and Carpentersville
From Huntley/Boyer Road to IL 62
Kane County

The Natural Resources Unit has reviewed this project. The project, as described on the Environmental Survey Request Form, does not require biological or wetland surveys. The IDNR Natural Heritage Database has no records of listed species, natural areas or nature preserves within the project corridor. There is a 2012 occurrence of the federally threatened and Illinois endangered Eastern prairie fringed orchid (*Platanthera leucophaea*) near the original project area, discussed below. It will not be impacted. Adjacent to that location is a 2008 record of state listed forked aster (*Aster furcatus*), which is far enough away from the original project area so as not to be impacted. There is a 2006 record of the state listed Blanding's turtle located approximately 0.2 miles south of the intersection of Longmeadow Parkway and Sleepy Hollow Road, south of the Sleepy Hollow Road intersection with High Meadow Lane. It is surrounded by residential areas. It will not be impacted by the project, due to its distance away, and the residential areas between the occurrence and the original project area (IDNR EcoCAT Response letter dated September 10, 2012 to update the entire project). In accordance with the 2013 Memorandum of Understanding by and between IDNR and IDOT, consultation is terminated.

A preliminary review was performed of the project area for the potential impact on threatened or endangered species pursuant to Section 7 of the Endangered Species Act as amended. The following threatened or endangered species are listed by the United States Fish and Wildlife Service (USFWS) as occurring in Kane County: Eastern prairie fringed orchid (*Platanthera leucophaea*). This office has determined that there will be no effect to the species listed for Kane County, Illinois, as described below. Please keep this memorandum in your project files as it documents and concludes consultation with the IDNR and USFWS.

The federally threatened and Illinois endangered Eastern prairie fringed orchid (*Platanthera leucophaea*) is a plant of open-canopied mesic to wet prairies and wetlands. There is no prairie or wetland within the Addendum B project area. There is a 2012 record of the Eastern prairie fringed orchid south of the eastern end of the original project area, south of the intersection of Longmeadow Parkway and IL 62 (T42N, R8E, Sec 7 and 12). This site is located north of the north end of Barrington Hills botanical Area Natural Area and Helm Woods Nature Preserve. The orchid is located 0.215 miles south of the project terminus from IL 62. The habitat between the occurrence and the project terminus consists of woodland and residential mowed yards. There is no habitat for this species in the project area, nor in the area between the project and the occurrence. The occurrence is far enough from the project area so as not to be impacted. Therefore, we conclude no effect of the project on the Eastern prairie fringed orchid.

The Addendum B project area was screened for presence of wetlands using the National Wetland and Ducks Unlimited Wetlands Inventories, project plans, and aerial photography. No wetlands were detected. No further wetland surveys are needed at this time.

By agreement, no coordination with the Illinois Department of Natural Resources and the U.S. Fish and Wildlife Service is necessary.

SDH

LONGMEADOW ROAD CORRIDOR
Noise Sensitive Area (NSA) Impact Study

NSA#	Receptor Description	No. of Units per Receptor	Existing dBA level	dBA level 2020 No-Build	dBA level 2020 Build Alignment	Build Net Increase over Existing (dBA)	Impact Yes or No
1	Residence at Huntley/Bolz Road	1	54	55	60	6	No
2	Residence at Boyer Road	1	56	56	61	5	No
3	Residence at Randall Road	1	64	67	69	5	Yes
4	Residences; between Sleepy Hollow Road & IL. Rte 31 -both sides of road	16/24 (north side/south side of road)	41	45	65	24	Yes
5	Residences on Crescent Road	17	48	50	50	2	No
6	Residence at Karen Drive	1	49	51	59	10	No
7	Residence at Williams Street	3	58	59	60	2	No
8	Dundee Crown High School	1	35	36	44	9	No
9	Residences at Amarillo Dr. and Existing Bolz Road	31	60	60	69	9	Yes
10	Residences on Navajo Drive	15	52	53	59	13	No
11	Woodland School	1	48	50	56	8	No
12	Residences at Illinois Route 62	1	64	66	67	3	Yes

**LONGMEADOW ROAD CORRIDOR
RESULTS OF NOISE ABATEMENT ANALYSIS**

NSA #	No. of Units per Receptor	Barrier Height In Meters (Feet)	Barrier Length In Meters (Feet)	Cost* (\$269/Sq. M) (\$25/Sq. ft)	No. of Benefitted Residences **	Cost per Benefitted Residence (\$/Residence)	Reduction Potential dB(A)	Likely To Be Implemented	If No Reasons Why
3	1	5.5 (18)	191 (627)	\$282,000	0	-	3	No	1
4***	16/24	5.5 (18)	380/600 (1247/2000)	\$561,000/ \$888,000	16/24	\$35,000/ \$37,000	8**** 6	No	2
9	31	5.5 (18)	905 (2970)	\$1,3404,000	58	\$23,000	5	No	1
12	1	5.5 (18)	270 (886)	\$399,000	0	-	3	No	1

Notes:

* The cost includes preliminary analysis/design, final design and related construction costs.

** Where benefitted residences exceed No. of Units per receptors, the second row residences receives at least a 5dBA reduction

*** In the row, the first number is for the north side of Boltz Road and the second number is for the south side

**** If a noise wall is built on both sides, the reduction decreases from 8 to 6 dBA because of reflected noise

REASONS FOR NOISE WALL NOT BEING IMPLEMENTED:

1 - Does not provide substantial noise abatement (8dBA or larger reduction).

2 - Not economically reasonable or feasible based on cost compared to benefit.

Wetlands

Submittal Date: 05/24/2005	Sequence No.: 12662
District: 1	Requesting Agency: Local Kane
Contract #:	Job No.: P-91-393-94
Counties: Kane	
Route: N/A	Marked: N/A
Street: Longmeadow Parkway/Bolz Road	Section: 94-00215-01-ES
Municipality(ies): Algonquin, Barrington Hills and Carpentersv	Project Length: 9.3342 km 5.8 miles
FromTo (At): Huntley Road to Illinois Route 62	
Quadrangle: Crystal Lake, Barrington	Township-Range-Section: T42N, R8E, Section 1-12
Anticipated Design Approval: 12/31/2005	Cleared for Design Approval: 06/06/2011
Cleared for Letting: 06/06/2011	Mitigation: Yes Mitigation Completed:

Wetland Impacts Evaluation

Submittal Date:	05/24/2005	Submitted By:	
Does the project have wetland impacts?	Yes <input type="checkbox"/>	Type:	Permanent <input type="checkbox"/>
Briefly describe the measures considered to avoid and minimize adverse impacts to the wetlands:	Will investigate the use of retaining wall and use of 2:1 fill slopes.		
Summarize briefly why there are no practicable alternatives to the use of the wetland(s):	To shift the alignment would impact homes.		
Wetland mitigation is being proposed:			<input type="checkbox"/> Reviewed
Submittal Date:	01/24/2011	Submitted By:	
Does the project have wetland impacts?	Yes <input type="checkbox"/>	Type:	Permanent <input type="checkbox"/>
Briefly describe the measures considered to avoid and minimize adverse impacts to the wetlands:	Proposed design went through many alignment iterations to arrive on proposed alignment that minimizes all impacts.		
Summarize briefly why there are no practicable alternatives to the use of the wetland(s):	Wetland exists within roadway ROW.		
Wetland mitigation is being proposed:	wetland bank site <input type="checkbox"/>		<input type="checkbox"/> Reviewed
Submittal Date:	10/07/2013	Submitted By:	
Does the project have wetland impacts?	Yes <input type="checkbox"/>	Type:	Permanent <input type="checkbox"/>
Briefly describe the measures considered to avoid and minimize adverse impacts to the wetlands:	Proposed design went through many alignment iterations to arrive on proposed alignment that minimizes all impacts.		
Summarize briefly why there are no practicable alternatives to the use of the wetland(s):	Wetlands exist within roadway right-of-way.		
Wetland mitigation is being proposed:	wetland bank site <input type="checkbox"/>		<input type="checkbox"/> Reviewed

Memo Date: 10/29/2013 **Memo By:** Susan Hargrove

Memo: The updated wetland delineations and WIE for the entire project were received by this office 10/23/13 after questions were answered. Because this project occurs on new alignment, it shall be processed as a Standard Action in accordance with the IDOT Wetlands Action Plan. Mitigation is proposed to occur at a bank; this office concurs. Therefore, the mitigation ratio shall be 2:1 or 3:1, depending on if the mitigation occurs at an in-basin or out-of-basin mitigation bank. Also if a wetland is impacted over 0.5 acre per wetland, the mitigation ratio for impacts to that wetland is either 4:1 or 5.5:1.0 depending on if the mitigation occurs in-basin or out-of-basin. Wetlands 2 and 8 are both impacted in the respective amounts of 0.58 and 0.59 ac and have resultant higher mitigation ratios. Wetland impacts total 2.2 acres. If the bank is in-basin, mitigation acreage shall be 6.74 acres. If the bank is out-of-basin, the mitigation acreage shall be 9.525 acres.

Impacts to Waters of the US (WOUS) are as follows: WOUS 5 0.14 ac, WOUS 8 0.13 ac, WOUS 12 0.02 ac, WOUS 13 0.007 ac, WOUS 26 0.006 ac, and WOUS 27 0.14 ac, totaling 0.443 ac of WOUS impacts. WOUS impacts are not covered under the IDOT Wetlands Action Plan but do require mitigation per COE guidance if WOUS impacts are over 0.1 ac, as these are. The mitigation ratio for WOUS is 1.5:1.0, resulting in mitigation acreage of 0.6645 ac.

The wetland delineations and impacts must be coordinated with IDNR's Patrick Malone for his concurrence prior to granting clearance for construction with respect to wetlands. His response shall be forwarded to you upon receipt. If there are questions, please call me at 217/785-0150.

Memo Date: 10/07/2013 **Memo By:** Candi Thomas

Memo: The wetland delineations were re-done as the original delineations were over 5 years old. The wetland delineations and wetland report were performed by Huff and Huff.

Memo Date: 04/29/2011 **Memo By:** Susan Hargrove

Memo: The WIE and wetland delineations covering the original and Add. A are acceptable to this office, after questions were answered on 2/22/11. Two wetlands shall be impacted, Sites 1A and 7, in the amounts of 0.29 ac and 0.24 ac, respectively, totaling 0.53 ac. Because this project occurs on new alignment, it shall be processed as a Standard Action in accordance with the IDOT Wetlands Action Plan. Mitigation is proposed to occur at a bank; this office concurs. Therefore, the mitigation ratio shall be 2:1 or 3:1, depending on if the mitigation occurs at an in-basin or out-of-basin mitigation bank. If the bank is in-basin, mitigation acreage shall be 1.06 acres. If the bank is out-of-basin, the mitigation acreage shall be 1.59 acres. The wetland delineations and impacts must be coordinated with IDNR's Patrick Malone for his concurrence prior to granting clearance for construction with respect to wetlands. His response shall be forwarded to you upon receipt. If there are questions, please call me at 217/785-0150.

Memo Date: 09/26/2005 **Memo By:** Janel M. Veile

Memo: Please submit the wetland delineation report for review.

Memo Date: 09/26/2005 **Memo By:** Janel M. Veile

Memo: Chuck Crim provided the wetland delineations performed by INHS on June 21, 1995. Due to the age of the report, this office tasked INHS to re-survey the project corridor.

Wetland Impacts and Mitigation Required

Site No.	Type	T&E	Nature Preserve	Natural Area	Essential Habitat	Size (acres)	Acres of Impact	Ratio	Acres of Compensation
1B	Farmed	No	No	No	No	0.08	.080	3.0	.240
Basin	07120006	Quadrangle	Crystal Lake			FQI	4.2		
Describe the work:	Fill								
1C	Farmed	No	No	No	No	2.34+	.260	3.0	.780
Basin	07120006	Quadrangle	Crystal Lake			FQI	12.7		
Describe the work:	Fill								
2	Farmed	No	No	No	No	1.69+	.580	3.0	1.740
Basin	07120006	Quadrangle	Crystal Lake			FQI	10.7		
Describe the work:	Fill								
3	Wet Mead	No	No	No	No	0.3	.190	3.0	.570
Basin	07120006	Quadrangle	Crystal Lake			FQI	9.4		
Describe the work:	Fill								
4	Wet Mead	No	No	No	No	0.17	.170	3.0	.510
Basin	07120006	Quadrangle	Crystal Lake			FQI	12.2		
Describe the work:	Fill								
7	Forested	No	No	No	No	0.56+	.110	3.0	.330
Basin	07120006	Quadrangle	Crystal Lake			FQI	12.8		
Describe the work:	Fill								
8	Forested	No	No	No	No	0.89	.590	3.0	1.770
Basin	07120006	Quadrangle	Crystal Lake			FQI	18.8		
Describe the work:	Fill								
11	Forested	No	No	No	No	1.36+	.140	3.0	.420
Basin	07120006	Quadrangle	Crystal Lake			FQI	16.9		
Describe the work:	Fill								

16	Wet Mead	No	No	No	No	0.35+	.070	3.0	.210
Basin	07120006	Quadrangle	Crystal Lake			FQI	4.4		
Describe the work:		Fill							
31	Forested	No	No	No	No	0.03+	.010	3.0	.030
Basin	07120006	Quadrangle	Crystal Lake			FQI	4.9		
Describe the work:		Fill							
Total							2.200		6.600



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

RECEIVED

NOV 04 2013

October 29, 2013

Mr. Patrick Malone
Illinois Department of Natural Resources
Division of Resource Review and Coordination
One Natural Resources Way
Springfield, Illinois 62702-1271

BUREAU OF
DESIGN & ENVIRONMENT
CONCUR
By *[Signature]*
Division of Impact Analysis
IDOC IWA
10-30-13
[Signature]

RE: Longmeadow Parkway and Addendum A
Sec. 94-00215-01-ES (Seq. 12662 and 12662A)
Job No. P-91-393-94
Municipalities of Algonquin, Barrington Hills and Carpentersville
From Huntley/Boyer Road to IL 62
Kane County

Dear Mr. Malone:

The purpose of this letter is to update coordination of wetland impacts for the above project with your office. This letter supersedes our prior letter dated April 29, 2011. Wetland delineations were updated in 2013 and a revised Wetland Impact Evaluation form submitted in October, 2013. The project is being processed as a Standard Action in accordance with the IDOT Interagency Wetlands Action Plan.

The revised Wetland Impact Evaluation form and updated wetland delineations covering the original project and Addendum A are attached. Mitigation is proposed to occur at a bank; this office concurs. Therefore, the mitigation ratio shall be 2:1 or 3:1, depending on if the mitigation occurs at an in-basin or out-of-basin mitigation bank. Also if a wetland is impacted over 0.5 acre per wetland, the mitigation ratio for impacts to that wetland is either 4:1 or 5.5:1.0 depending on if the mitigation occurs in-basin or out-of-basin. Wetlands 2 and 8 are both impacted in the respective amounts of 0.58 and 0.59 ac and have resultant higher mitigation ratios. Wetland impacts total 2.2 acres. If the bank is in-basin, mitigation acreage shall be 6.74 acres. If the bank is out-of-basin, the mitigation acreage shall be 9.525 acres.

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Any comments made by you will be forwarded to the District upon receipt. We request your concurrence on the Wetland Impact Evaluation form and the wetland compensation plan to enable this project to proceed to letting. If there

MEMORANDUM

DATE: 11/05/13

TO: [REDACTED]

are any questions regarding this memorandum, please contact Susan Hargrove at 217/785-0150.

Sincerely,

John D. Baranzelli, P.E.
Acting Engineer of Design and Environment



By: Walter Zyznieuski
Acting Chief of Environment

Cc: Darrell Lewis (CBLRS)

Attachments

RECEIVED
NOV 05 2013

ENVIRONMENT
SECTIC Exhibit-6.31



Re: FW: Kane County; Longmeadow Parkway COSIM 4 Guidelines & Instructions

1 message

Candi Thomas <cthomas@hlreng.com>

Wed, Nov 6, 2013 at 6:57 AM

To: "Solomon, Marilyn D" <Marilyn.Solomon@illinois.gov>, Suleyman Tulgar <Suleyman.Tulgar@illinois.gov>

Cc: Amy McSwane <amcswane@hlreng.com>, "Paul LaFleur (LaFleurPaul@co.kane.il.us)" <LaFleurPaul@co.kane.il.us>, "Mead, Sam M" <Sam.Mead@illinois.gov>

Good Morning -

I just wanted to summarize the conversation which was had by Sam Mead and myself yesterday....

Sam stated that as long as the busiest leg (not two way traffic) of an intersection within the project improvements is less than 5,000 vph or 62,500 ADT an exemption to the COSIM 4 - Air Quality would be provided. In doing so, the text from attachment 3 should be provided in the project report and a pre-screen analysis is not needed.

Therefore, nothing else is needed for the COSIM 4 analysis and the text from attachment 3 will be provided in the project report.

Please let me know if there are any questions/comments concerning this matter.

Thanks,



Candi Thomas, P.E.

Hampton Lenzini and Renwick Inc.

380 Shepard Drive

Elgin, IL 60123

P 847.697.6700

F 847.697.6753

www.hlrengineering.com

"Full service engineering at a higher standard"

On Mon, Nov 4, 2013 at 3:05 PM, Solomon, Marilyn D <Marilyn.Solomon@illinois.gov> wrote:

Hi Amy & Candi,

Please see attachment and directions below from Sam Mead, and provide a response.

Thanks,

Marilyn

“Please consider the environment before printing this e-mail”

From: Mead, Sam M
Sent: Monday, November 04, 2013 11:09 AM
To: Solomon, Marilyn D
Cc: Rios, Jose; Baczek, John A
Subject: Longmeadow Parkway COSIM 4 Guidelines & Instructions

Marilyn,

To address the Air Quality for the subject project, please have the Locals or their consultant review the attachments provided. Note that attachment 3 is for an exemption to COSIM. The vph or ADT used shall reflect the busiest approach leg, not two way traffic.

Any questions, please contact me.

Sam Mead
Environmental Unit Head
District One/Region One
847/705-4101
847/705-4159 (fax)
sam.mead@illinois.gov

“Please consider the environment before printing this e-mail”



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

Kane County
Algonquin, Barrington Hills, Carpentersville
Longmeadow Parkway
Section # 94-00215-01-ES
Sequence # 12662

November 7, 2013

FEDERAL 106 PROJECT - *CONDITIONAL NO ADVERSE EFFECT*

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

The enclosed information concerns a proposed roadway and bridge construction project in Algonquin, Barrington Hills and Carpentersville. The project is essentially the Bolz Road Corridor, which was originally part of the Fox River Bridge Crossings project (IDOT Seq. #173C and IHPA Log #0101190037W-K). As part of the original project, the Perry-Lathrop House located near IL 31 at Lathrop Lane was determined eligible for listing on the National Register of Historic Places. Per our project files, it appears that coordination regarding impacts to this property was never complete.

In result of the original consultation for #173C, efforts were made to minimize the effects of the road widening in front of the historic property. While roughly half of the front yard of this property will be taken as new right-of-way for this project, the pavement itself will not intrude on the property as much as the original plan. The planned dual left turn lanes were minimized to one at the proposed intersection of IL 31 and Longmeadow Parkway (approximately 450 feet south of the property), the grass median between each set of twelve-foot lanes was reduced from thirty feet to eighteen feet, and the proposed bike path has been realigned closer to the roadway to minimize impacts to the house.

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that the proposed project will not adversely affect the historic resources provided that the landscaping plan around the Perry-Lathrop House be reviewed and approved by your office in order to minimize impacts to the resource. Our office will continue coordination with your office to ensure project plans adhere to the Secretary of the Interior's *Standards for Rehabilitation*.

Sincerely,

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design & Environment

CONCUR

By: Anne E. Haaker
Deputy State Historic Preservation Officer

Date: 11/7/13

BK:ee

Exhibit-7
Public Hearing Documents



KANE COUNTY DIVISION OF TRANSPORTATION

Longmeadow Parkway – Huntley Road to IL Route 62 (Algonquin Road)

NOTICE IS HEREBY GIVEN that the Kane County Division of Transportation (KCDOT) will hold a Public Hearing concerning the planning for the proposed Longmeadow Parkway Corridor from Huntley Road to IL Route 62 and new bridge over the Fox River. The proposed Longmeadow Parkway Corridor from IL Route 31 to IL Route 62 and new bridge over the Fox River will be presented as a toll system.

The Public Hearing (Open House Format) will take place on:

- Date: March 26, 2009
- Time: 4:00 P.M. to 8:00 P.M.
- Place: Randall Oaks Golf Club
4101 Binnie Road (Randall Road & Binnie Road)
West Dundee, IL 60118

Purpose of the Hearing:

- To present the purpose and need for the improvement
- To present the proposed improvement plans and alternatives considered, including toll collection
- To present the environmental and social project issues
- To provide an update and to obtain public comments

Exhibits such as maps, aeriels and charts will be on display, along with representatives of KCDOT and their consultants who are available to discuss the project and answer questions. A court reporter will also be present to record any individual public comments.

This Hearing will be accessible to handicapped individuals. Anyone needing special assistance should contact Steve Coffinbargar at (630) 584-1170 in advance.

All correspondence regarding this project should be sent to:

Kane County Division of Transportation
Attn.: Steve Coffinbargar
41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170 E-mail: planningstaff@co.kane.il.us



KANE COUNTY DIVISION OF TRANSPORTATION

Longmeadow Parkway – Huntley Road to IL Route 62 (Algonquin Road)

NOTICE IS HEREBY GIVEN that the Kane County Division of Transportation (KCDOT) will hold a Public Hearing concerning the planning for the proposed Longmeadow Parkway Corridor from Huntley Road to IL Route 62 and new bridge over the Fox River. The proposed Longmeadow Parkway Corridor from IL Route 31 to IL Route 62 and new bridge over the Fox River will be presented as a toll system.

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Phone: (630) 584-1170 E-mail: planningstaff@co.kane.il.us



KANE COUNTY DIVISION DE TRANSPORTACIÓN

Longmeadow Parkway – Huntley Road a IL Route 62 (Algonquin Road)

SE DA AVISO POR ESTE MEDIO que la División de Transporte del Condado de Kane (KCDOT) llevará a cabo una Audiencia Pública referente al planeamiento para el propuesto Corredor de Longmeadow de Huntley Rooda a la IL Ruta 62 y el nuevo puente sobre el río Fox. El pasillo propuesto de Longmeadow de la IL Ruta 31 a la IL Ruta 62 y el nuevo puente sobre el río Fox será presentado como sistema del peaje.

La Audiencia Pública (Formato de Open House) tendrá lugar en:

- Fecha: 26 de marzo, 2009
- Hora: 4:00 P.M. a 8:00 P.M.
- Lugar: Randall Oaks Golf Club
4101 Binnie Road (Randall Road y Binnie Road)
West Dundee, IL 60118

Propósito de la Audiencia:

- Presentar el propósito y necesidad para el mejoramiento
- Presentar el mejoramiento propuesto y planes alternativos considerados, incluyendo la recolección de peaje
- Presentar los aspectos ambientales y sociales del proyecto
- Provéer una actualización y obtener comentarios del público

Los objetos expuestos tales como mapas, vistas aéreas y gráficos estarán en exhibición, junto con representantes de KCDOT y de sus consultores que estén disponibles discutir el proyecto y contestar a preguntas. Un reportero de la corte también estará presente para registrar cualquier comentario público individual.

Esta Audiencia será accesible a individuos con incapacitados. Cualquiera que necesite asistencia especial debe contactar a Steve Coffinbargar llamando al teléfono (630) 584-1170, por anticipado.

Toda correspondencia acerca de este proyecto debe ser enviada a:

Kane County Division of Transportation

Attn.: Steve Coffinbargar

41W011 Burlington Road

St. Charles, IL 60175

Teléfono: (630) 584-1170 E-mail: planningstaff@co.kane.il.us

LOCAL & REGION

Page 4B • Friday, March 20, 2009



**KANE COUNTY
DIVISION OF
TRANSPORTATION**

Longmeadow Parkway – Huntley Road to IL Route 62 (Algonquin Road)

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NORTHWEST HERALD
Friday, Local & Region Section
March 20, 2009



KANE COUNTY DIVISION OF TRANSPORTATION

Longmeadow Parkway – Huntley Road to IL Route 62 (Algonquin Road)

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- To provide an update and to obtain public comments

Exhibits such as maps, aeriels and charts will be on display, along with representatives of KCDOT and their consultants who are available to discuss the project and answer questions. A court reporter will also be present to record any individual public comments.

This Hearing will be accessible to handicapped individuals. Anyone needing special assistance should contact Steve Coffinbargar at (630) 584-1170 in advance.

All correspondence regarding this project should be sent to:

Kane County Division of Transportation
Attn.: Steve Coffinbargar
41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170 E-mail: planningstaff@co.kane.il.us

CORRECTIONS AND CLARIFICATIONS

• In the article "Three candidates vying to be Fox River Grove's president" in Thursday's Northwest Herald, Robert Nunamaker's age was incorrect due to inaccurate information that was provided to the newspaper. He is 74.

• Due to a production error, the wrong version of a public notice advertisement appeared on page 6 of Thursday's Local & Region section. The correct ad runs on page 4 of today's Local & Region section.

Accuracy is important to the Northwest Herald, and we want to correct mistakes promptly. Please call errors to our attention by phone, 815-459-4122; e-mail, tips@nwherald.com; or fax, 815-459-5640.

LONGMEADOW PARKWAY FOX RIVER BRIDGE

A MODEL FOR TRANSPORTATION INVESTMENT

PROBLEM

- SEVERE CONGESTION & DELAY on highway network in northern Kane County & southern McHenry County taking +/- 50 minutes to travel a few miles on IL 62, IL 72 & IL 31 during rush hour
- NEGATIVE IMPACTS ON ECONOMIC GROWTH; traffic congestion hampers access to business districts, employment and commercial centers
- TENFOLD POPULATION INCREASE west of Fox River since 1980s impacting three regional bridge crossings over the Fox River: I-90, IL 72, & IL 62 — 200,000+ daily trips
- HIGH VOLUMES OF REGIONAL TRAFFIC directed to Carpentersville's local Main St. bridge through neighborhoods on the east side of the Fox River
- NO NEW FOX RIVER BRIDGES in upper Fox Valley since the I-90 tollway extension in the 1950s

SOLUTION

- New Fox River Bridge and 5.6 mile highway corridor from Huntley Road to IL 62 in northern Kane County
- Unique Local-Federal partnership is a model for future transportation investments
- Critical linkage of 3 State routes (IL 25, IL 31, IL 62) and Randall Road (part of National Highway System)

PROJECT STATUS

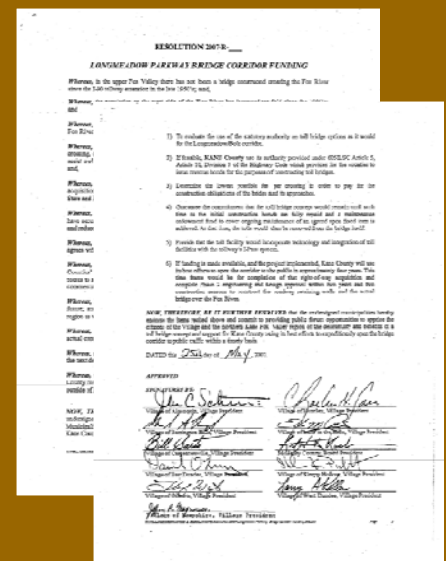
- 20 years of reports, engineering, environmental clearances, public hearings, state & federal approvals completed at a cost of \$4.7 million
- Kane County finalizing Phase I Engineering with Design Approval anticipated in 2012
- \$9 Million in federal funding for land acquisition — Proceeding until funding is exhausted

UNPRECEDENTED SUPPORT

- Significant municipal cooperation and efforts in planning, acquiring right-of-way, and constructing roadway segments
- 12 supporting resolutions:
- 2 Counties (Kane & McHenry)
- 10 surrounding municipalities (Algonquin, Barrington Hills, Carpentersville, East Dundee, Gilberts, Hampshire, Huntley, Lake in the Hills, Sleepy Hollow, and West Dundee)

UNIQUE FUNDING APPROACH

- Model Project where funding and local match will be provided by users via toll, municipalities (dedication of ROW), counties, State, and private developers (land donations & road construction)
- User Fee System (Tolls) provide funding mechanism and cost participation by all users including motorists who reside outside of Kane County
- Enabling Legislation in Illinois Highway Code authorizes counties to construct and operate a toll bridge over and across any navigable or non-navigable waters
- Electronic toll collection system using I-Pass/E-Z Pass compatible system, supplemented with video tolling — Illinois Tollway officials are willing to coordinate regarding interoperability
- The Report of the National Surface Transportation Infrastructure Financing Commission, *Paying Our Way* recognizes "...with the growing gap between highway investment needs and available revenues...toll roads...have once again become an important means for funding investments in new highway capacity..."



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

The Longmeadow Parkway Bridge Corridor ultimately is a proposed four-lane Fox River Bridge crossing and four-lane minor arterial roadway with a landscaped median, approximately 5.6 miles in length, to address traffic congestion and transportation needs 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 on 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 planned and developed with a dedicated right-of-way to accommodate the proposed bridge corridor. Developments at the east end of the corridor, on the north side of Bolz Road were also planned to accommodate the Longmeadow Parkway Bridge Corridor. After crossing the river, the corridor parallels existing Bolz Road, to the eastern project terminus at Illinois Route 62.

The project was earmarked \$4 million in Federal funds for right-of-way acquisition and engineering in the Federal SAFETEA-LU Transportation Bill in August 2005, and has a total estimated construction cost estimate of \$170 million. The County will continue right-of-way acquisition and Phase I engineering for Longmeadow Parkway until all available funds are exhausted.



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

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

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

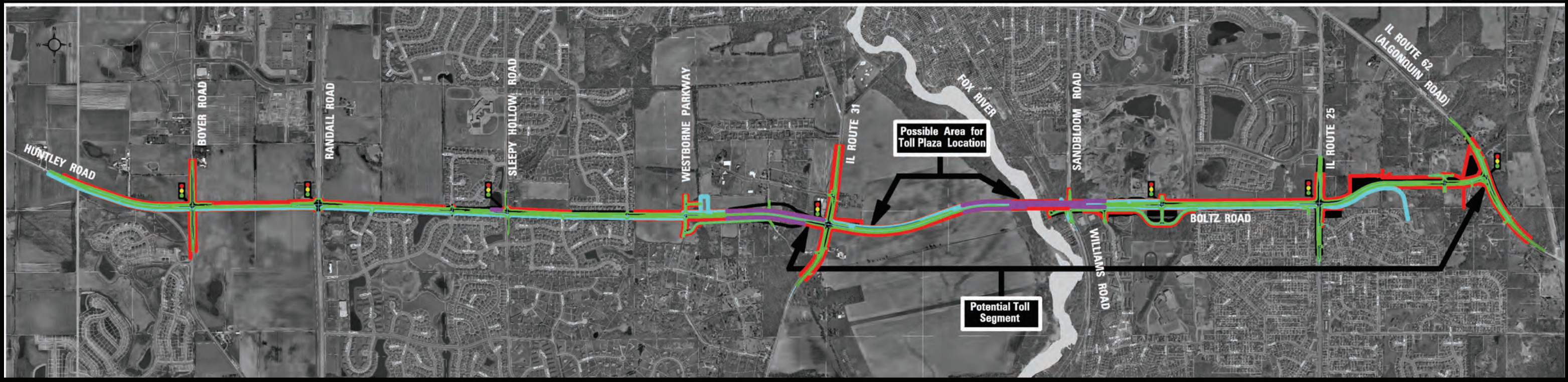
Kane County is anticipated to reinstate Phase I engineering, which will outline the right-of-way needed, roadway design requirements, preliminary design of the bridge over the Fox River, subsoil investigations, and drainage and hydraulic requirements. It is expected that the County will receive design 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



Public Hearing Register

Project: **PROPOSED LONGMEADOW PARKWAY FROM HUNTLEY ROAD TO IL ROUTE 62**

Location: **KANE COUNTY** Date: **Thursday, March 26, 2009** Time: **4:00 - 8:00 PM**

Please sign as an attendee at this Public Hearing

	Name (Please Print)	Address	Representing
P	1. ED MUND FAERSTE	3113 MERRYWEED CT Zip	Self <input checked="" type="checkbox"/> Other:
	2. Representative for Jim Krenz	3228 Oak Knoll Carpentersville Zip 60110	Self <input type="checkbox"/> Other:
E	3. ROBERT WAMPACH	35W 385 LATROP LN DUNDEE IL Zip 60118	Self <input type="checkbox"/> Other:
	4. GARY SWICK	13N 305 BRINDLEWOOD ELGIN Zip 60124	Self <input checked="" type="checkbox"/> Other: FRIENDS OF THE FOX
S	5. TOMA DRUBA	109 CORDOVA ST CUBILE Zip 60110	Self <input type="checkbox"/> Other:
	E	6. JERRY GAITKA	10613 BRITTANY Huntley Zip 60142
P		7. TIM HALEY	507 OREGON AVE. W. DUNDEE, IL Zip 60118
	R	8. Cathy Haley	507 OREGON AVE. W. Dundee Zip 60118
I		9. Peter Rofinski	610 Wendt E Dundee Zip 60118
	N	10. RYAN TROTTER	12040 RAYMOND CT Huntley Zip 60142
T		11. Beamy Cullam	407 Highland W Dundee Zip 60118
	12. Jim PATRICIAN	1630 CAMBRIA LN ALCONA IL Zip 60102	Self <input checked="" type="checkbox"/> Other:

Public Hearing Register

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 Location: **KANE COUNTY** Date: **Thursday, March 26, 2009** Time: **4:00 - 8:00 PM**

Please sign as an attendee at this Public Hearing

	Name (Please Print)	Address	Representing
P L E A S E	1. BRUNO FOERSTER	60118 Zip	Self <input checked="" type="checkbox"/> Other:
	2. TREVOR DICK	123 N. WEBSTER AVE NAPERVILLE, IL Zip 60504	Self <input type="checkbox"/> Other: VILLAGE OF CARPENTERSVILLE
A S E	3. Cathy & Loren Mueller	35W 201 Lathrop Ln West Dundee Zip 60118	Self <input checked="" type="checkbox"/> Other:
	4. Chuck Meyer	35W 203 Forest DR Dundee Zip 60118	Self <input checked="" type="checkbox"/> Other:
E P R I N T	5. Hollie Kissane	317 Delaware Carpentersville Zip 60110	Self <input type="checkbox"/> Other: Kane County Board
	6. CARL SWANSON	852 COMMERCIAL PKY DUNDEE Zip 60110	Self <input checked="" type="checkbox"/> Other:
P R I N T	7. Ben Mason	2200 Harnish Drive Algonquin Zip 60102	Self <input type="checkbox"/> Other: village of Algonquin
	8. Russ FARNUM	2200 Harnish Dr. Algonquin Zip 60102	Self <input type="checkbox"/> Other: Vo Algonquin
I N T	9. THORNTON PIERCE	1418 WINDSOR LN CANTONVILLE Zip 60110	Self <input checked="" type="checkbox"/> Other:
	10. Mark Foster	2216 Barrett Dr Algonquin Zip 60102	Self <input checked="" type="checkbox"/> Other: Willoughby Estate Homeowners
T	11. TOM MAMMOSER	67 N. WASHINGTON C-VICE IL. Zip 60110	Self <input type="checkbox"/> Other: DUNDEE TOWNSHIP PRE DISTRICT
	12. Norm Ost	2368 Preston Ln W. Dundee Zip 60118	Self <input type="checkbox"/> Other: 111 W. Dundee

Public Hearing Register

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	Name (Please Print)	Address	Representing
P	1. CARL LUNDSTROM	19N747 LUNDSTROM LN	Self <input checked="" type="checkbox"/>
		Dundee IL Zip 60118	Other:
L	2. SHERRY DOBSON	3512 High Hill Circle	Self <input type="checkbox"/>
		C'ville Zip 60110	Other: C'ville PZC
E	3. Ruth Meyer	35W203 W. Forest Drive	Self <input checked="" type="checkbox"/>
		Dundee Zip 60118	Other:
A	4. Scott Kagawa	7009 N. Wolcott	Self <input type="checkbox"/>
		Chicago Zip 60624	Other: Sen. Roland W. Burris.
S	5. PAUL MACKINLAY	35W300 CATHROP	Self <input checked="" type="checkbox"/>
		WEST DUNDEE Zip	Other:
E	6. HEILA MANNERINO	2485 STINEGATE RD	Self <input checked="" type="checkbox"/>
		ALCONQUIN Zip 60102	Other:
P	7. Charlotte O'Donnell	4016 N Bell Apt 2R	Self <input type="checkbox"/>
		Chicago Zip 60618	Other: Pace BUS
R	8. Bill Geegan	10987 Mam St	Self <input type="checkbox"/>
		Huntley IL Zip 60142	Other: Village of Huntley
I	9. Cigji Foss	300 Lake St	Self <input type="checkbox"/>
		Elgin IL Zip 60121	Other: Courier News
N	10. MARINA MAKROPOULS	300 LAKE ST	Self <input type="checkbox"/>
		ELGIN IL Zip 60120	Other: COURIER NEWS.
T	11. Mike Prombo	300 Cleveland Avenue	Self <input type="checkbox"/>
		Carpentersville, IL Zip 60010	Other:
T	12. Linda Ramirez Slominski	19 STARBUCK RD	Self <input checked="" type="checkbox"/>
		CARPENTERSVILLE Zip 60110	Other:

Public Hearing Register

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Please sign as an attendee at this Public Hearing

	Name (Please Print)	Address	Representing
P L E A S E	1. DAVID BARTHOLOMEW	18N600 W. HILL RD DUNDEE Zip 60118	Self <input checked="" type="checkbox"/> Other:
	2. CARL SEBASTIAN	14 ELMY AVE CARPENTERSVILLE Zip 60110	Self <input type="checkbox"/> Other:
A S S E S S M E N T	3. Jason Glousov	1228 Navajo Dr Carpentersville Zip 60110	Self <input type="checkbox"/> Other:
	4. Don Kelly	107 Sqa Turn Carpentersville Zip 60110	Self <input type="checkbox"/> Other:
P R O P O S E R	5. Rev. Harvey E. Nicholson	35 W 203 Forest Dr Dun dee Zip 60118	Self <input checked="" type="checkbox"/> Other:
	6. Colleen Rieckm	536 Wendt Dun dee Zip 60118	Self <input checked="" type="checkbox"/> Other:
I N T E R V I E W	7. LARRY KALIA	720 GENEVA W. Dundee Zip 60118	Self <input type="checkbox"/> Other: WEST DUNDEE
	8. Jeff Vesely	1220 White Chapel Ln Algonquin Il. Zip 60112	Self <input checked="" type="checkbox"/> Other:
T E S T I M O N Y	9. FRANK Behler	120 Barrington Ave East Dundee Zip 60118	Self <input type="checkbox"/> Other: 16 East Dundee
	10. Daniel Fox	1844 Ferry Rd Naperville Zip 60563	Self <input type="checkbox"/> Other: Near Gas
P R O P O S E R	11. BILL GANEK	2200 HARNISH DR ALGONQUIN Zip 60102	Self <input type="checkbox"/> Other: VILLAGE OF ALGONQUIN
	12. Katie Parkhurst	2200 Harnish Dr Algonquin Zip 60102	Self <input type="checkbox"/> Other: Village of Algonquin

Public Hearing Register

Project: **PROPOSED LONGMEADOW PARKWAY FROM HUNTLEY ROAD TO IL ROUTE 62**

Location: **KANE COUNTY** Date: **Thursday, March 26, 2009** Time: **4:00 - 8:00 PM**

Please sign as an attendee at this Public Hearing

		Name (Please Print)	Address	Representing
P	1.	Patricia Schultz	137 N. Grove St.	Self <input checked="" type="checkbox"/>
			Carpentersville Zip 60110	Other:
L	2.	LOUISE ROTH	2218 Barrett Dr	Self <input checked="" type="checkbox"/>
			Algonquin Zip 60102	Other:
E	3.	ROBERT SPERLAZZO	609 DEER HILL CT.	Self <input checked="" type="checkbox"/>
			CIVIL, IL Zip 60110	Other:
A	4.	CHRIS KEMPF	605 SOUWANS TR	Self <input checked="" type="checkbox"/>
			ALGONQUIN Zip 60102	Other:
S	5.		Zip	Self <input type="checkbox"/>
				Other:
E	6.		Zip	Self <input type="checkbox"/>
				Other:
P	7.		Zip	Self <input type="checkbox"/>
				Other:
R	8.		Zip	Self <input type="checkbox"/>
				Other:
I	9.		Zip	Self <input type="checkbox"/>
				Other:
N	10.		Zip	Self <input type="checkbox"/>
				Other:
T	11.		Zip	Self <input type="checkbox"/>
				Other:
	12.		Zip	Self <input type="checkbox"/>
				Other:

Public Hearing Register

Project: **PROPOSED LONGMEADOW PARKWAY FROM HUNTLEY ROAD TO IL ROUTE 62**
 Location: **KANE COUNTY** Date: **Thursday, March 26, 2009** Time: **4:00 - 8:00 PM**

Please sign as an attendee at this Public Hearing

	Name (Please Print)	Address	Representing
P	1. Bill Howlis	Future resident	Self <input checked="" type="checkbox"/>
		Zip	Other:
L	2. Lee Barozzi	94 Wagon Tr. Road A	Self <input checked="" type="checkbox"/>
		E. Dundee Zip 60118	Representing Homeowner
E	3. Jennifer Becker	139 Nottingham Hill	Self <input type="checkbox"/> ^{corn.} Longmeadow/5th
		alg Zip 60102	Other: Light of Christ Church
A	4. William Jerry Rusga	316 W 388 Huntley	Self <input checked="" type="checkbox"/>
		W-Dundee Zip 60118	Other:
S	5. Joe Uehlein	266 Deerpath Ln	Self <input checked="" type="checkbox"/>
		Lake Marian Zip 60110	Other:
E	6. Frank Scarpelli	9 Summit St	Self <input type="checkbox"/>
		East Dundee Zip 60118	Other:
7.	DICK REHWALDT	6 BITTER SPRING CT.	Self <input checked="" type="checkbox"/>
		ALGON Zip 60102	Other:
P	8. SCOTT MARQUARDT	1200 LW BESINGER DR	Self <input checked="" type="checkbox"/>
		CARPENTERSVILLE Zip 60110	Other:
R	9. Margaret Scalfaro	975 Chippewa Circle	Self <input checked="" type="checkbox"/>
		CARPENTERSVILLE Zip 60110	Other:
I	10.		Self <input type="checkbox"/>
		Zip	Other:
N	11.		Self <input type="checkbox"/>
		Zip	Other:
T	12.		Self <input type="checkbox"/>
		Zip	Other:

Public Hearing Register

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Please sign as an attendee at this Public Hearing

	Name (Please Print)	Address	Representing
P	1. READING	1820 ARARUAC LANE	Self <input checked="" type="checkbox"/>
		Zip 60102	Other:
L	2. KEITHE HUNZ	305 CHARLES ST	Self <input type="checkbox"/>
		CALLENELESVILLE Zip 60110	Other: VILLAGE OF CARLENELESVILLE
E	3. KIMBERLY SCHMITT	811 MAJESTIC DR	Self <input checked="" type="checkbox"/>
		ALGONQUIN Zip 60102	Other:
A	4. Cheryl Schmitt	811 Majestic Dr.	Self <input checked="" type="checkbox"/>
		Algonquin IL Zip 60102	Other:
S	5. CINDY MC CAMMACK	1200 LW BESINGER	Self <input type="checkbox"/>
		C'ville Zip 60116	Other: V:il Carpenterovi
E	6. Bill Ryan	16202 HEMMINGSDEN RD.	Self <input checked="" type="checkbox"/>
		UNION Zip 60180	Other:
P	7. ROW NAYLOR	52 WHEELER ROAD	Self <input checked="" type="checkbox"/>
		SUMNERVILLE Zip 60554	Other: FEEL
R	8. ANNA MAY MILLER	1415 E. Main St Rd	Self <input type="checkbox"/>
		Cary Zip 60013	Other: McHenry Cnty
I	9. Robert Miller	1415 E. Main St Rd	Self <input type="checkbox"/>
		Cary Zip 60013	Other: Algonquin Townsh
N	10. CINDY & LEE BROCKE	215 Hilltop Lane	Self <input checked="" type="checkbox"/>
		Sleepy Hollow Zip 60118	Other:
T	11. Sue Harney	1218 Timber Dr.	Self <input checked="" type="checkbox"/>
		Sleepy Hollow Zip 60118	Other: Dundee Township
T	12. BOB SMITH	1571 Glacier Pky	Self <input type="checkbox"/>
		ALGONQUIN Zip 60102	Other: Village of Algonquin

Public Hearing Register

Project: **PROPOSED LONGMEADOW PARKWAY FROM HUNTLEY ROAD TO IL ROUTE 62**

Location: **KANE COUNTY**

Date: **Thursday, March 26, 2009** Time: **4:00 - 8:00 PM**

Please sign as an attendee at this Public Hearing

	Name (Please Print)	Address	Representing
P	1. CRAIG ANDERSON	1200 LW BESINGER DR.	Self <input type="checkbox"/>
		CARPENTERSVILLE Zip 60110	Other: <input checked="" type="checkbox"/> CARE OF CARPENTERSVILLE
L	2. Debby Sosine	585 Tanglewood	Self <input checked="" type="checkbox"/>
		Algonquin Zip 60102	Other:
E	3. RANDY GOITSOB	392412 Huntley RD	Self <input checked="" type="checkbox"/>
		Dundee Zip 60118	Other:
A	4. BRIAN DIANIS	1109 SAWMILL LANE	Self <input checked="" type="checkbox"/>
		ALBONQUIN Zip 60102	Other:
S	5. Chad Dirks	10224 HOPKINS STREET	Self <input checked="" type="checkbox"/>
		HUNTLEY IL Zip 60142	Other:
E	6. Jenn Wiant - ^{Northwest} Herald	7715. Route 31	Self <input type="checkbox"/>
		Crystal Lake Zip 60014	Other: Northwest Herald
P	7. Belva Thomas	2023 Orchard Ln	Self <input checked="" type="checkbox"/>
		Coville Zip 60110	Other:
R	8. John Schmitt	811 MAJESTIC DR	Self <input checked="" type="checkbox"/>
		ALBONQUIN Zip 60102	Other:
I	9. BARB BERTRAM	35W415 LATHROP	Self <input type="checkbox"/>
		DUNDEE Zip 60118	Other:
N	10. Bob McRARD	3025 Woods Creek Ln	Self <input type="checkbox"/>
		Algonquin Zip 60102	Other: Village of Algonquin
T	11. DAVE ANTHONY	1220 White Chapel LN	Self <input type="checkbox"/>
		Algonquin Zip 60102	Other:
T	12. Pam Griffin	304 South Third St	Self <input type="checkbox"/>
		W Dundee Zip 60118	Other:

Public Hearing Register

Project: **PROPOSED LONGMEADOW PARKWAY FROM HUNTLEY ROAD TO IL ROUTE 62**

Location: **KANE COUNTY**

Date: **Thursday, March 26, 2009** Time: **4:00 - 8:00 PM**

Please sign as an attendee at this Public Hearing

		Name (Please Print)	Address	Representing
P	1.	MARILYN SOLOMON	201 W. Center 1001 Schaumburg, IL 60196 Zip	Self <input type="checkbox"/> Other: IDOT-LRS
	L	2. Elaine Ramesh	5 Little Bend Rd Barrington Hills Zip 6001	Self <input type="checkbox"/> Other: Trustee/Village of Barrington Hills
E	3.	Jini Jregg	406 TULSA AVE C'VILLE Zip 60110	Self <input checked="" type="checkbox"/> & DK 12 Other:
	A	4. JERRY GLOGOWSKI	730 BUTTERFIELD ALGONQUIN Zip 60102	Self <input type="checkbox"/> Other: XXXXXXXXXX
S	5.	PATRICK KIRMSE	801 SCOTT ST ALGONQUIN Zip 60102	Self <input type="checkbox"/> Other: FRIENDS OF THE FOX /
	E	6. Lenore M McDouard	1 ADAMS ST 2 Dundee Zip 60118	Self <input type="checkbox"/> Other:
P	7.		Zip	Self <input type="checkbox"/> Other:
	8.		Zip	Self <input type="checkbox"/> Other:
R	9.		Zip	Self <input type="checkbox"/> Other:
	I	10.	Zip	Self <input type="checkbox"/> Other:
N	11.		Zip	Self <input type="checkbox"/> Other:
	T	12.	Zip	Self <input type="checkbox"/> Other:

10 + 12

Public Hearing Register

Project: **PROPOSED LONGMEADOW PARKWAY FROM HUNTLEY ROAD TO IL ROUTE 62**
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Please sign as an attendee at this Public Hearing

		Name (Please Print)	Address	Representing
P L E A S E P R I N T	1.	<i>Paula Lauer</i>	<i>20 Wenzel Dundee Zip 60118</i>	Self <input checked="" type="checkbox"/> Other: <i>Dundee Township</i>
	2.		Zip	Self <input type="checkbox"/> Other:
	3.		Zip	Self <input type="checkbox"/> Other:
	4.		Zip	Self <input type="checkbox"/> Other:
	5.		Zip	Self <input type="checkbox"/> Other:
	6.		Zip	Self <input type="checkbox"/> Other:
	7.		Zip	Self <input type="checkbox"/> Other:
	8.		Zip	Self <input type="checkbox"/> Other:
	9.		Zip	Self <input type="checkbox"/> Other:
	10.		Zip	Self <input type="checkbox"/> Other:
	11.		Zip	Self <input type="checkbox"/> Other:
	12.		Zip	Self <input type="checkbox"/> Other:

KANE COUNTY

DIVISION of TRANSPORTATION

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



41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

June 18, 2009

Mr. Peter Ropinski
610 Wendt
East Dundee, IL 60118

Re: Consideration of Potential Toll Bridge Facility
Longmeadow Parkway Bridge Corridor
Huntley Road to Illinois Route 62
Kane County Section # 01-00286-00-EG

Dear Mr. Ropinski:

Thank you for your participation and comments regarding Kane County's consideration of potential environmental issues as a result of operating a toll facility on the Longmeadow Parkway Bridge Corridor. Your comments will assist in evaluating this unique funding mechanism for the remaining engineering, land acquisition and construction costs of the project. As with any new bridge project, the means of funding will need to be established and toll bridge facilities are becoming a primary approach for funding new river crossings due to the limited availability of federal, state and local funds.

The implementation of a new river crossing requires significant planning, environmental consideration, engineering, public input, and funding prior to proceeding with construction. It was over twenty (20) years ago when municipal, township and county representatives recognized the need for additional river crossings and as such established the Fox River Bridge Advisory Committee in 1990 to comprehensively study over twenty (20) potential new bridge crossings. In 1991, the Federal Transportation Bill (ISTEA) funded a bridge study to evaluate these potential Fox River Bridge crossings of which nine (9) were selected to be evaluated further by completing an Environmental Impact Statement (EIS).

The EIS included a detailed and comprehensive analysis of the entire corridor regarding numerous issues, such as socio-economic, cultural, biological, noise, air quality, wetlands, special waste, special lands, traffic patterns, and traffic growth. After about ten years of environmental and engineering studies, the Final EIS and Section 4(f) Evaluation was completed in May 2002 and resulted in the Federal Highway Administration's Record of Decision approving three (3) new Fox River Bridge crossings, including the Longmeadow Parkway Bridge Corridor, to proceed to construction. One of the other approved crossings, the Stearns Road Bridge Corridor, is currently under construction.

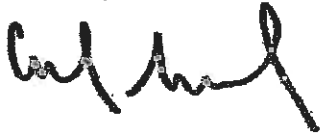
It is important to determine if a toll facility located on Longmeadow Parkway would significantly impact the EIS. We currently are considering alternative funding mechanisms and various staged-construction methods in order to construct the Longmeadow Parkway Bridge Corridor. Thank you for your assistance with evaluating the feasibility of a toll bridge in order to help fund the remaining engineering, land acquisition and construction costs for the Longmeadow Parkway Bridge Corridor.

Peter Ropinski
June 18, 2009
Page 2

We have established a website with information regarding the proposed Longmeadow Parkway Bridge Corridor at: <http://www.co.kane.il.us/DOT/foxBridges/longmeadowPkwy.aspx>.

If you have any questions, feel free to contact Mr. Steve Coffinbargar, Chief of Planning and Programming, at 630-584-1170.

Sincerely,

A handwritten signature in black ink, appearing to read 'Carl Schoedel', written in a cursive style.

Carl Schoedel, P.E.
County Engineer/Director

Prefix	First Name	Last Name	Address 1	City	State	ZIP Code	Salutation
Mr.	Peter	Ropinski	610 Wendt	East Dundee	IL	60118	Mr. Ropinski
Ms.	Margaret	Scalfaro	975 Chippewa Circle	Carpentersville	IL	60110	Ms. Scalfaro
Mr.	Robert	Sperlazzo	609 Deer Hill Court	Carpentersville	IL	60110	Mr. Sperlazzo
Mr.	Don	Keller	107 San Juan	Carpentersville	IL	60110	Mr. Keller
Mr.	Frank	Stoneham	318 Sedgewick	Carpentersville	IL	60110	Mr. Stoneham
Ms.	Barbara	Bertram	35 W 415 Lathrop Lane	Dundee	IL	60118	Ms. Bertram
Mr.	John	Krenz	3228 Oak Knoll Road	Carpentersville	IL	60110	Mr. Krenz
Mr.	James	Krenz	3228 Oak Knoll Road	Carpentersville	IL	60110	Mr. Krenz
Mr.	Ken	Lynch	1500 Richmond Lane	Algonquin	IL	60102	Mr. Lynch
Ms.	Hollie	Free	386 Bateman Circle South	Barrington Hills	IL	60010	Ms. Free
Mr.	Gary	Swick	13 N 305 Brindlewood Lane	Elgin	IL	60124	Mr. Swick
Mr.	Denis W.	Akerberg	2312 Sandy Creek Dr.	Algonquin	IL	60102	Mr. Akerberg
Mr. & Mrs.	Joseph	Coniglio	1871 Highmeadow Lane	Algonquin	IL	60102	Mr. & Mrs. Coniglio
Mr.	Mark	Foster	2216 Barrett Dr.	Algonquin	IL	60102	Mr. Foster
Mr. & Mrs.	Leon	Rebodos	10 Bloomsbury Ct.	Algonquin	IL	60102	Mr. & Mrs. Rebodos
Ms.	Karen	Baumbich	2222 Barrett Dr.	Algonquin	IL	60102	Ms. Baumbich
Mr.	Joe	Uehlein	266 Deerpath Lane	Carpentersville	IL	60110	Mr. Uehlein
Rev.	Harvey E.	Nicholson	35 W 203 Forest Drive	Dundee	IL	60118	Rev. Nicholson
Ms.	Ruth	Meyer	35 W 203 Forest Drive	Dundee	IL	60118	Ms. Meyer
Mr.	Chris	Kempf	605 Souwanas Tr.	Algonquin	IL	60102	Mr. Kempf
Mr.	Carl	Lundstrom	19 N 747 Lundstrom	Dundee	IL	60118	Mr. Lundstrom
Mr.	Tim	Haley	507 Oregon Ave	West Dundee	IL	60118	Mr. Haley
Ms.	Kimberly	Schmitt	811 Majestic Dr.	Algonquin	IL	60102	Ms. Schmitt
Mr.	Brian	Dianis	1109 Sawmill Lane	Algonquin	IL	60102	Mr. Dianis
Mr.	John	Schmitt	811 Majestic Dr.	Algonquin	IL	60102	Mr. Schmitt
Ms.	Cathy	Haley	507 Oregon Ave	West Dundee	IL	60118	Ms. Haley
Ms.	Cheryl	Schmitt	811 Majestic Dr.	Algonquin	IL	60102	Ms. Schmitt
Mr.	Carl	Swanson	852 Commerce Pkwy	Carpentersville	IL	60110	Mr. Swanson
Ms.	Pam	Griffin	304 South Third Street	West Dundee	IL	60118	Ms. Griffin
Ms.	Debbie	Sosine	585 Tanglewood	Algonquin	IL	60102	Ms. Sosine
Ms.	Becky	Gillam	407 Highland	West Dundee	IL	60118	Ms. Gillam
Mr.	John	Fahy	605 S. Third St	West Dundee	IL	60118	Mr. Fahy
Mr.	Dave	Sawyer	555 S. 8th Street	West Dundee	IL	60118	Mr. Sawyer
Ms.	Leah	Stuertze	821 Royal Lane	West Dundee	IL	60118	Ms. Stuertze
Mr.	Joe	Cavallano	102 S. 2nd Street	West Dundee	IL	60118	Mr. Cavallano
Mr.	Patrick	Griffin	304 South Third Street	West Dundee	IL	60118	Mr. Griffin
Mr.	Daniel	Haines	555 W. 8th Street	West Dundee	IL	60118	Mr. Haines
Mr.	Joe	Weber	311 Plum Street	Lake In The Hills	IL	60156	Mr. Weber
Mr.	Andy	Yuscica	2268 Spaulding Ave.	West Dundee	IL	60118	Mr. Yuscica
Mr.	Aian	Wildmayer	313 Highland Ave.	Hampshire	IL	60140	Mr. Wildmayer
Ms.	Peggy	Fahy	605 S. Third St	West Dundee	IL	60118	Ms. Fahy
Ms.	Sue	Harney	557 Barrington Ave.	East Dundee	IL	60118	Ms. Harney
Mr.	David M.	Bartholomew	18 N 600 West Hill Road	Dundee	IL	60118	Mr. Bartholomew
Mr.	William	Geegan	10987 Main Street	Huntley	IL	60142	Mr. Geegan
Ms.	Paula	Lauer	20 Wenholz	East Dundee	IL	60118	Ms. Lauer
Ms.	Lenore M.	McDonald	1 Adams Street	East Dundee	IL	60118	Ms. McDonald
Ms.	Virginia	Gregg	406 Tulsa Avenue	Carpentersville	IL	60110	Ms. Gregg
Mr.	Robert	Wampach	35W385 Lathrop Ln	Dundee	IL	60118	Mr. Wampach
Ms.	Patricia	Schultz	137 N. Grove Street	Carpentersville	IL	60110	Ms. Schultz
Mr.	Bill	Sarto	101 Briarwood Ave	Carpentersville	IL	60110	Mr. Sarto
Mr.	Jeff	Vesely	1220 White Chapel Ln	Algonquin	IL	60102	Mr. Vesely
Ms.	Marcella	Vesely	16W560 Highland Drive	Dundee	IL	60118	Ms. Vesely
Mr.	Lee	Barrett	34W049 Fox River Drive	East Dundee	IL	60118	Mr. Barrett
Mr.	Chad	Dirks	10004 Hopkins St.	Huntley	IL	60142	Mr. Dirks

**PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: Chad

Organization: _____

Address: 10224 Hopkins
Huntley

Comments:

Why aren't travel statistics or surveys being sent out for cost analysis for Corridor. I would love to travel this corridor but the \$ tag is pretty high as I would think for many others as well. Reducing toll cost & increasing volume would seem to bring same fiscal end. 5,000 cars @ 1.50 or 10,000 cars @ \$.75. More Vehicle out of the area & less congestion is environmentally friendly too!

**PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: CHRIS KEMPF

Organization: _____

Address: 605 SOUWANAS TR
ALGONQUIN SHORES IL

Comments:

THE LOWER TOLL WOULD PROVIDE
MORE RELIEF TO OTHER ROADWAYS
I UNDERSTAND THE BOND RATING
WOULD FAVOR A HIGHER TOLL
BUT THE TIME TO REPAY SHOULD
BE MOOT I DOUBT THE TOLL
WILL EVER SUNSET ANYWAY

Chris Kempf

PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print
your comments below and return comments by Friday, April 17, 2009.

Name: Margaret Scalfaro

Organization: citizen

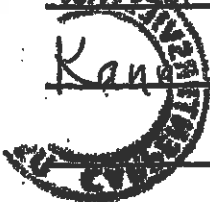
Address: 975 Chippewa Circle
Carpentersville, Illinois 60110

Comments:

A toll system is a very poor way
to pay for the construction of this project.
Tolls will fall short of the total
cost. Kane County tax payers must
then pay the difference.

Do not go forward with this plan,
which is not in the best interest of
Kane County.

Margaret Scalfaro
March 26, 2009

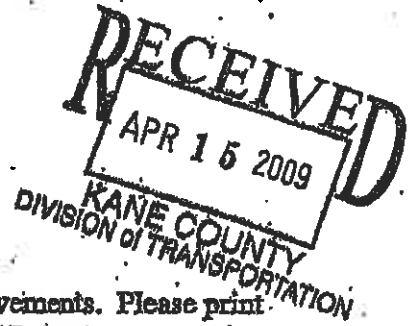


**PROPOSED IMPROVEMENTS for
Longmeadow Parkway -- Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD



We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: Ken Lynch

Organization: _____

Address: 1500 Richmond Lane

Algonquin, IL 60102

Comments:

Please see attached

To whom it may concern:

With regard to the "PROPOSED IMPROVEMENTS for Longmeadow Parkway – Huntley Road to IL Route 62".

I am a resident of Algonquin and live in the Willoughby Farms subdivision and am COMPLETELY AGAINST this project. I do realize that projects of this magnitude will never satisfy everyone involved but I ask you to consider the following. With regard specifically to the area east of Randall Road to White Chapel Lane along Longmeadow Parkway, I ask you to consider the following questions:

1. From the information available on the website with regard to the March 26th meeting, it doesn't even sound like we have the money to undertake this project. We are relying on toll funding that while certainly be estimated; cannot be guaranteed. What will happen to this road should funding not be sufficient?
2. This proposed highway would cut right through residential neighborhoods with many young children endangering residents safety. Many current homes have back yards or side yards that are adjacent to Longmeadow Parkway. Please explain how you will GUARANTEE the safety of the residents in this area after putting in a four-lane highway.
3. Even if safety could be guaranteed, which it can't, the look of these residential neighborhoods will forever be changed for the worse. The look will no longer be the same, the noise level in these neighborhoods will increase, and the pollution in and around these neighborhoods will go up. What is being done to compensate for the increased noise level and pollution?

From: Planning Staff Email [PlanningStaff@co.kane.il.us]
Sent: Tuesday, March 24, 2009 2:53 PM
To: Coffinbargar, Steve
Subject: FW: We seem to have voted for one thing and are going to get something entirely different!

More support for Longmeadow

From: dennisc443@aol.com [mailto:dennisc443@aol.com]
Sent: Tue 3/24/2009 11:17 AM
To: Planning Staff Email
Cc: dennisc443@aol.com
Subject: We seem to have voted for one thing and are going to get something entirely different!

We seem to have voted for one thing and are going to get something entirely different!

Are those pigeons or vultures from Chicago in the picture?

http://www.co.kane.il.us/dot/Fox_River_Bridges/longmeadow.asp

Years ago, the people that do things wanted to put a road though to the North though Barrington Hills as an extention of Rt.25, going to the left of Haegers Bend Road, it is very noticeable on the Google map as a blank area! It also called for a bridge over the Fox River and would connect with Rt.31 going North.

But, they forgot all about the "HILLS", they did not then nor do they now want MORE traffic though their prestine area, the traffic on Rt. 62 is terrible because it is two lane! The bridge would only make it worse than it is now.

<http://www.dailyherald.com/story/?id=249663>

Published: 11/11/2008 12:02 AM

The Kane County Forest Preserve District received a \$1.4 million grant last week, the largest award ever received by the district, for the its acquisition of 741 acres along the Fox River.

The Foundation Signature Grant from the Illinois Clean Energy Community Foundation was awarded for the district's purchase of the Brunner Family Forest Preserve in Dundee Township.

Acquisition of the property, which includes riverfront, wetlands, fens and woodlands, had been a forest preserve district goal for two decades.

"The District has coveted the Brunner Family Forest Preserve for more than 20 years" Forest Preserve Commission President John Hoscheit said. *"The hard work and perseverance of our Commission and staff has resulted in the preservation of this beautiful waterfront property - the value of this acquisition will benefit generations to come."*

Located between Route 31 and the Fox River, Brunner is bordered by Buffalo Park Forest Preserve in Algonquin to the north, Fox River Shores Forest Preserve in Carpentersville on the south and east sides of the river, and Raceway Woods Forest Preserve to the southwest.

The Illinois Clean Energy Community Foundation invests in clean energy development and land preservation efforts to improve environmental quality, including the preservation and enhancement of natural areas and wildlife habitats.

Job Hunting? [Start with the companies that posted job openings this week.](#)

RECEIVED
APR 20 2009

KANE COUNTY
DIVISION OF TRANSPORTATION

PROPOSED IMPROVEMENTS for

Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin Road)

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: Hollie Free
Organization: resident of Barrington Hills
Address: 3466 Lakeman Circle South
Barrington Hills, IL 60010

Comments:

This proposed Longmeadow Parkway/Bridge
project really doesn't resolve traffic problems.
It will only divert traffic and then dump
even more traffic onto an already terrible
situation which is Rt. 62. There are very dangerous
stretches of Rt. 62 especially through the
Barrington Hills area. Rt. 62 will have more
traffic and more crashes as a result. Why don't
you investigate an alternative to get those
commuters down onto Rt. 72 so they will have
easier access to the I90 tollway which is where
many need to get to. This project will have
serious impact on property values for several residential
areas in Lake in the Hills and Barrington Hills. →

Please reconsider other options that will have less impact on residential areas and utilize infrastructure already in existence like the 4 lane Route 72. When 20-25 freight trains a day are using the old EJE tracks, much traffic to the east will be diverted and using Rt 62, Rt 59, Barrington Roads more and have an additional impact on increasing traffic. Perhaps another bridge should be considered over the river but this proposed one doesn't solve the other traffic issues... it will only make them worse!!

Sincerely -

Hollie Free

**PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: Mike Zachar
Organization: Home Owner
Address: 157M Huntley Rd.

Comments:

Since the original Environmental Impact
Study this has become a County
project and is not a State project. The
impacts and resulting needed improvements
on State Rts 25 & 62 in order to safely
accommodate the added traffic from the
bridge are not adequately considered and this
action is poorly coordinated. This construction will
result in a dangerous stretch of Rt. 62 becoming
even more dangerous. This lack of coordination and
funding of needed improvements to affected State routes
puts our community members at risk.

PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: Sue Harney
Organization: Dundee Township
Address: # 557 Barrington Ave
E. Dundee, IL

Comments:

1. Please put bike/pedestrian trails on both sides of the road throughout.
2. Where are the mass transit turnouts for future bus service along the corridor.
3. Under the public comment/support there is no reference to two referendums on this bridge. The public support is much less than indicated as the first ref. showed a majority objecting & the second passed by a small margin.
4. Where are figures quantifying the reduction in local congestion?

**PROPOSED IMPROVEMENTS for
Longmeadow Parkway – Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: David M. Bartholomew

Organization: _____

Address: 18N600 West Hill Road

Dundee, Illinois 60118

Comments:

Absolutely, I agree That Those who use the bridge should pay for it!! And also for the highways leading to it at both ends! As a nearby resident, just $\frac{1}{2}$ mile away, I object to having my tax dollars contributing to noise pollution plus traffic congestion that will result on my highway, Route #31.

My only access and exit road (Country School Road) will experience an enormous increase to the problem of getting in and out. At least, there should be constructed turn lanes to reduce the problem we will certainly encounter.

Or, better yet, eliminate the intersection with #31 entirely by building an over-pass. Otherwise, it is inevitable that local municipalities will permit, and encourage, industrial and residential development at that intersection, and it will resemble Randall Road!!

David M. Bartholomew

**PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: William Geegan

Organization: Village of Huntley

Address: 10987 Main Street
Huntley, IL 60142

Comments: e-mail: wgeegan@huntley.il.us

Please e-mail to me a copy of the power point
presentation and any exhibits.

Thank you

**Bolz Road / Long Meadow Parkway Bridge
Position of Opposition**

**From: Gary Swick
13N305 Brindlewood Lane Elgin, IL 60124**

After attending the Public Hearing on 3/26 at Randall Oaks, I was very concerned that "Experts" who have served on the task force for many years, county staff, and engineers were seriously lacking in knowledge and understanding of many facets of the project. Responses like, "we are looking into that, the picture only looks like that ^{that's not} the way it is, we have to do something about that, we are going to change that, and I don't know" made me certain that this is not a well thought-out project. It seems to be a poorly planned attempt to meet some vague objectives. The Stearns Road project gathered all the stakeholders early on to address any issues, and managed those. This project appears to be lacking such input, and consequently seriously flawed.

Please stop pursuit of this project, and cut Kane County losses. The below are some of my concerns from various perspectives of my relationship to this project.

Taxpayer

- ✓ Too much has already been wasted to venture into the expenses associated with phase 2. The location could not be any farther north in Kane County. This will benefit a very small portion of Kane County, and a significant portion of McHenry, & Cook County residents who are not providing upfront funding. Poor Kane County investment.
- ✓ Very few Kane County residents support this project.
- ✓ We have passed two referendums to increase taxes to generate funds to acquire open space parcels. The Brunner property is the largest tract acquisition in the county. This project would bisect this parcel. This is a violation of the concept of open space and an insult to the residents supporting open space acquisitions with their tax monies. This is a serious breach of confidence in county government. This will be used as an opposition to future open space referendums. Another bad investment.

Local worker

- ✓ Air Quality concerns; more CO, CO2, NOx, particulate matter/
- ✓ Local traffic congestion. Route 25 & 31 are not designed to handle more traffic.

Local Environmental Science Teacher : I teach about many concepts that this project demonstrates as fine examples of what not to do.>

- ✓ Local impacts: lowers the property values of low-income areas, takes advantage of disadvantaged citizens - environmental injustice.
Increase of , traffic, increase safety of local areas, quality of life, value to Carpentersville???
- ✓ Poor models for land use planning - promotes more driving & energy use.
- ✓ Lacking concern for water quality protection.
- ✓ Tolls do not have a record of paying for the project & being removed.
No accommodations for non electronic complaints.
- ✓ Median strip that does not seek to collect runoff with swales & native vegetation, but instead features swells with trees that require drainage & regular maintenance.

Friends of the Fox River - Board member /serving as a voice for the river community

- ✓ Visual disruption of a section of the river that offers a non-human component/wilderness. Serious degradation of a high quality paddling experience.
- ✓ Violates the KCFPD riverfront land acquisitions
- ✓ No accommodations for storm water management,
- ✓ Sensitive Smallmouth Bass spawning area
- ✓ Fen areas; hydrology will be disrupted.
- ✓ "Home" for many long-legged waders, waterfowl, & birds of prey
- ✓ Will interrupt bird migratory flight paths.
- ✓ Will allow invasive species of plants to prosper due to opening up of the forest canopy,
- ✓ Will destroy habitat for State Endangered birds such as red-shouldered hawks and black crowned night herons.

- ✓ No survey was conducted for State Endangered mussels which are likely present.
- ✓ Several wetlands on the east bank near Bolz Rd. and Angelina Rd. where never properly identified in the EIS.

Please do not leave this as a legacy to poor planning. Abandon this project, and cut the losses. This project has the potential to be a serious scar to Kane County.

G. Swick

PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: DENIS W. AKERBERG

Organization: _____

Address: 2312 SANDY CREEK DR
ALGONQUIN, IL 60102

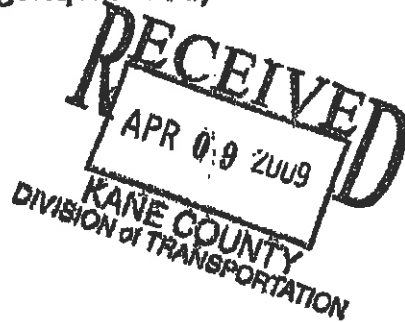
Comments:

Twenty years ago was the time to build this bridge,
not now. Long Meadow Parkway is now a residential
area lined with homes full of young families and children.
Randall Road is the major road in Kane Co. Another
stop light is not needed, especially if it is expanded
to six lanes as is being discussed. The "toll" is yet another
concern. Who is going to pay to sit in traffic when they
can sit for free. Also, the fact that the Eastern
and dumps on to route 62 is a big problem. East-west
traffic will continue to back up here because it is only
two lanes. This road should be widened before any
new roads or bridges are constructed.

Proposed Improvements for Longmeadow Parkway –
Huntley Road to IL Route 62 (Algonquin road)

Comment Card

Joseph & Linda Coniglio
1871 Highmeadow Lane
Algonquin, IL 60102



Comments:

These comments are pertaining to the section of Longmeadow from Randall Road to White Chapel. Longmeadow at this point runs through a residential neighborhood, has a 30 mph speed limit, and goes through a subdivision. Our children need to cross Longmeadow to attend Westfield school, on Sleepy Hollow Road.

Making this a through-way to the river is unsafe, dangerous, and will add too much traffic, pollution, and congestion to a neighborhood street. I repeat, this is a neighborhood street, not a through-way, when it's in the middle of a subdivision, and our school is on the other side.

It will be extremely dangerous for our children to walk to school. How will they safely cross Longmeadow? Your estimates are for thousands of cars a day to use this route. Thousands! This is an unacceptable proposition! Had we known this was planned, we never would have purchased a home here. Why would you take traffic that is on Route 62 or Route 72 or Huntley Road (all State and main routes) and divert it to a side street!?!? Those are main State routes, with stores and malls – we are a two-lane road with houses!!!! We have children biking, walking, and roller-blading on this street – your solution will not be safe! Traffic should stay on a state route, not be diverted to a side street!!!!!!

Please come see this area on a school day, or a spring weekend, and then tell me it's still acceptable to move all that traffic to this street. There has to be a better solution! Our only hope is that funding won't come through before we can all move (if we can't persuade the board to find a better solution)!

Please reconsider! We don't want to move – we love our neighborhood and schools! Putting this through-way in the middle of a residential subdivision will wear down the streets and neighborhood with all the increased traffic, and will bring down our property values as well. The noise level will be unacceptable. How can close to 9,000 cars a day not impact our subdivision??? Our homes will be worth less once we have a through-way running through the middle of our subdivision! How the board cannot see that Longmeadow is in a residential neighborhood, in the middle of Willoughby Estates, is unbelievable.

Please reconsider the extension of Longmeadow to the Fox River.

**PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: Mark Foster

Organization: Willoughby Estate H.O.

Address: 2216 Barrett Dr.
Algonquin IL 60102

Comments:

The Home Owners I represent are
Concerned with The amount of
Children that will now be cut
off from walking to + from
Their Community School. WHY
can't the State + Counties
Look into widening 62.
When or If This happens you
will just have two major
Roads still feed into a 2
lane Road that has already been
Identified as a Bottle Neck

**PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: Jean Eileen Rebodos

Organization: _____

Address: 10 Bloomsbury Ct.
Algonquin, Ill. 60102

Comments:

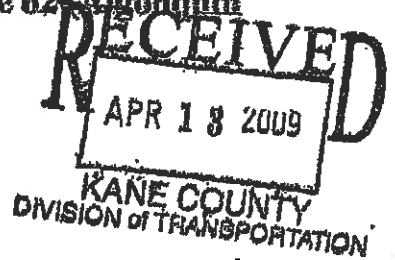
We live in the Willoughby Farms
subdivision in Algonquin and
are completely OPPOSED to the
Longmeadow Parkway project. This
would widen Longmeadow to a
major thoroughfare that would
go through single family home
communities where children ride
their bikes and WALK to school (we
are not bused here). This would
completely disrupt the lifestyle and
safety of these neighborhoods. A better
safer alternative needs to be
fund.

PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)

Public Hearing

Thursday, March 26, 2009

COMMENT CARD



We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: Karen Baumrich

Organization: Member of: Algonquin Hawks Baseball, Algonquin Argonaut Youth Football

Address: 2222 Barrett Dr.
Algonquin

Comments:

Though I understand the need to improve the flow of traffic in the area, I fail to see the need to increase the danger level through our subdivisions. Willoughby Farms Estates will become divided by a busy roadway, unabling children to cross Longmeadow safely. This is a direct path which allows them to walk and ride their bikes to Westfield School.

As a homeowner in the direct path of this, my property value will most definitely decrease. I am wondering if those in favor of this and being allowed to make the final decisions, actually live in the areas affected? I also wonder if they have children or subdivision being divided, added safety concerns, and health and noise concerns. Just because this won't affect most, it still affects some, who also pay taxes and have rights. Please put yourselves in our position, what would you want?

**PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: Rev. Harvey E. Nicholson

Organization: Co-Owner

Address: 35 W 203 Forest Drive
Dundee, IL. 60118

Comments:

Forest Drive as shown steps over 300 feet from the
house drive way. Further, it blocks the co-owners from
subdividing the land. The Rd east of the house
has deteriorated and is impassable to Rte 31.
Karan Dr. is the only access to Forest Drive.
For all the taxes paid over the years the county
& township have provided substandard service. All
of Forest Drive needs to be improved in order to
assure all of its residents access and salability
of properties.

**PROPOSED IMPROVEMENTS for
Longmeadow Parkway – Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: Ruth Meyer
Organization: home owner
Address: 35 W 203 FOREST DRIVE
Dundee, IL. 60118

Comments:

On your "photo" lay-out of the proposed road,
you show Forest Drive ^{→ "Private Road"} not going much past
Karen Lane. Our house needs have to have
what you're doing with paving done down to
the end of our property since our land is
capable of being subdivided because of road
frontage. As you are depicting it, the paved
road would stop at the beginning of our property
— no way even near ~~the~~ ^{existing} our driveway, let alone
to the end of our property line.

**PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: _____

Organization: _____

Address: _____

Comments:

BUILD IT
Keep Tolls Low
GET RID of TOLLS
WHEN IT IS PAID FOR

**PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: TIM HALEY

Organization: _____

Address: 507 OREGON AVE.
WEST DUNDEE, IL 60118

Comments:

DEAR SIRS -

I WANT TO STATE TO YOU THAT I AM
VERY MUCH IN FAVOR OF THIS BRIDGE, AND
I ENCOURAGE YOU TO MOVE FORWARD AS SOON
AS POSSIBLE. THE NEED FOR THIS IN OUR
COMMUNITY IS OVERWHELMING, AND I VERY
MUCH LOOK FORWARD TO THE TRAFFIC CONGESTION
RELIEF THAT IT WILL PROVIDE.

Tim Haley

**PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: KIMBERLY SUMMITT

Organization: _____

Address: 811 Majestic Dr.
Algonquin, FL 60102

Comments:

I believe this improvement would be beneficial to the community in many aspects. It will relieve the traffic through downtown Algonquin that is either trying to make it to + from work + give easier access to the shopping along Randall which would boost the local economy.

**PROPOSED IMPROVEMENTS for
Longmeadow Parkway – Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: BRIAN DIANIS

Organization: VILLAGE OF ALGONQUIN

Address: 1109 SAWMILL LANE

ALGONQUIN, IL 60102

Comments:

I FEEL THAT THE ROAD IS NECESSARY TO SUPPORT THE
FUTURE GROWTH IN BOTH KANE + McHENRY COUNTIES AS
WELL AS CONGESTION RELIEF IN THE SHORTER TERM. THE
TOLL CONCEPT IS GREAT AS THIS ALLOWS FOR A QUICKER
IMPLEMENTATION AND THE ~~USE~~ PEOPLE WHO USE THE
ROAD WILL BE PAYING FOR IT. ~~IF~~ THIS WILL GIVE
DRIVERS AN OPTION AN ANOTHER CROSSING OVER THE
RIVER IS SORELY NEEDED

**PROPOSED IMPROVEMENTS for
Longmeadow Parkway – Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: John Schmitt
Organization: Village of Algonquin
Address: 811 MAJESTIC DR
ALGONQUIN IL 60102

Comments:

We needed this improvement 20 years
ago. The toll concept makes the
cost to taxpayers reasonable and
the toll is a user fee.

Build it as soon as
possible!

**PROPOSED IMPROVEMENTS for
Longmeadow Parkway – Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: Cathy Maley

Organization: SELF

Address: 507 OREGON
W. DUNDEE 60118

Comments:

I am completely in favor of this project, including the issuance of revenue bonds to help with the funding. This is long over due, and is truly needed to help ease the congestion through West + East Dundee.

Cathy Maley

**PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: Cheryl Schmitt

Organization: _____

Address: 811 Majestic Dr.
Alg, #1. 60102

Comments:

The Belz Rd / Longmeadow Pkwy project
will play an important roll in helping the flow
of traffic over the Fox River. There is
much growth going west, and it will
continue as a natural outward push of
housing and population growth. The Fox River
needs increased crossing and this one
has little effect on existing homes and
business. Ill. rarely plans ahead for
roads - waiting until traffic becomes a problem.
We really need to start working to ease these
matters

**PROPOSED IMPROVEMENTS for
Longmeadow Parkway – Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: Pam Griffin

Organization: West Dundee Resident

Address: 304 South Third St
West Dundee, IL 60118

Comments:

I am in favor of the proposed Long Meadow
Roadway. My concern is that the
bike path be continuous from start to
finish w/ adequate crossing sections
for pedestrians. Additionally, having
access to the 742 acres recently
acquired by the Kane County Forest
Preserve.

LONGMEADOW PARKWAY BRIDGE

I wholeheartedly support the construction of the Longmeadow Parkway Bridge. Even with the recent boom in both residential and commercial development on the west side of the Fox River, there has not been an additional river crossing added in Northern Kane County since the tollway was built. The river crossings in Dundee, Carpentersville, and Algonquin have become "cut-throughs" for commuters on their way to and from McHenry County because they have no other choice in order to get to their homes.

This gradual and steady increase in traffic over the years has taken a huge toll on our towns; trampling roads that are not easily repaired (specifically Rt. 72, as well as Rt. 31 and Huntley Road), discouraging shopping in downtown areas, and decreasing the tranquility of the area in general.

Although the toll-supported approach is not the way I would like to fund the project, I feel that Kane County can't wait any longer to improve the situation. Continual deferment of the Bridge has, and will continue to add millions of dollars to the cost. The years of debate about what type of bridge to build and the consequential delay in this project should come to an end -- we need to move forward.



Becky Gillam
West Dundee Village Trustee

**PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: John Fahy

Organization: _____

Address: 605 S Third St
West Dundee, IL 60118

Comments: Please move this project
forward. This Bridge will
take 6000 CARS A DAY OFF
Rt 72- The toll is fine
AS long AS you can Build
the Bridge Soon!

**PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: Dave Sawyer
Organization: West Dundee PD
Address: 555 So Pth at
W Dundee Ill

Comments:

The longmeadow parkway bridge is
long over due. The addition of another
bridge will help alleviate traffic
congestion in the area.

PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

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your comments below and return comments by Friday, April 17, 2009.

Name: LEAH STUERTZLE

Organization: _____

Address: 821 ROYAL LANE

WEST DUNGEON

Comments:

There is no doubt that we need an additional
bridge to alleviate the congestion on the existing
bridges from Elgin to Algonquin. Extending
Bonew Road to Longmeadow Parkway seems the
ideal solution as it will be the least
disruptive and is situated closer to the
denser population areas.

**PROPOSED IMPROVEMENTS for
Longmeadow Parkway – Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

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Name:

Joe Cavallaro

Organization:

Village of West Dundee

Address:

102 S. 2nd St
West Dundee, IL 60119

Comments:

Longmeadow Parkway Bridge is extremely necessary and a long overdue transportation improvement. From a public safety standpoint, it would be a significant benefit to the motoring public in the northern Fox Valley region. Additional bridge crossings over the Fox River are needed to relieve existing traffic congestion and long delays on Routes 62 and 72 at peak times.

The funding for these bridge crossings must come from somewhere. The federal government and state governments do not have the financial wherewithal through their existing tax revenues for necessary infrastructure, maintenance or capital improvement plans for existing roadways, let alone new construction.

Much has been made of the toll concept, that people are unwilling to pay a toll to utilize this bridge. The fiscal reality is the money must come from somewhere, through federal or state taxes, or user fees, the taxpayers or users will pay in some way, shape or form for the bridge.

The bridge crossing and its location in both Northern Kane and Southern McHenry Counties creates many questions in terms of which entity is appropriate to fund the project and which County benefits more.

The toll concept really mitigates that argument, as it is a user fee based approach and those who use the bridge, whether Kane County residents or McHenry County residents, will pay for its utilization. The toll concept seems to be the most equitable way to negate the argument that this bridge concept benefits both Kane County and McHenry County residents.

Unfortunately the resources of our public entities are limited and the taxpayers and residents need to comprehend that that is a significant factor in pursuing the toll concept. Creative thinking and financing is one of the few ways that projects of this significant type and size are going to be funded in the near-term. With the downturn of the economy, federal and state resources are going to be diverted to other areas and an allocation of millions towards a new bridge concept is very unlikely.

This bridge is needed within this decade and the toll concept would provide an immediate opportunity to fund a large portion of this project. I continue to empathetically support the need for this bridge crossing and further evaluation of the toll concept.

PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print
your comments below and return comments by Friday, April 17, 2009.

Name: PATRICK GRIFFIN

Organization: _____

Address: 504 S. THIRD ST.
WEST DUNDEE, IL 60118

Comments:

THE LONGMEADOW PARKWAY PROJECT WILL
PROVIDE LONG OVERDUE CONGESTION RELIEF
TO THE AREA. POPULATION GROWTH IN THE
REGION HAS ~~BEEN~~ REQUIRES ASSOCIATED
INFRASTRUCTURE INVESTMENT TO MAINTAIN
LONG TERM DEVELOPMENT GOALS.

PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: Daniel Haines

Organization: West Dundee Police

Address: 555 S. 8th St.

West Dundee, IL 60188

Comments:

I had a sense of how vital bridges are in the
Fox Valley first in 1997 when the Dundee Bridge
went down for repairs and in 2004 when the
Carpentersville Bridge did. The traffic increase
on the alternate roadways and bridge were
especially obvious. Adding a Longmeadow
Bridge will further reduce the commute times
on our roadways and lessen the impact on
our infrastructure.

PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: Tom Griffin

Organization: _____

Address: 304 S. Third St
Waukegan, IL 60118

Comments:

I'm in total favor of the
Longmeadow Parkway. Having
another location to cross the
Fox River is much needed in
Northern Kane Co. I also like
the idea of a toll bridge, having
those motorists who use it pay
the toll. Sounds like a win-
win for both Kane + McHenry
Counties.

PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print
your comments below and return comments by Friday, April 17, 2009.

Name: JOE WEBER

Organization: _____

Address: 311 PLUM ST.

LAKE IN THE HILLS, IL.

Comments:

I AM A 23 YEAR RESIDENT OF
MCHENRY CO TRAVELING TO CHICAGO.
FOR WORK 5 TO 6 DAYS A WEEK
HAS PROGRESSIVLY GOTTEN WORSE.
PLEASE, THE LONGMEADOW PKWY
BRIDGE IS THE BEST SOLUTION TO
EASE CONGESTION. I HAVE SPOKEN
TO MANY PEOPLE ABOUT THIS AND
HAVEN'T FOUND ANYONE WHO
DISAGREES, PLEASE STOP ALL
THE TALK AND GET IT DONE.

THANK YOU
Joe Weber

PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Ronte 62 (Algonquin
Road)

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print
your comments below and return comments by Friday, April 17, 2009.

Name: ANDY YUSCICA
Organization: VILLAGE OF WEST DUNDEE
Address: 2268 SPARKLING AVE
WEST DUNDEE, IL 60118

Comments:

I BELIEVE THAT THESE IMPROVEMENTS HAVE
BEEN NECESSARY FOR FAR TOO LONG AND NEED
TO BE COMPLETED AS SOON AS POSSIBLE. I FEEL
THAT THE TOLL CONCEPT IS A BRILLIANT IDEA
AND THE ONLY WAY THAT THIS BRIDGE MAY
EVER BE BUILT.

**PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: Alan Widmayer

Organization: _____

Address: 313 Highland Ave.
Hampshire, IL 60140

Comments:

I do not live in the area however I am frequently
effected by the traffic. I am in the area several
times a week. I am a firefighter/paramedic
in West Dundee and continually fight traffic
on Rt. 72 everyday I work. I also am
involved with sports that have me taking my
children to the north-east side of Algonquin
an have witnessed backed-up traffic on Rt. 62
in the late afternoons.

X

PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print
your comments below and return comments by Friday, April 17, 2009.

Name: Peggy Fahy

Organization: _____

Address: 605 S. Third St.
West Dundee, IL

Comments:

Our community needs to build
this bridge now to relieve
congestion. The toll is fine
as long as it is removed
when the bonds are paid back.

01

Village of
West Dundee



June 19, 2007

Ms. Karen McConnaughay
Kane County Board Chairman
719 Batavia Avenue
Geneva, IL 60134

Mr. Jan Carlson
Kane County Board Member
719 Batavia Avenue
Geneva, IL 60134

Dear Chairman McConnaughay & Member Carlson:

Attached please find a copy of a resolution which has been endorsed by 10 municipalities located in the northern Fox Valley and McHenry County expressing an unprecedented level of support towards the Longmeadow Parkway Bridge.

All of the entities which have supported this resolution comprise over 440,000 constituents residing within Kane and McHenry Counties. This number of constituents and unprecedented governmental support acknowledge the pressing need for additional bridge crossings for the Fox River, and emphasize the fact that this crossing is needed sooner rather than later.

The group of 11 local governments is unanimous in its support of requesting that Kane County evaluate the use of its statutory authority of a toll bridge and revenue bond issuance in order to fund the construction of this bridge within a timely basis.

We request that the Kane County Board expedite the construction of this project, based on the transportation needs within this area and the continued growth in traffic volumes on the area roadways. The extremely competitive nature of future transportation projects makes the priority of securing funding for this project paramount.

If the statutory authority for a toll option is deemed feasible, the unanimous support for the toll concept was predicated on the following criteria:

1. Determine the lowest possible fee for crossing in order to pay for the construction obligation for the bridge and its approaches.
2. Guarantee that the toll bridge concept would remain until such a time as the initial construction bonds are fully repaid and a maintenance endowment fund to cover ongoing maintenance of an agreed upon fixed term is achieved. At that time, the tolls would then be removed and the bridge would no longer carry a toll.

VILLAGE HALL
102 South Second Street
West Dundee, IL 60118
847/551-3800
FAX 551-3809

PUBLIC SAFETY CENTER
555 South Eighth Street
West Dundee, IL 60118
Fire Dept. 847/551-3805 FAX 551-3814
Police Dept. 847/551-3810 FAX 551-3843

PUBLIC WORKS FACILITY
800 Angle Tam
West Dundee, IL 60118
847/551-3815
FAX 551-3842

www.wdundee.org

3. Ensure that this toll bridge would incorporate current technology and the integration and coordination with the Illinois State Toll Highway Authority I-Pass system.
4. The County would use its best effort to open this corridor to the public for use with a 4 - 5 year timeframe.

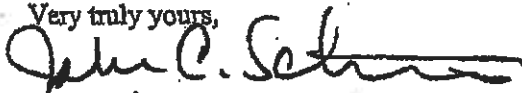
Pursuant to the adopted resolution, the municipalities conducted a public information meeting on May 24th. The purpose of the meeting was to allow for input from the public regarding the toll funding concept for the bridge.


Attached are copies of all the written comments received. The vast majority of the comments received from the public are supportive of the project and use of toll funding to expedite the construction of the bridge in a 4 - 5 year timeframe.

Lastly, both the major newspapers serving the northern Fox Valley, the Daily Herald and Courier News have written editorials supporting the concept and the need for the bridge. Enclosed are copies of those published positions.

We ask you to favorably consider utilizing the County's statutory authority for the use of the issuance of revenue bonds for the construction of Longmeadow Parkway Bridge as a toll facility.

Very truly yours,


Mayor John Schmitt
Village of Algonquin


Mayor Harry Keller
Village of West Dundee

Attachments

Cc: Village of Barrington Hills
Village of Carpentersville
Village of East Dundee
Village of Gilberts
Village of Huntley
Village of Lake in the Hills
Village of Sleepy Hollow
McHenry County

RESOLUTION 2007-R-_____

LONGMEADOW PARKWAY BRIDGE CORRIDOR FUNDING

Whereas, in the upper Fox Valley there has not been a bridge constructed crossing the Fox River since the I-90 tollway extension in the late 1950's; and,

Whereas, the population on the west side of the Fox River has increased ten fold since the 1980's; and

Whereas, this population increase continues to tax the only three regional bridge crossings over the Fox River: I-90, RT. 72, and RT. 62.

Whereas, the Longmeadow/Bolz Road Fox River Bridge Corridor is proposed as a four-lane bridge crossing, of an arterial roadway, approximately 5.6 miles in the length with the principal purpose to assist and alleviate any traffic congestion in northern Kane County and southern McHenry County; and,

Whereas, the project was earmarked with four million dollars in federal funds for right-of-way acquisition and engineering in August 2005, and a total of nine million dollars will be spent in local, State and Federal funds studying the corridor; and,

Whereas, Kane County area municipalities are currently acquiring critical parcels for the corridor, have secured approximately 50% of the right-of-way for the corridor to facilitate this development and reduce the eighty-seven million dollar estimated project costs; and,

Whereas, each of the communities through which the designated Longmeadow corridor passes, agrees with the alignment of that corridor; and,

Whereas, the construction of this roadway will continue to enhance both Kane and McHenry Counties' transportation network by reducing congestion and providing alternative and more direct routes to serve existing land use through efficient access to central business districts, employment and commercial centers; and,

Whereas, Federal and State funding of roadway projects is expected to be very limited in the near future; and extremely competitive in terms of future transportation requirements, throughout the region as well as on a national level; and,

Whereas, unfunded items include phase two engineering, selective right-of-way acquisition and actual construction of the bridge and approaches; and,

Whereas, an optimistic timeline would be that funding may be available for this project somewhere in the next decade making this project potentially available for traffic no earlier than 2018/2020; and,

Whereas, the tollway alternative, which is a user fee based system, benefits more than just Kane County residents and the toll usage provides for a funding mechanism for those residents who reside outside of Kane County.

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the undersigned Municipalities, McHenry (if applicable) and Kane Counties, Illinois, as Home Rule Municipalities (if applicable), and the additional communities executing this Resolution to request the Kane County Board to consider:

- 1) To evaluate the use of the statutory authority on toll bridge options as it would for the Longmeadow/Bolz corridor.
- 2) If feasible, KANE County use its authority provided under 605ILSC Article 5, Article 10, Division 3 of the Highway Code which provides for the counties to issue revenue bonds for the purposes of constructing toll bridges.
- 3) Determine the lowest possible fee per crossing in order to pay for the construction obligations of the bridge and its approaches.
- 4) Guarantee the commitment that the toll bridge concept would remain until such time as the initial construction bonds are fully repaid and a maintenance endowment fund to cover ongoing maintenance of an agreed upon fixed term is achieved. At that time, the tolls would then be removed from the bridge itself.
- 5) Provide that the toll facility would incorporate technology and integration of toll facilities with the tollway's I-Pass system.
- 6) If funding is made available, and the project implemented, Kane County will use its best efforts to open the corridor to the public in approximately four years. This time frame would be for completion of that right-of-way acquisition and complete Phase 2 engineering and design approval within two years and two construction seasons to construct the roadway retaining walls and the actual bridge over the Fox River.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the undersigned municipalities hereby endorse the items recited above and commit to providing public forum opportunities to apprise the citizens of the Village and the northern Kane Fox Valley region of the desirability and benefits of a toll bridge concept and support for Kane County using its best efforts to expeditiously open the bridge corridor to public traffic within a timely basis.

DATED this 25th day of May, 2007.

APPROVED

SIGNATURES BY:

[Signature]
 Village of Algonquin, Village President

[Signature]
 Village of Huntley, Village President

[Signature]
 Village of Barrington Hills, Village President

[Signature]
 Village of Lake in the Hills, Village President

[Signature]
 Village of Carpentersville, Village President

[Signature]
 McHenry County, Board President

[Signature]
 Village of East Dundee, Village President

[Signature]
 Village of Sleepy Hollow, Village President

[Signature]
 Village of Gilberts, Village President

[Signature]
 Village of West Dundee, Village President

[Signature]
 Village of Hampshire, Village President

PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: Paula Lawer

Organization: Dundee Township

Address: 20 Wenholt
East Dundee IL

Comments:

I am fundamentally opposed to the project. I feel
the environmental impact will be huge and has
been grossly underestimated. I don't see how it
will be of much benefit to Kane county, even
those of us who live on the northern end. I don't
think it truly meets the "purpose and need,"
especially as a toll bridge. \$30⁰⁰ /week is
a bit steep for a short river crossing.

Thank you. PS. Why wasn't the Township-wide
referendum in which residents opposed this project
considered? The Mayors ignored their constituents!

**PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: LENORE M. McDONALD

Organization: _____

Address: 1 ADAMS STREET
EAST DUNDEE, IL 60118

Comments:

- NOISE ABATEMENT - THERE SHOULD BE SOME SORT OF
NOISE ABATEMENT FOR THE PEOPLE LIVING NEARBY &
- WILL THIS BRING EVEN MORE DEVELOPMENT & MORE TRAFFIC
- ENVIRONMENTAL IMPACT = THIS WILL IMPACT AIR QUALITY,
NOISE QUALITY TO NEARBY HOMEOWNERS & WILDLIFE
FAUNA IN THE AREA.
- STUDY TO FIND OUT IF PEOPLE WILL ACTUALLY
PAY 1.50 TO USE THE BRIDGE IT SEEMS \$30.00
A WEEK IS QUITE A LOT FOR 5.6 MILES.
- SPEED LIMIT WILL BE AN IMPACTFUL FACTOR TO NOISE, ETC
- WATER RUN OFF FROM THE BRIDGE INTO / ONTO EXISTING
HOUSES, SUBDIVISIONS, APARTMENT COMPLEXES, ETC

X

James (Jim) Krenz
3228 Oak Knoll Road
Carpentersville, Illinois 60110
847-774-7426

March 26, 2009

**Position Statement To: Members of The Long Meadow Parkway (LMP) Task Force
 Kane County Board & Chairman
 Residents of Carpentersville**

After many months of consideration and research I am willing to admit I have had to reconsider my position on the specific bridge crossing proposal before us at this hearing on 3/26/09. It cannot be denied that the northern Kane County region has needed additional local bridges for years. The LMP bridge as currently proposed will have the greatest negative impact with the least positive gain upon the Village of Carpentersville. As a resident of Carpentersville my final feelings are based upon those two facts. I must state for the record that at this time I oppose the LMP Bridge crossing and the \$1.50 toll funding of it as a concept.

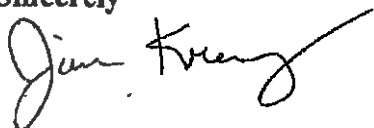
**I believe a "current" economic impact study specific to the affected residents of Carpentersville must be preformed.
I also believe a Northern Kane County study of the Fox Valley's bridge needs from Elgin to Carpentersville as far as "localized" crossings must be more thoroughly researched.**

**The current bridge as proposed will I believe move more heavy truck traffic through Carpentersville and move shoppers away from Carpentersville.
Neither of these happenings can a Carpentersville taxpayer support!**

Lastly, even prior to the down turn in our economy I believe a \$1.50 each way toll would price bridge travel and usage out of the realm of reasonability for most folks. Why build a bridge which won't be used? Without adequate toll revenues who will the support of the expense fall upon eventually.....the taxpayers.

Yes we need more bridge crossings of the Fox River but the benefits must outweigh the costs and disadvantages. I believe the current plan falls short of benefits!

Sincerely



**James (Jim) Krenz
Resident of Carpentersville
Candidate For Village President 2009**

**PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: ROBERT WAMPACH

Organization: _____

Address: 354385 LATHROP LN
DUNDEE IL 60118

Comments:

I would not be for a toll road here, as
toll cost would not provide much time or distance
saved for me. And \$ are important now.
I keep thinking of the noise & smells
of traffic on this road. I now have peace
& quiet ~ and fresh field smells!

PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: Bill SARTO

Organization: Village President O'Neil

Address: 121 Briarwood Ave.
O'Neil, IL 60110

Comments:

I FEEL THE TOLL WILL DETER PEOPLE FROM USING
THE BRIDGE. IF THE TOLL WAS 25¢ OR 50¢ THAT WOULD
WORK.

I ALSO AM CONCERNED ABOUT THOSE LIVING NEAR
THE BRIDGE CORRIDOR - NOISE & POLLUTION?

PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print
your comments below and return comments by Friday, April 17, 2009.

Name: _____

Organization: _____

Address: _____

Comments:

① I AM CONCERNED ABOUT THE INCREASED TRAFFIC
VOLUME ALONG STONEGATE ROAD BETWEEN COUNTY LINE
ROAD AND LONGMEADOW PARKWAY. IT WOULD BE
BENEFICIAL THE RESIDENTS IF STOP SIGNS WERE ADDED
ALONG EXISTING AND PROPOSED ~~ROAD~~ STONEGATE TO DETER
MOTORISTS FROM USING IT AS A CUT THROUGH SPEEDWAY TO
THE PARKWAY. ② THE TOLL PRICE IS OBENE! \$1.50 EACH WAY WILL
BE ENOUGH TO PERSUADE MOST MOTORISTS TO AVOID USING THE TOLL
PORTION OF THE ROAD. THIS DEFEATS THE PURPOSE OF THE ROAD. THE
OBJECT IS TO TRANSPORT MOTORISTS. THIS IS RESTRICTING MOST FRUICAL
MOTORISTS FROM EVEN CONSIDERING THIS ROAD AS AN OPTION.

③ \$1.50 MAYBE 9,000 ADT IS RIGHT; HOWEVER, KEEP IN MIND THAT
THIS IS ONLY A BIT ABOVE THE 6,000 CURRENT THAT TRAVEL
ON SLEEPY HOLLOW, COUNTY LINE, OR EDGEWOOD DAILY.

PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: JEFF VESELY

Organization: _____

Address: 1270 White Chapel Ln
Algonquin IL 60102

Comments:

IF the project moves forward I find it
impossible to believe that the study indicated no
need for a barrier wall to help reduce noise
into the subdivisions surrounding Longmeadow as the
consultant indicated during the public hearing.
The trucks coming down Longmeadow now, into
the area, rattle the windows now.
Poor planning by the study, poor
outcome no doubt. I believe there will
be a great deal of noise pollution into the
surrounding subdivisions not to mention Air pollution.

PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print
your comments below and return comments by Friday, April 17, 2009.

Name: marcella Vesely

Organization: _____

Address: 1661500 Highland Drive
Waukegan IL 60118

Comments:

Bad idea - looks as though the study
results confined to the Longmeadow Kelly
Rd bridge agenda. NO need for a bridge
there. Probably should have been moved more
west in McHenry County.
The noise from the road onto the neighborhood
such as Hitting Hills will be terrible.
What are you people thinking?

**BOLZ
(LONGMEADOW)
BRIDGE**

MAR 26, 2009

PUBLIC COMMENTS

LEE BARRATT
34 W 049 FOX RIVER DR
E. DUNDAS, IL 60118

25004

3/26/2009

Fox River Bridge Crossings
Kane County, Illinois

Resubmitted for record (March 26, 2009)

Final Environmental Impact Statement
And Section 4(f) Evaluation

RECORD OF DECISION
RESPONSE FOR THE NORTHERN CORRIDOR

The following comments are responsive to the FEIS by Chapter & Page as indexed in the report. My comments are italicized for convenience. The submittal was not responded to previously.

The Bolz (Longmeadow) bridge and highway are currently expected to cost \$115M for construction. The cost is expected to be covered by bonds met with tolls at \$1.50/crossing for construction costs. The tolls do not include debt service, administration costs, maintenance or reserve for replacement. The initial cost is the least of the financial burden. These costs must be included in a comprehensive evaluation of impact upon the public.

A viable resource, for the County, would be Stearns Road Bridge, as a test toll base. The income for Stearns could be set aside for highway projects including and future river crossings. At the very least the funds could be set aside in reserve for repair and maintenance of that highway.

VOLUME 1 of 3

SUMMARY

Page #S-1

Proposed Action

The recommendations leading to the Bolz corridor as the most viable is poorly supported. The

conclusion was initially presented and the "study" directed to that conclusion.

Page #S-2

Other Proposed Major Actions in the Area

"The Kane County 2020 plan addresses the transportation needs of the County and the region and recognizes that land use planning and transportation planning must work in harmony in order for the public to be best served."

The Bolz corridor collides with the public "open space" and Forest Preserves currently planned and in place. Kane County has reportedly, for the past six years, attempted to establish a State Park within the study area.

Alternatives Considered

The "study" does not include the widening of Illinois State Route 72 from a two lane to a 4 lane highway. The study lists this highway, erroneously, as a four lane.

The "study" completely disregards routing the corridor through the shallow quarry a few hundred feet to the north. This allowed that area to develop 1,000 housing units in a high-density configuration further exacerbating traffic loading in the area.

The "study" does not consider the Algonquin corridor, and impacts. The result is that we will have two east-west corridors serving southern McHenry County.

Page # S-4

Areas of Controversy

4.2.7.3 recommends "curb and gutter" to result in a no net harm method to the wetlands and adjoining water resources. Release of road salts and vehicle fluids to the Fox River via this channeling is not an acceptable mitigation measure.

The corridor is routed through a gun club. No analysis or even consideration of the lead content and mitigation is even considered.

The concept of a regional highway coursing through a residential neighborhood should have raised a flag. In addition to the existing residential, an additional 1,100 units are planned to the north of this highway.

Unresolved Issues with Other Agencies

The LAWCON transfer is subject to the National Park service approval. The Park District has

approved the transfer: however is was leveraged with a \$25,000.00 offering as a CONDITION OF APPROVAL.

Other Federal Actions Required for the Project

I question the morality, if not the legality of putting cash on the table to influence the outcome of a board vote. The \$25,000.00 was offered regardless of the project completion or land transfer. It was offered solely on the condition to vote for the transfer.

Page #S-5

Summary of Preferred Corridors

No wetlands are listed in the summary. The "study" does, in fact, list most of the wetlands, but is incomplete even in the detail.

CHAPTER ONE

PURPOSE AND NEED FOR THE ACTION

Page #1-1

1.1.1 Purpose

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

Page #1-2

Project History

This corridor is listed "unacceptable because of major adverse impacts to the natural and human environment that were obvious and unavoidable...unacceptable impact(s) were:

"Miller/Lake Marian Road"

"A wet sedge meadow (irreplaceable, high quality wetland) would be filled. Construction would have disturbed and released contamination from a paint and chemical company, as well as an abandoned landfill."

This an incredible comment considering the ease with which the Stearns Road Environmental issues were resolved. The waste sites are either in process of mitigation, or have title with the Kane County Forest Preserve. Those properties not in mitigation should be mitigated in any event. The sedge meadows can be avoided by relocation of the corridor to the north (the same effort needed to avoid the homes) or simply by bridging with minimal invasion of the meadow. NO effort was made to responsibly site this corridor within a reasonable corridor. The comment by the consultant is crafted to fit the corridor – not fit the corridor to the allowable parameters without consequence.

1.1.3 Need

1.1.3.1 Enhance Kane County's Transportation Network

Table 1.1-1

The table shows the target of the corridor which launches sprawl in McHenry County. The corridor should not encourage sprawl, but serve Kane County's projected development for western Carpentersville, and south Algonquin. The greater problem is the routing of the future VEQs with a regional highway through a residential corridor. The corridor is also not responsive to Carpentersville commercial areas to the south. The corridor bypasses Carpentersville's commercial sites along the Lake Marian industrial corridor providing little relief for the Main Street Bridge.

Capacity Deficiencies and Congestion

"The Chicago Area Transportation Study (CATS)...Route 62 in the Village of Algonquin."

The comment clearly illustrates the Consultants spin, and purpose. The corridor solution is not responsive to Kane County's transportation problems, but answers McHenry County's projected desired growth.

Table 1.1-2

The projected overcapacity VEQs work well with redistribution of traffic and widening of Route 72. The redistribution, and widening of the existing roadways, including I90, works well with PLANNED DEVELOPMENT. The Bolz corridor drives and feeds development, rather than working as a corridor integrated with responsible growth. Table 1.1-1 and Table 1.1-2 indicate a need to responsibly address McHenry County's efforts for planned growth, and infrastructure capacity. The Bolz corridor worsens McHenry County's growth problem and overburdens an already overburdened system.

Page #1-7

"With or without new bridges, the congestion of bridge crossings and the connecting roadway network is projected to worsen due to continued growth of population."

I couldn't agree more. The channeling of traffic through Carpentersville will bypass that Village and spur growth. The issue for McHenry County is one of responsible development-not one of increasing traffic. The issue for Kane County is the degrading of the residential neighborhoods of Carpentersville, and the bypassing of its' commercial areas. The economic impact was initially projected as negative for Carpentersville. With the bypassing of the existing commercial area the economic impact will worsen.

Page #1-9

1.1.3.2 *Serve Existing Land Use*

Central Business Districts

While this section gives lip service to the negative impacts of the corridor disrupting central business districts, it does not identify the district considered. The Algonquin central business district has already been destroyed with the Route 62 crossing. The Bolz crossing degrades the residential area in Carpentersville, segments a pristine reach of the Fox River, and bypasses the existing industrial areas currently within the Lake Marian corridor.

Page #1.11

1.1.3.3 *Serve Proposed Land Use*

"The Kane County 2020 Land Resource Management Plan...identifies nine goals in their general development policy..."

- **Environmental Considerations**

Every person has the right to live in an attractive and healthful environment.

The Consultant has not commented on the impacts to the adjacent neighborhoods, or addressed accurately the racial and class profiles of the neighborhoods impacted. The County Engineer offered to construct a wall blocking the Fox View area from the corridor. This would limit emergency access (fire, utilities and law enforcement to a single entry/egress and formally define the area (similar to the European ghettos of the 30s).

- **Natural Resources**

All development decisions should consider the conservation and wise use of the soil, air, water resources, and the natural environment of Kane County.

The placement of this corridor is without regard for this goal en toto. The only goal attained is sprawl together with all of its inherent detrimental effects. I was not able to find any effort to coordinate the project with air quality, agriculture, water resources (ground and surface) or the natural environment. What is offered is a superficial commentary.

- **Agricultural Preservation**

Support the conservation, protection, development, and improvement of agricultural land for the production of food and other agricultural products.

The development of this corridor, will promote the thrust of development in McHenry County, which will encourage overbuilding the existing agricultural acreage. The Consultant ignores the issue.

- **Cooperative Planning**

Work with the various jurisdictions located within Kane County to achieve a shared community vision.

The Villager of Carpentersville selected the Lake Marian corridor, and has rejected the Bolz corridor. The entire Township was asked, by Referendum, to accept the corridor. It was rejected. The referendum was constructed to overcome the NIMBY factor. The general population recognized the negative impacts and loss of quality of life. The effort is non-compliant.

“Balancing the need for additional transportation capacity with land use will help maintain the countryside character of the Critical Growth Area.” The proposed project is intended to create new access across the Fox River (i.e.

within the Urban Corridor) without providing additional through-capacity in the Critical Growth Area to the Agricultural/Village Area.

The multiple corridors to McHenry County will accelerate population and urban explosion within Algonquin and the rural area to the west.

Page #1-13

1.2 North Region

1.2.1 Purpose

...The three objectives are:

- *Enhance* the North Region's transportation network by reducing congestion and providing alternate and more direct routes. *While addition of any lane miles will reduce congestion the traffic destination and purpose is arguable. The Bolz highway is directed to Boyer and Huntley Roads. Directing traffic through Kane County to relieve the sprawl of McHenry County creates an unnecessary overlay on the already congested Kane County transportation system. It depletes Kane County financial resources and passes a one-time opportunity to achieve relief and development. This opportunity will not return for decades, and the ability to provide east west routing of traffic coordinated with Kane development will not likely be revisited due to the investment in the existing Bolz corridor. This corridor must be responsive to the needs of northern Kane and its Villages.*
- *Serve* existing land use in the region through efficient access to central business districts, public services, and employment and commercial centers. *The Bolz corridor bypasses the business district, and commercial centers of Carpentersville. Public service (Fire services) are planned as satellite facilities close to the area served. The Lake Marian corridor ties the commercial areas and provides a direct corridor to tie the business and public services without having to compete with the McHenry County traffic.*
- *Serve* proposed land use in conformance to local and county land use and resource management plans, which encourage compact, contiguous growth in the eastern portion and preserve the rural qualities of the western portion of the region.

Kane County is developing a farm preservation program, and has identified the western shore of the Fox River as "Open Space". The Village of Carpentersville has planned for commercial development to the south of that property and has existing commercial development on the east bank extending to Route 25. The Bolz highway bypasses this area and will require traffic to detour south and north to reach these sites. The isolation and accessibility of those sites will diminish the value, the tax base and interest.

1.2.2 Project History

In the mid-1980's the Village of Algonquin) in cooperation with IDOT and McHenry County) initiated an environmental study for a bridge north of the existing Illinois Route 62 crossing. This proposed bridge was known as the "North Bypass." At that time, there was strong public opposition to the North Bypass.

The solution being tendered here is a Southern Bypass to be placed in Kane County to accommodate the McHenry development. This corridor is the answer to the McHenry County transportation system-not Kane County's transportation needs. If we use our available corridor and finances to answer the North Bypass issue we will not have a solution available for Kane. In order for an even distribution of commercial and residential growth to occur the corridor must be responsive to an even development pattern-not a pattern driven by northwesterly directed growth, but a pattern with a western momentum.

Only the Bolz corridor survived the screening process...Miller/Lake Marian...were unacceptable because of the adverse impacts to the human and natural environments that were obvious and unavoidable.

Bolz was selected, primarily, as a McHenry County corridor existing outside McHenry County. The need is expressed in the study done in the 80's. The corridor ignores the human and natural environmental impacts by simply dismissing them. The public comments are not responded to and the comments by governmental bodies are dismissed. What is obvious is that the Consultant was crafting a selected corridor to fit the conclusion; rather than allowing the issues dictate the solution.

Page #1-14

In 1966, McHenry County...assumed the Bolz Road crossing would also be needed to address the congestion.

McHenry County will absorb the vehicle capacity available with the Bolz highway. Kane will be without a northern coordinated east-west corridor. The available corridor is configured to service McHenry County. Given the limited funds, and available corridors Kane County cannot afford to lose this corridor.

Page #1-17

1.2.3.3 Serve Proposed Land Use

A purpose of this project is to provide access to proposed land uses...compatible with Kane County's 2020 *Land Resource Management Plan* and local land use plans...the area west of the Fox River in this gap is in the Urban Corridor as defined in the 2020 *Land Resource Management Plan* and is planned for development by the adjoining municipalities.

The land west of the Fox River is listed as "Open Space" in the 2020 Land Resource Management Plan. The south of the site is commercial, and the Village would like to expand that development. This corridor does not serve the commercial. Traffic will be required to take a circuitous route to find that commercial site.

The communities have seen fit to reserve a corridor along the Bolz Road alignment to serve the potential land uses.

The corridor referred to is a set aside by the developer in a subdivision that the residents consider a greenway-encouraged by the salespeople. When informed that this "greenway" was to become a four lane highway they were not receptive. No other "corridor" is available. The corridor will course through a residential community.

Page #2-1

CHAPTER TWO

AFFECTED ENVIRONMENT

2.1 Overall Project

2.1.1 Socioeconomics

2.1.1.1 Land Use

(para 2)

Kane County desires to retain and reinforce this historical pattern of development...The goals for these areas are explained...but they essentially aim to promote future development along the Fox River...

Actually the reader should reference the Exhibit 1.1-4 and review the County and Township activity as they regard open space. The property along that reach, and elsewhere in Kane County, is being retained as access and preservation. Very little development along the Fox River is allowed, and a greenbelt has been established for public use. The Fox River is scheduled to join a statewide waterway system. The conclusion the Consultant reaches with the comment "to promote development along the Fox River" could not be further from the truth.

Page #2-3

2.1.1.2 Community Cohesion

Community cohesion refers to functional and social relationships that give it a unique character...

The Consultant seems to think that the bridge brings cohesion and that the river separates the community. The opposite is true. The people who live along the river have that as a common bond and work together as a community with a common bond. I have relationships all along the river and have been asked to participate in river communities throughout the US. In my travels I have found that bond throughout the Middle East, Europe, and Central America. The greater separation is caused by class, race, and religion. To draw any conclusion based on the Consultant's opinion relative to cohesion would be irresponsible.

Page #2-23

The Fox River between Elgin and West Dundee...Recreational value. There are no corridors being advanced in this Environmental Impact Statement in that reach of the river.

The reach of the Fox River which is involved in this EIS (Northern Corridor) is relatively undisturbed, pristine and in need of preservation, and enhancement. Its resources are ignored and undocumented in this "study". A stream bank stabilization (319h) project is in progress for this reach of the Fox River.

Page #2-53 **Environmental Justice**

The Race, and economic Tables are from 1989/90-obviously archival. The project removes recreational capacity from a low-income area and relocates it to a middle-income neighborhood. The project further degrades a low-income neighborhood. The project degrades and isolates a minority neighborhood. The report ignores #8503.01 and #8502.01-minority and low-income neighborhoods.

The project "walls" off the minority neighborhood recreating the European "Ghetto" structure.

The proposed north wall limits emergency access by an alternate route to the minority and low-income neighborhoods.

The project reduces access to feeder roads from existing neighborhoods increasing congestion within the local streets.

The project provides high capacity transportation corridors to middle-income neighborhoods to the detriment of the minority and low-income neighborhoods.

Page #2-57

2.2.4 Transportation

2.2.4.1 Roadway

Table 2.2-9 lists Illinois 72/Higgins Road as a 4 lane highway. Illinois 72 is a 2 lane intended to be lane. Until it is completed it cumulative effect is one of a 2 lane road.

Page #2-59

2.2.6.4 Groundwater Resources

Groundwater Aquifers and Usage

The demand on the existing aquifers is not addressed. The existing LITH well has a cone of depression of 350' according to IWS. The East Dundee capacity is stressed and Lake Marion Subdivision has reported problems and requested water service from the Village of Carpentersville. The impacts of recharge quality and capacity has not been addressed. Currently IWS has identified the northeastern quadrant of the County as an area having limited groundwater resources, and Kane County is in the process of studying that resource. The study is expected to take 5 years to complete. The highway runoff and overbuild on the recharge is inappropriate at best and irresponsible at least. Given the known limited resource the effect of reducing recharge and introducing highway runoff to the aquifer cannot be dismissed by simple comment. The EIS effort is inadequate.

Page #3-1

CHAPTER THREE

ALTERNATIVES

Page #3-2

As stated earlier...with development closer to the Fox River.

The only development planned near the Fox River is expansion of the commercial area to the south of the Brunner Farm. That area would be best served with an extension of Lake Marian Road to connect to the eastern commercial district with terminus at Route 25.

Page #3-6

NORTH REGION

Page #3-7

North Alignment

The FPDKC recognized that the roadway's proximity impacts, such as noise, would outweigh any advantage a smaller parcel...this potential purchase now appears to (be) a very low priority for the FPDKC.

These same standards should be considered for all peripheral properties, and homeowners. Certainly the natural environment will shrink from this corridor as the Fox River reach is interrupted.

Page #3-8

This new alignment, which was accepted by the Dundee Township Park District...

The Park District was offered \$25,000.00 if they would vote yes on the alignment and relocation of the existing park. The offer stands regardless of the outcome of the bridge project. Is this "standard" practice for federal funded projects?

Page #4-1

CHAPTER FOUR ENVIRONMENTAL CONSEQUENCES

Page #4-1

Overall Project

4.1.1 Overall Project

4.1.1.1 Land Use

The lack of new bridge crossings will perpetuate the existing difficulties of congestion and poor accessibility...and will encourage "leap frog" development..."In supporting the municipalities in the Urban Corridor, the 2020 Plan will also serve to contain suburban sprawl"

The Bolz corridor does not support Kane County municipalities. It serves the McHenry County southwest quadrant. The traffic will bypass Carpentersville, and make access to the industrial park less accessible. The additional traffic generated by the McHenry development will discourage customers from patronizing Carpentersville businesses. Lake Marian is an existing commercial roadway, and that extension would enhance accessibility to the west commercial area by connectivity. The consequence is misdirected. The benefits fall to the extended corridor-McHenry County, and the consequences are absorbed by Kane.

Page #4-4

Mitigation

A "Relocation Plan" will be prepared...

I have not been made aware of a "relocation Plan". The effort has been to degrade property and acquire using FPDKC condemnation for leverage. The homeowners in the corridor are sick with concern that the "government" will take their homes and property.

4.1.1.2 Community Cohesion

The Consultant suggests that the Bolz corridor will enhance cohesion by joining the residents of each side of the Fox River through recreational, institutional, and educational resources. The reality is simply - highways are greater barriers to cohesion than rivers, and tributaries. Class. Nationality and race are the social separators. This highway bypasses and isolates the residents of Carpentersville.

Page #4-5

4.1.1.3 Community Finance and Infrastructure

The direct fiscal impacts...

Loss of tax base is evaluated for loss of acreage in the corridor. No consideration for loss due to property value to the neighborhoods.

Property tax and other revenues (such as sales tax), fees generated from business activity, and new development enhanced by the [proposed bridge and highway improvements will help to offset...

Business activity, new business, new development all are expected to the northwest-in McHenry County-not Carpentersville. The direction of the highway and corridor is northwest.

The projected loss in revenue is broad brushed. What are the economic impact as it relates to the local municipalities? No realistic assessment has been attempted.

Page #4-7 thru #4-8

4.1.2 Agriculture

The farms on the west of the Fox River will be split. No access roads or mitigation is proposed.

No mitigation is suggested

Page #4-14

4.1.6.4 Groundwater Resources

Impacts to groundwater caused by construction...could include changes to groundwater recharge...

The northwest quadrant of Kane County is currently undergoing a study to establish capacity for the existing aquifers. There is very little wiggle room is available for diminished capacity. Although the impervious surface is expected to diminish the recharge by approximately 1%; that is regarded as excessive.

Page #4-15 through #4-17

With the exception of construction on the Bolz Road corridor...the road corridors are expected to cause negligible groundwater impacts. Ions can percolate through the soil to the...aquifer, and in sufficient concentration could degrade the groundwater resource...Lower water levels may result in some confined aquifers becoming unconfined or water table conditions which can change the water quality as aquifer materials potentially oxidize.

The aquifer depth, geology, soils, and capacity are cumulatively very fragile. The project can introduce pollutants during construction, and the highway usage can generate pollutants. The porous sand and gravel zones cannot be exposed to the highway pollutants. Once the shallow aquifer is degraded by pollutants recovery will be impossible.

Page #4-21

4.1.7.3 Maintenance (Deicing Chemicals) Impacts

Deicing salt (sodium chloride)...

The Morton Arboretum wind drift study and the resultant impacts are not referenced. The drift will impact the natural environment, lawns, homes, and the air quality of the neighborhoods. The study tends to wander through the corridor without considering peripheral impacts outside the corridor. The drift impacts should be included; especially since the model is available at IDOT.

Page #4-22/23

4.1.7.4 Measures to Minimize Harm

The projected quality of the runoff after mitigation is not quantified. How will the ice cover be affected? What is the target water quality, and what is it now? The quality of the Fox River has been, and should be, our goal. To degrade the water quality because it is within guidelines should not be the result of this corridor. Any release should improve, r at a minimum, not degrade the Fox River.

Page #4-23/24

4.1.7.5 Secondary and Cumulative Impacts to Water Resources and Water Quality

Secondary Impacts

Induced growth outside the Urban Corridor may contribute a larger relative impact to water quality and resource issues because of the lower relative density. These changes could include changes to hydrology...water chemistry...demand...and increased wastewater. Enforce of the 2020 *and Resource Management Plan* by Kane County...any have the potential to mitigate some of the inducement to growth.

The corridor provides a stimulus to growth for McHenry County. Kane County will have nothing to say about the growth trends affected by this corridor.

Page #4-45

Noise Abatement and Measures to Mitigate Impacts

Traffic noise abatement must be considered...

The proposal for depressing the roadway has a visual benefit as well. If the roadway is depressed with a sloped bank the sound would not be deflected north. If the bank were constructed of sound attenuating material and configuration it could reduce the impacts of sound and not interfere with the sight lines.

Page #4-48

4.1.13 Visual Resources

...in areas where there is an interruption to the Fox River, such as a...dam, the net impact will be less.

The Bolz crossing is in a pristine reach of the Fox River. The Bolz corridor is in a residential neighborhood. The Lake Marian corridor is in a commercial corridor near a dam.

It should also be noted that the Village of Algonquin is not participating currently with the Kane County corridor study-nor has the impact of the Algonquin bypass been considered. The Algonquin study (not inserted) relates to the McHenry County desire to accelerate population and urban expansion in McHenry County-specifically the Village of Algonquin. The McHenry County transportation plan has established the need for the Bolz highway to solve the Algonquin transportation problems without allowing Carpentersville, East & West Dundee to participate.

The EIS addresses the corridor within Kane County and should integrate McHenry County programs and needs. This relationship is essential to evaluating a regional solution. In general the report addresses impacts only upon those elements directly within the corridor of construction.

Impacts of noise, vibration, salt migration, road pollutants, and flooding are addressed as items which will be managed as best as possible, or permissible. The EIS should not simply list the issues as not significant but should indicate the actual impacts and proposed mitigation.

The EIS data does not include demographics adjusted to indicate the impact of the South Suburban Airport constructed. The impact of the SSA will redirect development and demographics.

The following comments are responsive to the Draft EIS by Chapter & Page as indexed in the Table of Contents TOC-1 through TOC-16 dated May, 1998. Responses and comments to the report elements follow the report quote/tag.

SUMMARY

Page#S-1

"An evaluation of the possible alternatives indicated that only new bridges would satisfy the project need."

Viable alternatives include:

A second east-west bridge north of Algonquin

A second east west bridge using County Line Road to Souwanas in Algonquin

I-90 toll free access between 25 & 31

I-90 parallel frontage and local bridge between 25 & 31

Complete the 4 lane extension of Rt 72 to Randall Road

Page#S-2

"There are no other proposed major activities in the area that are relevant..."

The Algonquin Rt 62 project is in progress and is directly related to the east west traffic loading. This project is so closely related that it is referred to in the Algonquin plan. Growth in McHenry County is the major reason that the bridges are being considered.

A "ring" road is planned to accommodate traffic through the collar counties. Growth has occurred in a five mile band around Chicago every decade. As the urbanization expands infrastructure has followed. The insertion of the ring road and its impact should be considered.

The south suburban airport "SSA" is becoming more and more a reality. The migration of commerce and population to the proposed site should be considered.

The Rt 47 corridor and Randall Road widening will significantly alter traffic patterns when completed.

The land to the west of the river is planned "open space". The corridor bisects that property limiting it as desirable habitat.

The land on the east side of the Fox River is County Forest Preserve. The corridor segments that Forest Preserve limiting its' usefulness and eliminating it as a contiguous parcel.

Page#S-3

"The benefits of construction...are"

The project does not complement the **2020 Land Resource Management Plan** and this comment should be moved to the "adverse impacts" paragraph below. The project encourages sprawl. As higher speed highways are developed the time to destination is reduced. This allows development to reach further as time of travel is reduced. An

analysis of impacts by the County Development Department with commentary should have been included. That analysis is conspicuously absent from the report.

The enhanced access to developing areas will generate more traffic, and consequently more sprawl. As travel time is reduced population density will increase.

Community cohesion is not a function of high traffic highways. The road will not provide access to the communities adjacent to it; nor will it encourage use of local shopping centers. It will remove a portion of an existing park and deny ready access to the remaining recreational space.

The adverse effects...are"

The neighborhood traffic east of the river will be funneled to Rt 25 through local streets (Amarillo Drive) . This will deteriorate the character of the neighborhood and elevate the traffic. The diverted traffic will conflict with local traffic and established neighborhoods.

The noise, vibration, emissions and salt migration to the remaining homes will depreciate the quality of life and value of the residential community beyond the immediate corridor.

This reach of the Fox river is essentially uninterrupted by bridges, roads and structures. The bridge and highway will not only interrupt the current quality of this natural area but aggressively diminishes the currently in progress and work done to date to maintain and restore that natural and recreational capacity.

CHAPTER ONE PURPOSE AND NEED FOR THE ACTION

Page#1-1

"Serve proposed land use in conformance to Kane County's 2020 Land Resource Management Plan..."

The purpose of the bridge is to solve the Algonquin and McHenry County traffic problems. The purpose and use indicated for the western areas are Ag Priority. The Planning Partnership Areas council for the Upper Fox is not mentioned in the EIS. The Algonquin study does; however, rely heavily upon the Bolz corridor being implemented to solve their traffic problems through 2020. The verbiage should be revised to reflect the actual need and purpose.

Page#1-4

The population growth chart and assumptions are based on data, which does not consider the South Suburban Airport (SSA). The chart should be revised to include that data available from the Northeastern Illinois Plan Commission (NIPC) and assumptions adjusted. This comment should carry through the entire report in that population and commercial density are the basic premises of need.

Page#1-6

SSA impact not included in projected traffic-see page 4 comment.

Page#1-11

"1.1.3.3. Serve Proposed Land Use"

The project is not aligned with the 2020 plan. The section reiterates the goals of the plan and then generally ignores them. The highway and bridge project collides with the 2020 planned approach to Environmental Considerations, Natural Resources, Agricultural Preservation, Historic Preservation, and Cooperative Planning. The fact that the EIS addresses these issues by reference in no way indicates accordance.

Page#1-15

SSA impact not included in projected traffic-see page 4 comment. It is important to note the impact of the Algonquin population as the prime need factor from table 1.2-1.

The Route 72 congestion currently is a product of construction at the I90 and Rt 62 sites, as well as the incomplete extension of the widening from Rt 25 to Randall Road. The necking down of 73 west of Dundee substantially increases travel time during peak periods.

CHAPTER TWO

AFFECTED ENVIRONMENT

Page# 2-1

The population growth chart and assumptions are based on data, which does not consider the South Suburban Airport (SSA). The data should be revised to include that data available from the Northeastern Illinois Plan Commission (NIPC) and assumptions adjusted.

Page# 2-2

The population growth chart and assumptions are based on data, which does not consider the South Suburban Airport (SSA). The chart should be revised to include that data available from the Northeastern Illinois Plan Commission (NIPC) and assumptions adjusted.

Page#2-3/4

Community cohesion and high volume arterial roadways are not compatible expressions. The availability of public service and emergency functions will be attended to via satellite public safety centers, as are any larger community. Bridges will not solve for ready access to public safety and utility services.

Page#2.7

Agriculture

The concerns of the Department of Agriculture and local Farm Bureau should be formally responded to before advancing the project. The Department of Agriculture and the Farm Bureau, et al have responded with concerns. I see no indication that any of the concerns have been resolved or even addressed.

Page#2-27/28

"Birds"

I am certain a trained observer given adequate time would have found a greater variety of bird life. In my casual observations I have seen bald eagles, black crested night herons, European swans, woodducks,anhinga. And the American bronze turkey along with a variety of hawks. This issue would not be enhanced by the presence of a high density high speed highway and is a **"fatal flaw"** which would be worsened.

"Mammals"

The list does not include the fox. Even the most casual of observers must encounter a fox in the river valley. A neighbor of mine sits and watches the local kits with their mother playing near his back yard. I have also casually observed freshwater otters in this reach.

Page#2-33

"Mussels"

"In 1990 the Illinois Natural Survey evaluated...fish, mussels, crayfish, and vascular plants."

The biodiversity and water quality have improved most dramatically this decade. Effluent discharge, turbidity, siltation, and habitat quality have improved due to the efforts of volunteers as well as Local, County, State, and Federal efforts and resources. While the 1990 report by the IEPA does not currently list this particular reach of the river as high quality aquatic resource it should not be forced to a worse condition by the insertion of a bridge and roadway with the associated noise, geometry, and chemical interference against the current efforts for an improving biological environment. The waterway has received extensive attention in the last decade and has improved substantially. Mussels were once so plentiful that harvesting was once an industry on the Fox River. As late as 1990 surveys have confirmed the persistence of the last surviving species in the waterway. A list of mussels from the IDOC survey is attached. In addition to that partial inventory recent projects on the River have revealed the presence of the eliptio dilatata, which continues to persist, reported on the upper Fox during dredging operation in 1997. A comment by a IDOC survey team in 1988 states "The Fox River is a beautiful stream, but it has suffered greatly from man's abuse...It is very obvious this stream at one time was probably a high quality sport fish stream, and this potential remains if only the polluting of the river could be stopped...Much could be done to benefit this river."

Page#2-34/37

"Air Quality"

Much of the area is not required to test for emissions due to the low traffic volume. Past experience has shown that additional capacity generates additional traffic. Initially traffic will redistribute attracted by the new roadway. Over time the roadway will reach capacity as new development is attracted by lower travel times allowing urbanization beyond the existing travel limits. The most obvious example the Dundee bridge (Rt 72) over this same river. It has been built without adequate adjacent and connecting traffic control or feeders roadways. It is impossible to negotiate during peak traffic periods, and subsequently neighborhood streets are flooded with traffic. The air quality is palpable. The greatest single pollutant in this region is the motor vehicle. The quantitative impact has not even been addressed. This impact creates a "fatal flaw" flag.

"Noise"

Noise criteria is concerned with discernable frequencies within the human audible range (Dba). Levels, not necessarily within the Dba range, will disrupt the natural areas as well and should be considered as impacting the river valley and habitat and dwellings. Sound from the I90 bridge carry as far as the Village of Dundee and the

best solution is absence of noise. Sound walls carry the burden of enclosure and viewing shed restriction. Placing a four lane highway within and adjacent to a residential area is degenerating, unattractive, and unhealthful. This issue should singularly generate a **fatal flaw** flag. The report projects sound levels as compliant based on no criteria.

"Special waste"

Salts (NaCl, KCl) and chemicals used for deicing. While essential for safety, are detrimental to the biodiversity of the watershed. Detention with downstream wetlands designed for filtration are methods of mitigation and require annual maintenance. Who is responsible for maintaining the wetlands and restoration if they become loaded with debris and silt? A gun club exists in the path of the corridor. It is cavalierly dismissed as existing while other corridors are dismissed because of the "hazardous" nature of the site. This site is, obviously, laden with lead, unignited propellant, and corrosive primer.

"Visual Resources"

The state of the current reach of the Fox River that is within the study area is relatively undisturbed by structures. The bridge and traffic will not enhance, but degrade, the current viewing shed.

Page#2-48

"Special Lands (Forest Preserves, Parks, etc.)"

The open spaces and public areas in the study area are essential to the neighborhoods. Infilling will leave these neighborhoods with a still lower quality of life. The highway and bridge will be a bad neighbor generating a noise, heat, and emissions and creating a barrier to the park. It will have replaced the park with an unfriendly barrier. Hickory Hills Park has been traded off for compensatory property advantageous to the Village of Algonquin. The agreement was cemented by an offer of \$25,000.00 to the Park Board if they approved the trade-irregardless of the eventual outcome.

**PROPOSED IMPROVEMENTS for
Longmeadow Parkway - Huntley Road to IL Route 62 (Algonquin
Road)**

Public Hearing

Thursday, March 26, 2009

COMMENT CARD

We encourage you to express your views on the proposed improvements. Please print your comments below and return comments by Friday, April 17, 2009.

Name: VIRGINIA GREGG

Organization: _____

Address: 400 TULSA AVE
CARPENTERSVILLE, IL 60110

Comments:

I opposed the asphalt plant on Bolz Road because
of possible pollution of the surrounding
area & the local aquifer. Now you propose
a Toll Bridge ~~along~~ through the same area. Again,
I oppose this idea because of possible
pollution of the surrounding area and
the local aquifer. In addition, a Toll
Bridge is required to pay for construction.
If I have a choice of paying \$40 on I 90
or \$1.50 on the new bridge, I will pay \$40.
Much of the traffic coming out of Chicago
will already be on I 90 and will not move
further north to pay \$1.50 Traffic

from Schaumburg will continue to take
Rt 72 or Rt 63. Those on Rt 62 may
elect to take the Toll Bridge but I doubt
it if it will cost \$3.00 each day. This is
currently 1½ gallons of gas. They probably will
not use that much gas sitting in rush
hour traffic. I have used Rt 62 during
rush hour. ~~It~~ I will continue to use Rt 62

when necessary.

I resent the idea that my children & grand
children may have to risk health & financial
stability to provide for more urban ^{sprawl} sprawls.

It appears that this highway is projected to go
through the Brunner property. This is
currently open space & I would like it
to remain that way.

Place
Stamp
Here

KANE COUNTY
Division of Transportation
Attn.: Steve Coffinbargar
41W011 Burlington Road
St. Charles, IL 60175

KANE COUNTY

DIVISION of TRANSPORTATION

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



41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

Proposed Longmeadow Parkway Corridor
Huntley Road to IL Route 62
Kane County

March 13, 2009

«Fullname»
«Title»
«Company»
«Office»
«Address1»
«Address2»
«Address3»
«CityStatePostalCode»

Dear «Alt_Salutation»:

Kane County cordially invites you to attend a Public Hearing (Open House Format) concerning the proposed improvement plans for the Longmeadow Parkway Corridor in northern Kane County. The Hearing will present the proposed improvement, along with a new alternate for providing a toll collection system on Longmeadow Parkway between IL Route 31 and the Fox River for the purpose of funding construction of the proposed bridge over the Fox River and a portion of the corridor.

The date, time and location of this Open House Format Public Hearing are as follows:

- Date: Thursday, March 26, 2009
- Time: 4:00 p.m. – 8:00 p.m.
- Location: Randall Oaks Golf Club
4101 Binnie Road (Randall Road & Binnie Road)
West Dundee, IL 60118

The Hearing will be held in the Golf Club Banquet Rooms and exhibits will be on display. Kane County staff and consultant representatives will be present to answer any questions.

The purpose of the Hearing:

- To present the purpose and need for the improvement
- To present the proposed improvement plans and alternates considered, including toll collection
- To present the environmental and social project issues
- To provide an update and to obtain public comments

«Fullname»

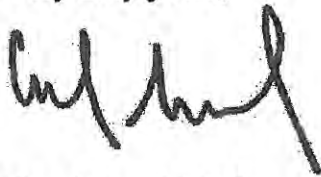
March 13, 2009

Page Two

Attached is a copy of the display ad that will appear in the March 5 and March 19, 2009, editions of the Northwest Herald, and the March 6 and March 20, 2009, editions of the El Conquistador newspapers. We have also enclosed a copy of the project brochure.

If you have any questions or need additional information, please contact Steve Coffinbargar, Chief of Planning and Programming, at (630) 584-1170.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Carl Schoedel', written in a cursive style.

Carl Schoedel, P.E.

Director of Transportation

Attachments

FullName	Title	Company	Office
The Honorable Roland Burris	Administrator	U.S. Department of Transportation	Office of the Secretary
Mr. Norm Stoner	United States Senator	U.S. Department of Transportation	Kluczynski Building, Suite 3900
The Honorable Richard J. Durbin	Division Administrator	U.S. Department of Transportation	Federal Highway Administration
Mr. Dale Calsyn	United States Senator	Natural Resources Conservation Service	Kluczynski Building, 38th Floor
Mr. Donald Henne	Soil Survey Leader	Office of Environmental Policy and Compliance	Chicago Metro Office
Ms. Marianne Fowler	Regional Environmental Officer	Ralls to Trails Conservancy	U.S. Custom House
Colonel Vicent V. Quarles	Commander	U.S. Army Corps of Engineers	Enforcement/Compliance Section
Mr. Mike Machalek	Senior Project Manager	U.S. Army Corps of Engineers	Chicago District - Regulatory Function Branch
Mr. Mitchell Isoe	Chief	U.S. Army Corps of Engineers	Chicago District - Regulatory Function Branch
Mr. Ron Abrant	Senior Project Manager	U.S. Army Corps of Engineers	Construction Operations
Mr. Shamel Abou-El-Seoud	Chief	U.S. Army Corps of Engineers	Planning Branch
Ms. Jean Sellar		U.S. Army Corps of Engineers	Chicago District - Regulatory Function Branch
Ms. Kathy Chernich		U.S. Department of Agriculture	Soil Conservation Service
Dr. Willie Taylor	National Environmental Coordinator	U.S. Department of the Interior	1849 C Street NW
Mr. A. J. Herberger	Director of Environmental Policy & Compliance	U.S. Department of Transportation	Office of the Secretary
Mr. Antonio J. Califa	Administrator	U.S. Department of Transportation	Office of the Secretary
Mr. Donald J. McNamara	Regional Administrator	U.S. Department of Transportation	National Highway Traffic Safety Administration
Mr. Gordon J. Linton	Administrator	U.S. Department of Transportation	Office of Secretary
Mr. J. D. Stevenson	Area Director	U.S. Department of Transportation	Federal Highway Administration
Mr. Joel P. Ettinger	Assistant Secretary	U.S. Department of Transportation	Federal Transit Administration
Mr. Jon H. Seymour	Director	U.S. Department of Transportation	Office of the Secretary
Mr. Luz A. Hopewell	Secretary of Transportation	U.S. Department of Transportation	Office of the Secretary - Small & Disadvantaged
Mr. Ricardo Martinez	Inspector General	U.S. Department of Transportation	Office of the Secretary - National Highway
Mr. Ray LaHood	Administrator	U.S. Department of Transportation	Office of the Secretary
Ms. A. Mary Schiavo	Environmental Compliance	U.S. Environmental Protection Agency	Office of the Secretary
Ms. Jolene M. Molitoris	President	Kane County	Environmental Review Branch (SME-19J)
Mr. Ronald C. Johnson	Transportation Planning Liaison	Kane County Council of Mayors	Environmental Review Branch (SME-19J)
Ms. Erin Royer		Kane County Sheriff's Department	Township Highway Commissioners Association
Sheriff Kenneth Ramsey		Chicago Metropolitan Agency for Planning	Kane County Department of Transportation
Mr. Don Kopec	Deputy Director	Chicago Metropolitan Agency for Planning	Division of Planning and Programming
Mr. Gerald Bennett	Board Chair	Chicago Metropolitan Agency for Planning	Office of Strategic Environmental Analysis
Mr. Ken Westlake	Chief	U.S. Environmental Protection Agency	Region 5 (SME-14)
Ms. Janice Cheng		U.S. Environmental Protection Agency	Conservation Service
Ms. Lue Walters	U.S. Geological Survey	Branch of Distribution	Joliet Post Office
Mr. William Gradle, STC	Assistant STC	United States Department of Agriculture	
Mr. William Gradle	Manager of Post Office Operations	Conservation Service	
Mr. Randy Blankenhorn	National Environmental Coordinator	USDA - Soil Conservation Service	
Mr. Ross Patronsky	Executive Director	Chicago Metropolitan Agency for Planning	
Mr. Thomas E. Vick	Chief of CMAQ Program	Chicago Metropolitan Agency for Planning	
Mr. Tom Murtha	Director of Transportation Management	Chicago Metropolitan Agency for Planning	
Ms. Kerry Leigh	Environmental & Natural Resources	Chicago Metropolitan Agency for Planning	
Ms. Patricia Berry	Deputy for Programming	Chicago Metropolitan Agency for Planning	
Ms. Jane Grimes	Executive Director	Chicago Metropolitan Agency for Planning	
Mr. Tim Anderson	Executive Director	Chicago Metropolitan Agency for Planning	
Mr. Warren Goetsch	Bureau Chief	Illinois Capital Development Board	
Ms. Jane Kostner	Deputy Director	Illinois Commerce Commission	
Mr. David Longo	Northeastern Illinois Greenways & Trails Mgr.	Illinois Department of Agriculture	James R. Thompson Center
Mr. Gary Jereb		Illinois Department of Commerce & Community Affairs	527 East Capitol Ave.
Mr. George Bellovics	Division of Planning	Illinois Department of Natural Resources	Bureau of Environmental Programs
Mr. Joe Angleton	Director of the Office of Mines and Minerals	Illinois Department of Natural Resources	Bureau of Tourism
Mr. Larry Aspland	Regional Engineer	Illinois Department of Natural Resources	Tri-County State Park
Mr. Larry Kennedy	Regional Operations Chief	Illinois Department of Natural Resources	Office of Water Resources
Mr. Pat Malone	Interagency Wetland Program Manager	Illinois Department of Natural Resources	Region 2 Headquarters

Mr. Sam Flood	Acting Director	Illinois Department of Natural Resources	Office of Water Resources
Mr. Steve Hamer	Transportation Review Program Manager	Illinois Department of Natural Resources	Division of Resource Review & Coordination
Ms. Laura A. Perna	Northern Illinois Coordinator	Illinois Department of Natural Resources	James R. Thompson Center
Mr. Clayton Harris	Chief of Staff	Illinois Department of Transportation	Division of Public & Intermodal Transportation
Mr. Neil Ferrati	Bureau Chief	Illinois Department of Transportation	
Ms. Dianne Williams	Community Relations Manager	Illinois Department of Transportation	
Mr. Andrew Belasquez	Director	Illinois Emergency Management Agency	
Mr. Paul Rasch, Jr.	Assistant Director	Illinois Emergency Management Agency	
Mr. Douglas Scott	Illinois State Geological Survey	Illinois Farm Bureau	
Mr. Kevin B. Rund			
Schellow Engineers, P.C.			
Mr. Robert J. Miller	Highway Commissioner	Algonquin Township	2200 S. Dirksen Parkway
Mr. Robert Cole	Director of Public Works	Village of Carpentersville	James R. Thompson Center 1701 Towanda Avenue 9930 Derby Lane
Ms. Dianne Klemm	Township Supervisor	Village of Carpentersville	1814 Grand Stand Place
Mr. Scott Marquardt	Village Engineer	Community School District 300	3702 U.S. Highway 14
Dr. Kenneth M. Arndt	Superintendent	Dundee Township	1200 L.W. Besinger Drive
Ms. Sue Harney	Superintendent	Consolidated School District 158	3702 Northwest Highway
Dr. John D. Burkey	Highway Commissioner	Dundee Township	1200 L.W. Besinger Drive
Mr. Larry Braasch	Township Fire Protection District	Rutland Township	300 Cleveland Ave.
Rutland-Dundee	Highway Commissioner	Dundee Township	557 Barrington Ave.
Mr. Jay Schultz	Executive Director	Rutland Township	650 Academic Dr.
Mr. Tom Marmonger	Township Supervisor	Dundee Township Park District	1900 Sleepy Hollow Road
Mr. Federick Bulmahn	Bicycle and Pedestrian Coordinator	Rutland Township	11 E. Higgins Road
Ms. Erin Willret	Chairman of the Board	Kane County	16N491 Powers Road
Ms. Jodie Wollnik	Executive Director	Kane County	16N491 Powers Road
Ms. Karen McConaughay	Director	Kane County	41W011 Burlington Road
Ms. Monica Meyers	Transportation Engineer	Kane County	Water Resources
Mr. Don Kilma	Transportation Engineer	Advisory Council on Historic Preservation	Government Center
Mr. Chris Byars	Transportation Engineer	Federal Highway Administration	Forest Preserve District
Mr. Dean G. Mentjes	Assistant Division Administrator	Federal Highway Administration	1100 Pennsylvania Ave., NW
Mr. Glenn D. Fulkerson	Planning & Program Development Manager	Federal Highway Administration	200 W. Adams Street, Room 320
Mr. Jon Paul Kohler	Engineering Team Leader & Transportation Engineer	Federal Highway Administration	Illinois Division
Ms. Arlene Koehler	URP Coordinator	National Transportation Safety Board	Illinois Division
Mr. Rafael Marshall, HS-30	Chairman	Natural Resources Conservation Service	Illinois Division
Mr. Wayne Schneider	Director of Government Affairs	Illinois Trucking Association Inc.	490 L'Enfant Plaza SW
Mr. Burness E. Melton	Executive Director	League of Illinois Bicyclists	Chicago URP Office
Mr. Ed Barsotti	PACE	Openlands Project	2315 Dear Street, Suite 100
Mr. Gerald Adelman	Executive Director	Strategic Planning Department	2000 5th Ave.
Mr. Jim Jarzab	Chairman	PACE	2550 Cheshire Drive
Mr. Richard Kwasneski	Executive Director	PACE	25 E. Washington Street
Mr. T. J. Foss	Transportation Engineer	Regional Transportation Authority	550 West Algonquin Road
Mr. Taqhi Mohammed	Deputy Executive Director of Planning	Transit Riders' Authority	Suburban Bus Service
Mr. John DeLaurentis	Commander (obr)	U.S. Department of Homeland Security	550 West Algonquin Road
Mr. Adam Kerman	District Commander	Illinois State Police	Planning Services Department
Captain Emad Eassa	Regional Commander	Illinois State Police	175 W. Jackson Blvd
Commander William Davis	Illinois State Police	Illinois State Police	P.O. Box 529
Lieutenant John F. Maes	Operations Commander	Illinois Department of Transportation	U.S. Coast Guard
Lieutenant Mark Maton	Director of Public Transportation	Illinois Department of Transportation	District Two
Mr. Joseph Clary	Executive Director	Chicago Metropolitan Agency for Planning	Region 1 - District Chicago
Mr. Gene Marks	Deputy Director	Chicago Metropolitan Agency for Planning	9511 West Harrison
Mr. Rob Sadowsky	Environmental Programs Engineer	Federal Highway Administration	District Two
Mr. Ron Thomas	Deputy Director	Illinois Department of Transportation	IDOT
Mr. Gerald Rawling	Deputy Director	Illinois Department of Transportation	300 W. Adams
Ms. Kathy Ames	Deputy Director	Illinois Department of Transportation	9 West Hubbard
Mr. Matt Fuller	Deputy Director	Illinois Department of Transportation	233 S. Wacker Dr.
Mr. David Pavlik	Deputy Director	Illinois Department of Transportation	233 S. Wacker Dr.

Mr. Gilbert Villegas, Jr.
Mr. Stanley S. Moore
Ms. Heather Tarczan
Ms. Jakita Trotter
Mr. Joe Abronzo
Mr. Roy Franceschini
Ms. Martha Gieras
Mr. Stan Poldzien
Mr. Bert Person
Mr. Paul Baumann
Mr. William Yuille
Mr. George McElvain
Mr. Paul Wrzeszcz
Mr. Gary S. Kluz
Mr. Paulo Javier
Mr. Mike Bradshaw
Mr. Glenn Luehrsens

Mr. Dan Tasharski

Mr. Gregory E. Smith
Mr. Rick Barrett
Mr. John Pribich
Ms. Cheryl Pierce
Ms. Donna Schmidt
Ms. Constance Lane
The Honorable Bill Foster
The Honorable Chris Lauzen
The Honorable Linda Holmes
The Honorable Michael Noland
The Honorable John Milner
The Honorable Randall Hultgren
The Honorable Tom Cross
The Honorable Keith Farnham
The Honorable Randy Ramey, Jr.
The Honorable Mike Fortner
The Honorable Linda Chapa La Via
The Honorable Tim Schmitz
The Honorable Kay Hatcher

Deputy Director
Deputy Director

Coordination Planner

OSP Planning & Engineering
OSP Manager

Section Manager

Implementation Engineer - Network Operations

Operations Supervisor

Project Engineer

Program Manager, Public Relocation
General Service Rep.

ComEd

Utility Consultant

U.S. Representative

State Senator

State Senator

State Senator

State Senator

State Senator

State Representative

State Representative

State Representative

State Representative

State Representative

State Representative

State Representative

Illinois Department of Transportation
Illinois Department of Transportation
Illinois Department of Transportation
Chicago Department of Transportation
Comcast Cable Communications, Inc.
Comcast Cable Communications, Inc.
Nextel Communications
AT&T

AT&T Local Services

McLeod USA Telecommunications Service, Inc.

OnFiber Communications, Inc.

Qwest Communications Corporation

U.S. Sprint Communications Corporation

Verizon

Verizon

Worldcom

XO Communications

BP Pipelines (North America)

Kinder Morgan Energy Partners LP

Morathe Pipeline Company

Natural Gas Pipeline Co. of America

Texaco Pipeline Company

ComEd

ComEd

2001 Aucutt Road

NICOR Gas

Office of Business & Workforce Diversity
Office of Business & Workforce Diversity
Office of Operations & Communications
Office of Operations & Communications
Bureau of Administration & Planning
Construction Department
Flight-Of-Way Department

400 West Grand Avenue

225 W. Randolph Street

4513 Western Avenue

900 Commerce Drive

150 North Michigan Avenue

1860 Lincoln Street, 2nd Floor

5600 North River Road

112 West Elm Street

2239 Newburg Road

Three Continental Towers

810 Jorie Boulevard

Mail Code 7091

12850 Smith Road

Post Office Box 2427

c/o Kinder Morgan, Inc.

Post Office Box 460

Three Lincoln Centre, 4th Floor

350 South Second Street

Engineering Department

27 North River Street

52 West Downer Place

13242 South Route 59, #2B-1

100 East Chicago Street

290 Springfield Drive

1725 South Naperville Road

530 West Lockport Street

216 Prairie Street

1883 North Neilnor Boulevard

135 Fremont Street

8 East Galena Boulevard

127 Hamilton Street, Suite D

P.O. Box 1150

IN RE THE MATTER OF:)
)
Longmeadow Parkway Public)
Hearing)

PUBLIC COMMENT
March 26, 2009
4:00 o'clock P.M.

PROCEEDINGS HAD taken at the Randall Oaks
Golf Club, 4101 Binnie Road, West Dundee, Illinois,
before Marlane K. Marshall, C.S.R., License
#084-001134, a Notary Public qualified and
commissioned for the State of Illinois.



County Court Reporters, Inc.

Oak Brook Office
(630) 654-1121

County View Centre, Suite 200
600 South County Farm Road • Wheaton, Illinois 60187
(630) 653-1622 • FAX (630) 653-4119
CCR800@Ameritech.net

Kane County Office
(630) 897-9852

1 MR. CARL LUNDSTROM: My name is Carl, C-a-r-l,
2 Lundstrom, L-u-n-d-s-t-r-o-m. My residence is 19 N
3 747 Lundstrom, same as my name, L-u-n-d-s-t-r-o-m,
4 Lane, Dundee, D-u-n-d-e-e, Illinois, 60118.

5 My comments are I am enthusiastically
6 supportive of the project and strongly recommend
7 that we move ahead just as rapidly as possible
8 because of the growth in the area and the heavy
9 congestion that already is taking place. Based on
10 the projections that I have read, we're going to
11 have even greater congestion in future without this
12 road being built.

13 I support the toll system. I feel that's
14 an equitable way to fund the project. I strongly
15 support the initial construction being four lanes
16 rather than two lanes since the cost for the taxpayer
17 in the long-term would be substantially more by
18 deferring the final construction if only two lanes
19 are built.

20 My recommendation to the county is to get
21 going and get going as soon as possible on the project
22 so that we can be driving on it, the road, as soon

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1 as possible.

2 * * * * *

3 MR. JOHN KRENZ: John Krenz, J-o-h-n, K-r-e-n-z,
4 for Jim Krenz who is a candidate for village
5 president. His address is 3228 Oak Knoll Road,
6 Carpentersville, 60110.

7 This is his comment, of course. After
8 many months of consideration and research, I am
9 willing to admit that I have had to reconsider my
10 position on the specific bridge crossing proposal
11 before us at this hearing on 3/26/09. It cannot be
12 denied that the Northern Kane County region has
13 needed additional local bridges for years. The LMP
14 bridge as currently proposed will have the greatest
15 negative impact with the least positive gain upon
16 the Village of Carpentersville. As a resident of
17 Carpentersville my final feelings are based upon
18 those two facts. I must state for the record that
19 at this time I oppose the LMP bridge crossing and
20 the \$1.50 toll funding of it as a concept.

21 I believe a current economic impact study
22 specific to the affected residents of Carpentersville

1 must be performed. I also believe a Northern Kane
2 County study of the Fox Valley's bridge needs from
3 Elgin to Carpentersville as far as localized crossings
4 must be more thoroughly researched.

5 The current bridge as proposed will, I
6 believe, move more heavy truck traffic through
7 Carpentersville and move shoppers away from
8 Carpentersville. Neither of these happenings can a
9 Carpentersville taxpayer support.

10 Lastly, even prior to the downturn in our
11 economy, I believe a \$1.50 each way toll would price
12 bridge travel and usage out of the realm of
13 reasonability for most folks. Why build a bridge
14 which won't be used? Without adequate toll revenues
15 who will the support of the expense fall upon
16 eventually? The taxpayers.

17 Yes, we need more bridge crossings on the
18 Fox River, but the benefits must outweigh the costs
19 and disadvantages. I believe the current plan falls
20 short of benefits.

21 * * * * *

22 MS. BARBARA BERTRAM: Barbara Bertram,

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1 B-e-r-t-r-a-m, 35 W 415 Lathrop Lane, Dundee.

2 As a resident of Kane County I resent the
3 actions of board members doing as much as they can
4 to alleviate the commuting problems of McHenry
5 residents at Kane residents' expense. McHenry County
6 allowed the crowded building to happen. Let them
7 build a bridge over the Fox to help their residents.

8 What Kane County has done for me is
9 doubled my real estate taxes in the last two years
10 and left me with a house I can't sell. Thanks.

11 * * * * *

12 MR. GARY SWICK: Gary Swick, S-w-i-c-k. I
13 reside at 13 N 305 Brindlewood Lane in Elgin.

14 I am going to speak on several levels.
15 First I will speak as a taxpayer in Kane County. I
16 think this project is a big mistake for -- one reason
17 is it's as far north as you can get in Kane County.
18 And it will not be serving the citizens of Kane
19 County, certainly a very, very, very small percentage,
20 and would be funded by the citizens of Kane County.
21 Even though it may be proposed to be a tollroad, it's
22 going to rely on the tax base.

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1 In Kane County we have passed two open space
2 referendums. What was determined there was the
3 citizens of Kane County thought it was valuable to
4 have open spaces. One of the open spaces that the
5 county has acquired is the Brunner property, and now
6 the bridge is planned to go directly through the
7 Brunner property. And I would say that many people
8 that voted for that referendum would find this a
9 violation of what was proposed in that referendum.
10 Here we acquired a very valuable largest open space
11 acquisition that we have had, and now it's going to
12 be bisected by this bridge and this road.

13 I will also speak as a teacher. I teach
14 at Dundee Crown High School environmental science.
15 And one of the units that we cover is land use
16 planning. We have had the occasion just this year
17 to have several planners, engineers from the Chicago
18 Metropolitan Area Planning Commission and some others
19 come and speak to the students. And one of the
20 fundamentals is that we need to stop stringing out
21 our communities. Certainly we should not be building
22 new roads; we should be using existing roads. We

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1 should not create yet a new corridor over the river.
2 It's a violation of the green infrastructure that we
3 have, and it ties up way too many resources and
4 facilitates much more traffic. We should -- The
5 planning that we do should all be designed to reduce
6 the amount of driving that's done.

7 Also as a teacher we look at energy use.
8 And we know that we're realizing peak oil -- we have
9 realized peak oil production and we need to find
10 other modes of transportation. So if we're going to
11 look to get people from point A to point B, we
12 should be trying to incorporate alternate energy
13 sources like light rail or electricity, not
14 facilitating private automobiles.

15 The idea of funding this as a tollbooth
16 also is a violation of good planning. If you're
17 building a road to reduce congestion, the last thing
18 you should want to do is create congestion. And this
19 seems to be part of the plan with stop and go lights
20 and several tollbooths.

21 I will speak as a worker in Kane County.
22 I work at the Dundee Crown High School in

1 Carpentersville. I think we are one of five schools
2 that will be within sight of the bridge. If we're
3 in sight of the bridge we know that we are close
4 enough to be breathing fumes and accepting aerial
5 deposition of materials, and this has been well
6 documented as a threat to human health. And I find
7 it really irresponsible to be siting a road where
8 there are so many kids and employees that are there
9 for the entire school year.

10 I worry about the neighborhood. The
11 children right next to this bridge that live in that
12 neighborhood will be feeding into my school. I see
13 it as a violation of their quality of life. Oftentimes
14 road projects like this are sited in low income areas
15 where those people cannot defend themselves. And it
16 impacts their property value, impacts their stress
17 level. And I think that this is sited in an area
18 that takes advantage of disadvantaged people.

19 I will speak as a board member of Friends
20 of the Fox River. And I am concerned about the
21 water quality impact from this bridge. Normally on
22 a bridge when there's freezing conditions that's the

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1 first place where salt is applied. Salt running
2 from the bridge into the river is a serious impact
3 on water quality. It's an impact on the chemistry,
4 it's an impact on the aquatic life, but it's also a
5 human health -- a human safety issue as areas that
6 may be frozen over will be thawed out by that ice.
7 And somebody that's traveling on the road -- on the
8 river maybe could come into some thin ice without
9 warning.

10 So I haven't heard anything about how
11 you're going to manage stormwater that's running off
12 the road with all the emissions that are mixed in
13 with that. That should be carted far away from the
14 river and deposited nowhere in the riparian zone.
15 Where the bridge is sited is an area of very
16 sensitive hydrology. There are springs and fens in
17 the area, and excavation and construction would
18 disrupt that hydrology and the natural communities
19 that rely on that.

20 I am also concerned about the visual
21 pollution from this bridge. That stretch of river
22 between Algonquin Dam and Carpentersville Dam many

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1 people would consider a wilderness setting. It is
2 one of the few places in the river's urban corridor
3 where you can paddle and not see people. And putting
4 a bridge there would be a huge violation of that.
5 And that also is a quality of life issue.

6 So with all that said, I hope the necessary
7 ears will be receptive to this and will be able to
8 put all the foam boards away and pick a different
9 plan. Thank you.

10 * * * * *

11 MR. PETER ROPINSKI: Peter Ropinski,
12 R-o-p-i-n-s-k-i, 610 Wendt, W-e-n-d-t, East Dundee.

13 I am really against this proposal of the
14 bridge going up because it doesn't serve any purpose
15 whatsoever. If we go back forty, fifty, sixty years,
16 they knew this problem was there, and the problem
17 was supposed to be solved by other bridges. In
18 Elgin it was supposed to be the north bridge on the
19 north side of Elgin which was supposed to be built.
20 Twenty-five was supposed to continue on to carry
21 across the river there. County Line Road that starts
22 at Lake Michigan and runs along the counties of Lake

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1 and Cook and then continues in Kane and McHenry
2 should cross the river. And it continues on the other
3 side. The roads are there. All you need is a bridge.
4 It would serve County Line Road and Route 62.

5 If you continue Route 25 across the river,
6 you would avoid all the traffic that's in Algonquin and
7 avoid building the west bypass and any other bypasses.
8 You would eliminate this bridge here. These three
9 bridges cut off the east side -- wouldn't cut off
10 the east side from the west side. You need a third
11 bridge on that north side of Elgin because the
12 hospitals are all on the west side now. Starting
13 Christmas all the hospitals will be there and there
14 will be hardly any way to get in an emergency to a
15 hospital during the rush hour. That's what I want
16 to say about that.

17 * * * * *

18 MR. GARY SWICK: Gary Swick. I have some more
19 comments.

20 Based on my discussions that I have had
21 with engineers, one said they're claiming that they
22 understand how all this is designed. I am finding

1 gross ignorance about the design. I asked about the
2 median strip and why it is a mound instead of a
3 depression, and I was told it really is a depression;
4 it only looks like a mound. When I asked about the
5 kind of vegetation that's going to be in there it
6 depicts a tree, but they have to build it up for it
7 to be a tree which would not be conducive to the
8 depression. When I asked about putting native
9 vegetation in there the answer was oh, yeah, we're
10 going to do that. So this to me seems like one of
11 those things where they want to tell you what you
12 want to hear, and then when it actually gets
13 constructed it would not be as designed.

14 I asked about managing the stormwater. They
15 don't really know how they're going to manage the
16 stormwater. They're thinking about where they will
17 put detention basins. So based on the engineers'
18 ignorance of what they have so far, that makes me
19 really, really nervous that this is an ill-fated
20 project. Thank you.

21 * * * * *

22 MR. FRANK STONEHAM: My name is Frank F. Stoneham,

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1 S-t-o-n-e-h-a-m. I live at 318 Sedgewick,
2 S-e-d-g-e-w-i-c-k, Street in Carpentersville.

3 Bolz Bridge. You might want to call it
4 the pretty name, Longmeadow Parkway. Still a bridge.
5 I live on the east side. Far enough not to be
6 affected by any pollution coming from the cars from
7 the Bolz Bridge, but we have five schools in that
8 area, five schools that will be directly affected by
9 twenty-four seven traffic of cars and trucks. I am
10 concerned about the health and welfare of our children,
11 lower property values.

12 This bridge, once they build it the western
13 bypass will be built. That means that the majority
14 of cars will be coming from McHenry County. We should
15 not be building a bridge for McHenry County. They
16 have plans for a northern bypass bridge. The northern
17 bypass bridge would cost them over \$125 million. Well,
18 now that we got the Bolz Bridge on the agenda,
19 they're going to build a western bypass at a lot
20 cheaper price, and we're going to get hit with all
21 the traffic from McHenry County. There should be
22 another place for this bridge for Kane County. This

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1 Kane County bridge is being built for McHenry County
2 residents. And if our Kane County board members are
3 fiscal conservatives, they should be opposed to this
4 bridge.

5 * * * * *

6 MR. DON KELLER: Don Keller, 107 San Juan,
7 Carpentersville.

8 I have done my own personal study because
9 I live two blocks from the bridge, and I want to
10 know how it's going to affect my property values.
11 So I consulted with four realtors trying to get some
12 idea of how the prices -- what impact it's going to
13 have on the area. I am about three hundred yards
14 away from the bridge, and I am going to lose about
15 ten thousand dollars of home value. As you go closer
16 to the bridge it goes twenty thousand, twenty-five,
17 thirty all the way to forty-five thousand. On Bolz
18 Road at least minimum they're going to lose
19 forty-five thousand dollars. You cannot put a mega
20 structure with gravel trucks, semis and cement trucks
21 going all day and all night right in front of
22 somebody's house without them losing a third of

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1 their value.

2 Now, when you go to Silverstone you're
3 going to have these gravel trucks and their fumes
4 and the dust and the toxic diesel exhaust fumes that
5 are carcinogenic. It's all going to fall down on
6 that hole at Silverstone which is going to have a
7 devastating effect on their property values. The
8 first row of houses maybe thirty-five thousand
9 because they are farther away than Bolz Road; and
10 then it's going to go, you know, another hundred yards
11 maybe twenty thousand, then finally ten thousand as
12 you get farther out.

13 When you calculate the whole area of where
14 this bridge is going to go, Carpentersville and the
15 Spanish section and the Indian section, you figure
16 it's going to be about \$15 million lost property
17 values. Then as you go further across the river and
18 it's in Carpentersville and the Dundee area on the
19 west side where the houses are more expensive, there
20 you're going to lose maybe another fifteen or \$20
21 million property values. Same thing, domino effect.
22 Realtors told me the domino effect is -- you know,

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1 it's like a ground zero. It's the most expensive
2 houses closest to it, but as you even go out home
3 values are depreciated by the fact a lot of people
4 are selling, moving from the area. And it's lost
5 revenue and you will never get that money back.

6 That could end up taking about \$500,000 a
7 year, maybe \$1 million a year in lost taxes in the
8 area if you figure it out that way. So it's going
9 to have a devastating effect for my community. Kids
10 and people with breathing problems are going to have
11 to suffer all this diesel exhaust.

12 Gravel truck dust. I don't know what gravel
13 is when you break it all down, all the different
14 minerals and stuff, but that's going to get in your
15 lungs, get inside your house. It's going to be hard
16 to keep your house clean. And people with respiratory
17 problems with both diesel and the gravel dust are going
18 to suffer a lot in the area.

19 I think they're going to need to punch out
20 a house on Alameda so traffic flow can get to 25.
21 That's an expense they haven't thought of.

22 The traffic flow in that area gets all

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1 jammed up on Kings Road where there are school buses
2 and lot of high school traffic. At the intersection
3 of Kings Road and 25 there's a gas station, there's
4 a store and Tulsa Road. The way it's all configured
5 it's already a nasty intersection. And if they're
6 going to cut out our ability to go north on Bolz
7 Road and be able to turn left and right onto 25, all
8 that traffic is going to jam up. So they're going
9 to have to punch a hole out of 25, eliminate a house
10 and at least have a right turn just to take half the
11 pressure off. Or they might have to put in a whole
12 new intersection. But at least they're going to have
13 to have an opening where you can make a right turn
14 onto 25 before Kings Road and between Bolz Road and
15 Kings Road.

16 95% of the people I have talked to in the
17 area -- I had to do a survey in the area. 95% of
18 the people in that area did not ever hear about this
19 road. The first time they heard about it was I
20 mentioned it. So the realtors and -- Nobody has let
21 these people know they're buying into an area where
22 potentially they can lose so much of their property

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1 values. The areas in the Spanish section and Indian
2 section people are low middle class or middle class.
3 But if they lose twenty-five, ten, fifteen thousand
4 dollars, that might be all the money they have in
5 their life is what they have equity in their home,
6 and that's going to get devastated to the point of
7 \$30 million throughout the area. This is just too
8 horrible of an impact to have to deal with this
9 thing.

10 We really need to start building bridges
11 for just passenger traffic; no trucks, no semis.
12 Let them use 72, 62, 68, 25, 31, but keep them out
13 of neighborhoods. It's the gravel trucks, semis and
14 the cement trucks that are doing most of the damage
15 to the property values. You probably could cut it
16 to a third, maybe ten million in damages, if you
17 just eliminate all truck traffic, big trucks. But
18 those big trucks when they go into neighborhoods,
19 they devastate them.

20 * * * * *

21 MR. ROBERT SPERLAZZO: Robert Sperlazzo,
22 S-p-e-r-l-a-z-z-o, 609 Deer Hill Court,

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1 Carpentersville.

2 I was looking at the sales pitch. I am
3 not impressed. They didn't even spell Bolz Road
4 right, probably because they don't live here, those
5 that are working on this.

6 But some of my biggest frustrations are the
7 fact that once you give the government a revenue
8 source, it never goes away; it stays there forever.
9 Look how long we have had the interstate tollway that
10 was promised in 1958 that it would go away after one
11 year. And here we are fifty-one years later still
12 paying tolls; and they have increased, in fact. And
13 I don't expect a whole lot different from this.
14 They're just starting higher here.

15 And we don't need a superhighway, we don't
16 need a tollway. A local bridge would be just fine.
17 And I think maybe it's misplaced. I would think
18 Lake Marion would be a better place for it. But I
19 am not in favor of this plan whatsoever.

20 * * * * *

21 MR. JOE UEHLEIN: Joe Uehlein, U-e-h-l-e-i-n,
22 266 Deerpath Lane, unincorporated Carpentersville,

1 Lake Marion.

2 The area of which that I am concerned with
3 is to ensure that proper drainage is annotated so
4 that the people in the Silverstone Unit Condo
5 Association aren't affected with water runoff and
6 snow drainage that would affect their living status.
7 Thank you.

8 * * * * *

9 MS. MARGARET SCALFARO: Margaret, M-a-r-g-a-r-e-t,
10 Scalfaro, S-c-a-l-f-a-r-o, 975 Chippewa,
11 C-h-i-p-p-e-w-a, Circle, Carpentersville, 60110.

12 I would like to make a statement in
13 opposition to this project. On many accounts it is
14 not good for County Board District 24. It's a
15 residential area. And putting a highway like this
16 through it is bad for our community. There are
17 environmental issues that haven't been addressed,
18 and to a large extent the people who live in County
19 Board District 24 are vehemently opposed to this
20 project.

21 The funding issue is very troublesome. The
22 project doesn't lend itself to a toll bridge at all.

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1 The people who live in the area aren't going to use it.
2 And you have got state highways in close proximity
3 to cross the river. And I seriously doubt that the
4 tolls are going to come anywhere near covering the
5 cost.

6 The cost has been estimated a lot lower than
7 what the actual numbers are showing. And also the
8 debt service has not been included in there which is
9 an enormous amount of money. And also the maintenance
10 hasn't been included. So it's very unrealistic to
11 expect tolls to pay for this. And that means that
12 taxpayers of Kane County and Carpentersville are
13 going to be -- are picking up a huge amount of the
14 cost of the bridge which is really harmful to our
15 residential area.

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) SS.
2 COUNTY OF C O O K)

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I, MARLANE K. MARSHALL, C.S.R., a
Notary Public duly qualified and commissioned for
the State of Illinois, County of Cook, do hereby
certify that I reported in shorthand the proceedings
had at the hearing of the above-entitled cause, and
that the foregoing transcript is a true, correct,
and complete report of the entire comments so taken
at the time and place hereinabove set forth.


MARLANE K. MARSHALL
Notary Public
CSR License #084-001134

My commission expires:
March 13, 2012.



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<p>13:22, 19:18, 22:11 places [1] - 10:2 plan [4] - 4:19, 7:19, 10:9, 19:19 planned [1] - 6:6 planners [1] - 6:17 planning [3] - 6:16, 7:5, 7:16 Planning [1] - 6:18 plans [1] - 13:16 point [3] - 7:11, 18:6 pollution [2] - 9:21, 13:6 position [1] - 3:10 positive [1] - 3:15 possible [3] - 2:7, 2:21, 3:1 potentially [1] - 17:22 president [1] - 3:5 pressure [1] - 17:11 pretty [1] - 13:4 price [2] - 4:11, 13:20 prices [1] - 14:12 private [1] - 7:14 problem [2] - 10:16 problems [3] - 5:4, 16:10, 16:17 PROCEEDINGS [1] - 1:8 proceedings [1] - 22:7 production [1] - 7:9 project [3] - 2:6, 2:14, 2:21, 5:16, 12:20, 20:13, 20:20, 20:22 projections [1] - 2:10 projects [1] - 8:14 promised [1] - 19:10 proper [1] - 20:3 property [10] - 6:5, 6:7, 8:16, 13:11, 14:10, 15:7, 15:16, 15:21, 17:22, 18:15 proposal [2] - 3:10, 10:13 proposed [4] - 3:14, 4:5, 5:21, 6:9 proximity [1] - 21:2 Public [4] - 1:3, 1:11, 22:5, 22:14 PUBLIC [1] - 1:5 punch [2] - 16:19, 17:9 purpose [1] - 10:14 put [4] - 10:8, 12:17, 14:19, 17:11</p>	<p>putting [3] - 10:3, 12:8, 20:15</p> <p style="text-align: center;">Q</p> <p>qualified [2] - 1:11, 22:5 quality [4] - 8:13, 8:21, 9:3, 10:5</p> <p style="text-align: center;">R</p> <p>rall [1] - 7:13 Randall [1] - 1:8 rapidly [1] - 2:7 rather [1] - 2:16 RE [1] - 1:2 read [1] - 2:10 real [1] - 5:9 realized [1] - 7:9 realizing [1] - 7:8 really [3] - 8:7, 10:13, 12:3, 12:15, 12:19, 18:10, 21:14 realm [1] - 4:12 realtors [2] - 14:11, 17:20 Realtors [1] - 15:22 reason [1] - 5:16 reasonability [1] - 4:13 receptive [1] - 10:7 recommend [1] - 2:6 recommendation [1] - 2:20 reconsider [1] - 3:9 record [1] - 3:18 reduce [2] - 7:5, 7:17 referendum [2] - 6:8, 6:9 referendums [1] - 6:2 region [1] - 3:12 rely [2] - 5:22, 9:19 report [1] - 22:10 reported [1] - 22:7 research [1] - 3:8 researched [1] - 4:4 resent [1] - 5:2 reside [1] - 5:13 residence [1] - 2:2 resident [2] - 3:16, 5:2 residential [2] - 20:15, 21:15 residents [4] - 3:22, 5:5, 5:7, 14:2 residents' [1] - 5:5</p>	<p>resources [1] - 7:3 respiratory [1] - 16:16 revenue [2] - 16:5, 19:7 revenues [1] - 4:14 riparian [1] - 9:14 River [2] - 4:18, 8:20 river [10] - 7:1, 9:2, 9:8, 9:14, 9:21, 10:21, 11:2, 11:5, 15:17, 21:3 river's [1] - 10:2 road [9] - 2:12, 2:22, 6:12, 7:17, 8:7, 8:14, 9:7, 9:12, 17:19 Road [14] - 1:9, 3:5, 10:21, 11:4, 14:18, 15:9, 17:1, 17:3, 17:4, 17:7, 17:14, 17:15, 19:3 roads [3] - 6:22, 11:3 ROBERT [1] - 18:21 Robert [1] - 18:21 ROPINSKI [2] - 10:11, 10:12 Ropinski [1] - 10:11 Route [2] - 11:4, 11:5 row [1] - 15:8 running [2] - 9:1, 9:11 runoff [1] - 20:5 runs [1] - 10:22 rush [1] - 11:15</p> <p style="text-align: center;">S</p> <p>S-t-o-n-e-h-a-m [1] - 13:1 S-w-l-c-k [1] - 5:12 safety [1] - 9:5 sales [1] - 19:2 salt [1] - 9:1 Salt [1] - 9:1 San [1] - 14:6 SCALFARO [2] - 20:9, 20:10 Scalfaro [1] - 20:10 School [2] - 6:14, 7:22 school [4] - 8:9, 8:12, 17:1, 17:2 schools [3] - 8:1, 13:7, 13:8 science [1] - 6:14 section [4] - 15:15, 18:1, 18:2 Sedgewick [1] - 13:1 SEDGEWICK [1] -</p>	<p>13:2 see [2] - 8:12, 10:3 sell [1] - 5:10 selling [1] - 16:4 semis [3] - 14:20, 18:11, 18:13 sensitive [1] - 9:16 serious [1] - 9:2 seriously [1] - 21:3 serve [2] - 10:14, 11:4 service [1] - 21:8 servicing [1] - 5:18 set [1] - 22:11 setting [1] - 10:1 seven [1] - 13:9 several [3] - 5:14, 6:17, 7:20 shoppers [1] - 4:7 short [1] - 4:20 shorthand [1] - 22:7 showing [1] - 21:7 side [3] - 10:19, 11:3, 11:9, 11:10, 11:11, 11:12, 13:5, 15:19 sight [2] - 8:2, 8:3 Silverstone [3] - 15:2, 15:6, 20:4 sited [3] - 8:14, 8:17, 9:15 siting [1] - 8:7 sixty [1] - 10:15 small [1] - 5:19 snow [1] - 20:6 solved [1] - 10:17 soon [2] - 2:21, 2:22 source [1] - 19:8 sources [1] - 7:13 space [2] - 6:1, 6:10 spaces [2] - 6:4 Spanish [2] - 15:15, 18:1 specific [2] - 3:10, 3:22 spell [1] - 19:3 SPERLAZZO [2] - 18:21, 18:22 Sperlazzo [1] - 18:21 springs [1] - 9:16 SS [1] - 22:1 start [1] - 18:10 Starting [1] - 11:12 starting [1] - 19:14 starts [1] - 10:21 state [2] - 3:18, 21:2 State [2] - 1:12, 22:6 STATE [1] - 22:1 statement [1] - 20:12 station [1] - 17:3</p>	<p>status [1] - 20:6 stays [1] - 19:8 Still [1] - 13:4 still [1] - 19:11 STONEHAM [1] - 12:22 Stoneham [1] - 12:22 stop [2] - 6:20, 7:19 store [1] - 17:4 stomwater [3] - 9:11, 12:14, 12:16 Street [1] - 13:2 stress [1] - 8:16 stretch [1] - 9:21 stringing [1] - 6:20 strip [1] - 12:2 strongly [2] - 2:6, 2:14 structure [1] - 14:20 students [1] - 6:19 study [3] - 3:21, 4:2, 14:8 stuff [1] - 16:14 substantially [1] - 2:17 suffer [2] - 16:11, 16:18 superhighway [1] - 19:15 support [4] - 2:13, 2:15, 4:9, 4:15 supportive [1] - 2:6 supposed [4] - 10:17, 10:18, 10:19, 10:20 survey [1] - 17:17 SWICK [2] - 5:12, 11:18 Swick [2] - 5:12, 11:18 system [1] - 2:13</p> <p style="text-align: center;">T</p> <p>tax [1] - 5:22 taxes [2] - 5:9, 16:7 taxpayer [3] - 2:16, 4:9, 5:15 taxpayers [2] - 4:16, 21:12 teach [1] - 6:13 teacher [2] - 6:13, 7:7 ten [4] - 14:15, 15:11, 18:3, 18:16 term [1] - 2:17 thawed [1] - 9:6 THE [1] - 1:2</p>
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<p>themselves [1] - 8:15 thin [1] - 9:8 thinking [1] - 12:16 third [3] - 11:10, 14:22, 18:16 thirty [2] - 14:17, 15:8 thirty-five [1] - 15:8 thoroughly [1] - 4:4 thousand [8] - 14:15, 14:16, 14:17, 14:19, 15:8, 15:11, 18:3 threat [1] - 8:6 three [2] - 11:8, 14:13 throughout [1] - 18:7 ties [1] - 7:3 toll [5] - 2:13, 3:20, 4:11, 4:14, 20:22 tollbooth [1] - 7:15 tollbooths [1] - 7:20 tollroad [1] - 5:21 tolls [3] - 19:12, 21:4, 21:11 tollway [2] - 19:9, 19:16 toxic [1] - 15:4 traffic [11] - 4:6, 7:4, 11:6, 13:9, 13:21, 16:20, 16:22, 17:2, 17:8, 18:11, 18:17 transcript [1] - 22:9 transportation [1] - 7:10 travel [1] - 4:12 traveling [1] - 9:7 tree [2] - 12:6, 12:7 troublesome [1] - 20:21 truck [3] - 4:6, 16:12, 18:17 trucks [5] - 13:9, 14:20, 15:3, 18:11, 18:13, 18:14, 18:17, 18:18 true [1] - 22:9 trying [2] - 7:12, 14:11 Tulsa [1] - 17:4 turn [3] - 17:7, 17:10, 17:13 Twenty [1] - 10:20 twenty [5] - 13:9, 14:16, 15:11, 18:3 twenty-five [2] - 14:16, 18:3 Twenty-five [1] - 10:20 twenty-four [1] -</p>	<p>13:9 two [6] - 2:16, 2:18, 3:18, 5:9, 6:1, 14:9</p>	<p>17:11, 19:13 wilderness [1] - 10:1 willing [1] - 3:9 worker [1] - 7:21 worry [1] - 8:10</p>
	<p style="text-align: center;">U</p> <p>UEHLEIN [2] - 19:21 Uehlein [1] - 19:21 unincorporated [1] - 19:22 Unit [1] - 20:4 units [1] - 6:15 unrealistic [1] - 21:10 up [7] - 7:3, 10:14, 12:6, 16:6, 17:1, 17:8, 21:13 urban [1] - 10:2 usage [1] - 4:12</p>	<p style="text-align: center;">Y</p> <p>yards [2] - 14:13, 15:10 year [5] - 6:16, 8:9, 16:7, 19:11 years [4] - 3:13, 5:9, 10:15, 19:11</p>
<p style="text-align: center;">V</p> <p>Valley's [1] - 4:2 valuable [2] - 6:3, 6:10 value [3] - 8:16, 14:15, 15:1 values [8] - 13:11, 14:10, 15:7, 15:17, 15:21, 16:3, 18:1, 18:15 vegetation [2] - 12:5, 12:9 vehemently [1] - 20:19 village [1] - 3:4 Village [1] - 3:16 violation [5] - 6:9, 7:2, 7:16, 8:13, 10:4 visual [1] - 9:20 voted [1] - 6:8</p>	<p style="text-align: center;">Z</p> <p>zero [1] - 16:1 zone [1] - 9:14</p>	
<p style="text-align: center;">W</p> <p>warning [1] - 9:9 water [3] - 8:21, 9:3, 20:5 welfare [1] - 13:10 Wendt [1] - 10:12 WENDT [1] - 10:12 West [1] - 1:9 west [4] - 11:7, 11:10, 11:12, 15:19 western [2] - 13:12, 13:19 whatsoever [2] - 10:15, 19:19 whole [3] - 15:13,</p>		

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**LONGMEADOW PARKWAY IN KANE COUNTY
HUNTLEY ROAD TO ILLINOIS ROUTE 62**

Kane Co



Division of Transportation

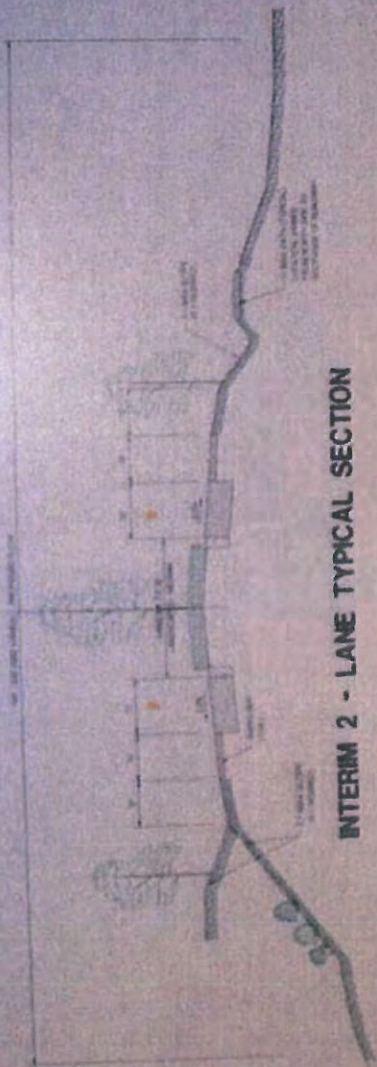
**LONGMEADOW PARKWAY IN KANE COUNTY
HUNTLEY ROAD TO ILLINOIS ROUTE 62**



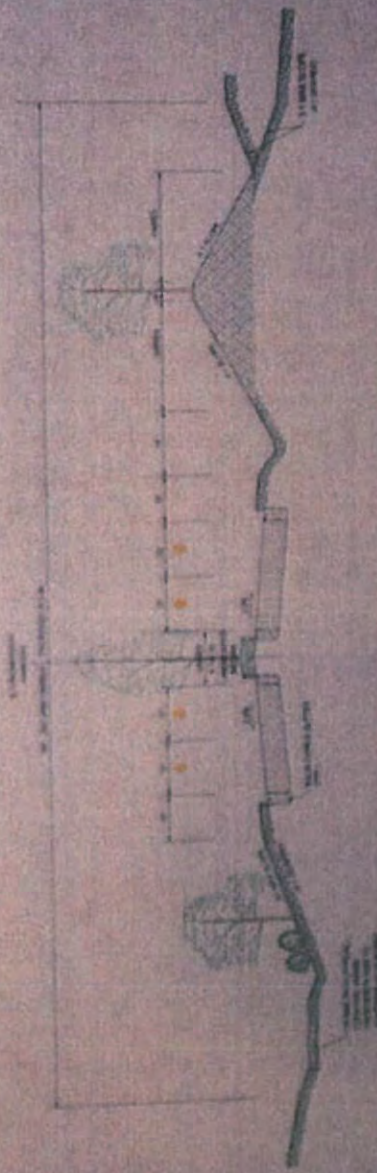
LONGMEADOW PARKWAY FOX RIVER BRIDGE



TYPICAL CROSS SECTION
FULL BUILD OUT - 4 LANE BRIDGE

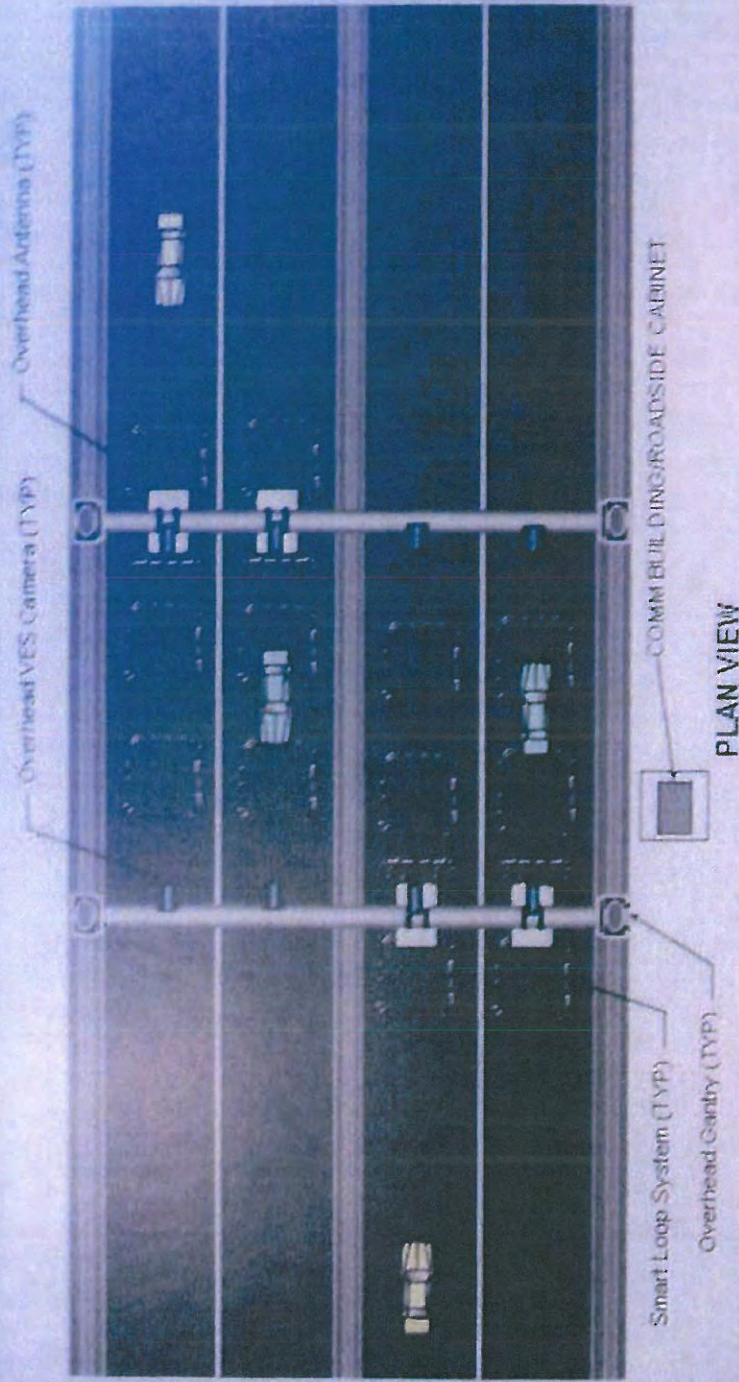


INTERIM 2 - LANE TYPICAL SECTION



FULL BUILDOUT 4 - LANE TYPICAL SECTION

Proposed Toll Collection System



This exhibit depicts the proposed all-electronic toll collection facility shown on the ultimate 4-lane cross-section. Initial construction of a 2-lane cross-section is recommended based upon traffic projections.

Longmeadow Parkway Fox River Bridge Corridor

Public Hearing - Tolling Alternative
Randall Oaks
March 26, 2009

Purpose of the Public Hearing

- To obtain public comment regarding potential environmental issues as a result of operating a toll facility located on the Longmeadow Parkway Bridge Corridor
- Provide an update on Longmeadow Parkway Bridge Corridor activities

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Project History

- 1990 - Fox River Bridge Advisory Committee formed to comprehensively study over twenty (20) potential new bridge crossings of the Fox River
- 1991 - ISTEA (Federal Transportation Bill) funded bridge study to evaluate the potential Fox River bridge crossings; nine (9) were selected to be evaluated by completing an Environmental Impact Statement (EIS)
- 2002 - EIS resulted in three (3) new Fox River Bridge Corridors
 - Longmeadow Parkway, Stearns and IL 56/Oak received approval from Federal Highway Administration (FHWA)
 - FHWA's Record of Decision concluded that these 3 best addressed the purpose and need, posed the least impacts to the natural and human environment, and were eligible for Federal Highway funding

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Project Proposal Description

- Bridge crossing of Fox River
- Corridor ~ 5.6 miles in length from Huntley Road to IL62



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Project Location



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Project Status

- Initial corridor studies and EIS completed for a cost of ~\$4.7 million
- Kane County finalizing Phase I Engineering
- Design approval expected in late 2009
- Acquiring Right-of-way (ROW) with a focus on acquisitions between existing Longmeadow Parkway and IL 25

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Project Purpose

- To enhance the Upper Fox Valley transportation network by reducing congestion and providing alternative and more direct routes to serve existing land use through efficient access to central business districts, employment and commercial centers

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Project Need

- No new Fox River bridges in Upper Fox Valley since the I-90 tollway extension in 1950's
- Population on the west side of the Fox River has increased ten fold since the 1980's
- Population increase continues to congest the only three regional bridge crossings over the Fox River: I-90, IL 72, and IL 62
- Carpentersville Main Street bridge carries regional traffic through neighborhoods with impacts on the east side of the Fox River

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If Funding was Available

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



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Funding Needs

- Remaining unfunded items: Phase II Eng., ROW, Construction and Construction Eng.
- Transportation funding is very limited and competitive
- Due to the limited availability of Federal, State and Local funds, toll bridge facilities are becoming a means to build new bridges

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Project Funding Status

- ~\$7.5 million has been spent to date for traffic studies, environmental studies and engineering
- ~\$9 million in land acquisition (ROW) underway
- All existing federal funds will be exhausted in 2010
- Additional funding will be crucial to move forward

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Funding Challenge

- Limited funding sources are available to construct bridges of the size and complexity needed to cross the Fox River
- At a cost of \$66 million or more, constructing a bridge in the Upper Fox Valley will require significant Federal, State and local funds
- However, Federal and State funding of this magnitude is generally not available
- Toll Bridges, in combination with Federal and State funding, are a possible local solution for funding Fox River bridges

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Enabling Legislation

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

Authorizes, among other things, counties to construct, repair, maintain, and operate a toll 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.

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Community Support

- Municipalities in the Upper Fox Valley region have supported the Longmeadow Parkway bridge corridor during the past decade by cooperative planning, acquiring right-of-way, and constructing segments of the corridor
- More recently, these local governments have asked the County of Kane to evaluate the statutory authority to issue toll revenue bonds in order to fund the construction of this bridge in a timely manner

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Community Support

- The following local governments have passed resolutions requesting the County of Kane consider a toll bridge as a funding option for the Longmeadow Parkway Bridge Corridor over the Fox River:

Village of Algonquin	Village of Huntley
Village of Barrington Hills	Village of Lake in the Hills
Village of Carpentersville	Village of Sleepy Hollow
Village of East Dundee	Village of West Dundee
Village of Gilberts	McHenry County
Village of Hampshire	

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Previous Public Input

- A public informational meeting was held on May 24, 2007 for the purpose of receiving public comment regarding the toll funding concept for the bridge
- The vast majority of the comments received encouraged the support and need for the bridge corridor, and encouraged public officials to address traffic demands and congestion
- The user fee system (ie. Tolls) also provides a funding mechanism for those residents who reside outside of Kane County to help pay for the bridge

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Feasibility Study

- County conducted a Feasibility Study (currently in draft form) to determine the potential of toll financing
- Additional information on draft Feasibility Study: www.co.kane.il.us/dot/Fox_River_Bridges/longmeadowtf.asp
- The Draft Feasibility Study will be finalized after the Public Hearing

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Overview of Feasibility Study

- Data Collection
- Corridor Growth Analysis
- Travel Demand Modeling
- Traffic and Revenue Analysis
- Toll Collection System/Operations Analysis
- Capital and Operating Cost Estimates
- Preliminary Financing Plan

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Toll Collection Methods - 2 Options

- **I-PASS / Video Tolling (Recommended)**
 - Toll collected primarily through the use of I-PASS
 - Options available for video tolling for users without I-PASS
- **I-PASS / Cash**
 - Toll collected primarily through the use of I-PASS
 - Cash collection for users without I-PASS

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Proposed Toll Collection System

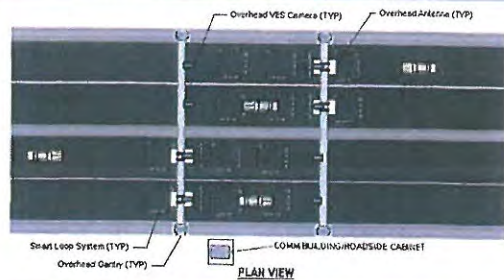
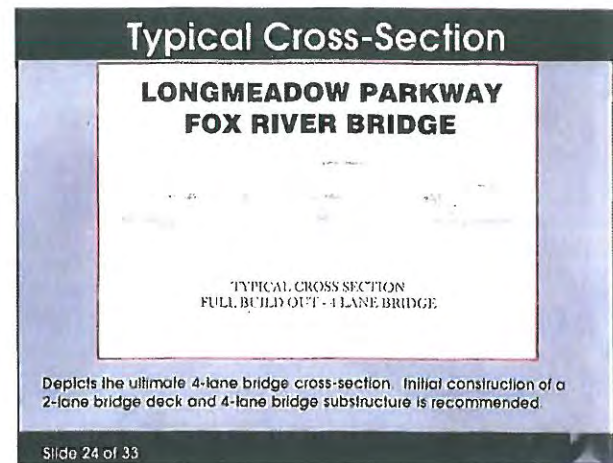
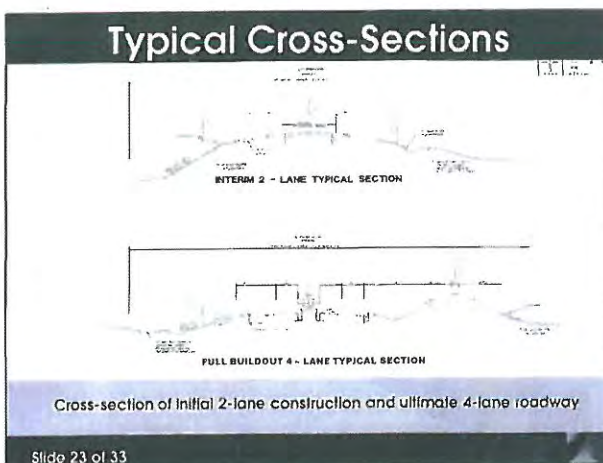
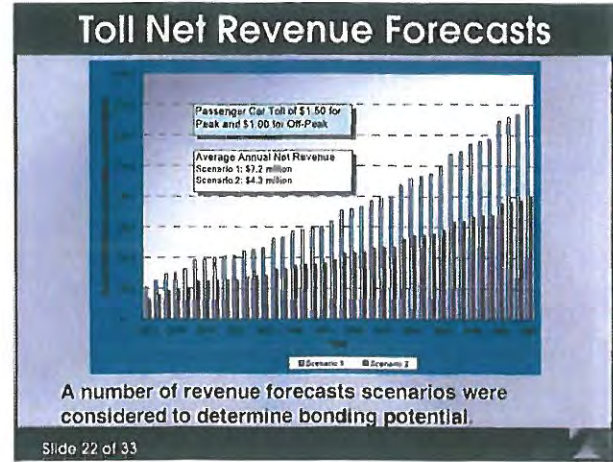
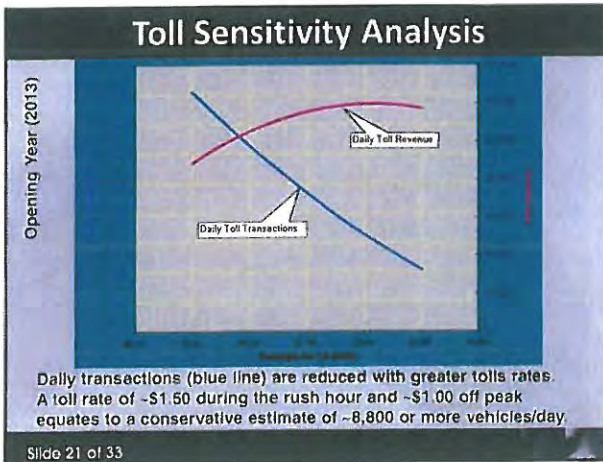


Exhibit depicts proposed all-electronic toll collection system. Initial construction of a 2-lane cross-section is recommended based upon traffic projections.

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Recommendations

- Initial 2-lane roadway section (one lane in each direction) for the entire corridor with a 4-lane bridge substructure to minimize the initial costs
- Maximum \$1.50 passenger car toll for peak periods and \$1.00 for off-peak periods (toll rate could be reduced with additional outside funding)
- Utilize the General Obligation Alternate Bonds for proceeds of \$70 million to \$75 million
- Toll facility remains until the initial construction bonds are fully repaid and future widening / maintenance endowment funds are established
- Seek additional Federal and State funds

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Environmental

- Final Environmental Impact Statement (FEIS) was approved in 2002
- The Federal Highway Administration has requested that a Technical Memorandum be prepared that evaluates potential environmental issues based upon a toll facility

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Environmental

- FEIS environmental issues not impacted by toll facility
 - Socioeconomic
 - Agriculture
 - Special lands
 - Cultural resources
 - Geology
 - Water quality and water resources

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Environmental

- FEIS environmental issues not impacted by toll facility (continued)
 - Wetlands
 - Biology
 - Air quality
 - Special waste
 - Visual resources
 - Utilities
 - Section 4(f) properties

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Environmental

- FEIS environmental issues potentially affected by toll facility

Transportation

- Tolling scenario will reduce traffic on Longmeadow Parkway bridge
- Traffic benefit is still achieved on existing river crossings in the region under the tolling scenario

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Environmental

- FEIS environmental issues potentially affected by toll facility (continued)

Noise

- Areas were identified and studied in FEIS and Phase I Engineering
- Findings show that lower noise levels will be achieved with a toll facility
- Noise abatement not required

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Environmental Conclusion

Environmental re-evaluation of FEIS as a result of constructing and operating a toll facility located on the Longmeadow Parkway Bridge Corridor :

- No alteration to the findings of the FEIS
- Toll facility meets the Purpose and Need for the improvement

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Project Next Steps

- Submit the Final Technical Memorandum and public meeting comments to the FHWA for concurrence
- Continue ROW Acquisition
- Consideration of financing alternatives and secure additional Federal, State and local funds
- Execute Letter of Intent and Letter of Understanding with Illinois Tollway for I-Pass use
- Complete Phase I Engineering

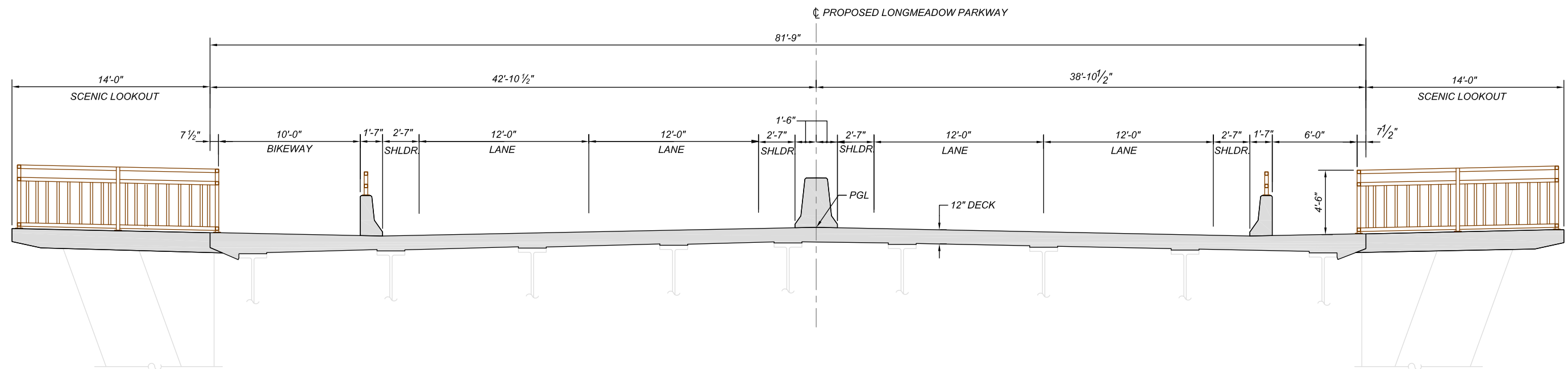
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Public Comments

- Thank you for attending the public hearing regarding potential environmental issues as a result of operating a toll facility located on the Longmeadow Parkway Bridge Corridor
- Please use the comment sheets or see the court reporter to submit comments
- Comments may also be sent by mail to Kane County DOT until Friday, April 17, 2009
- County staff and consultants available by exhibits

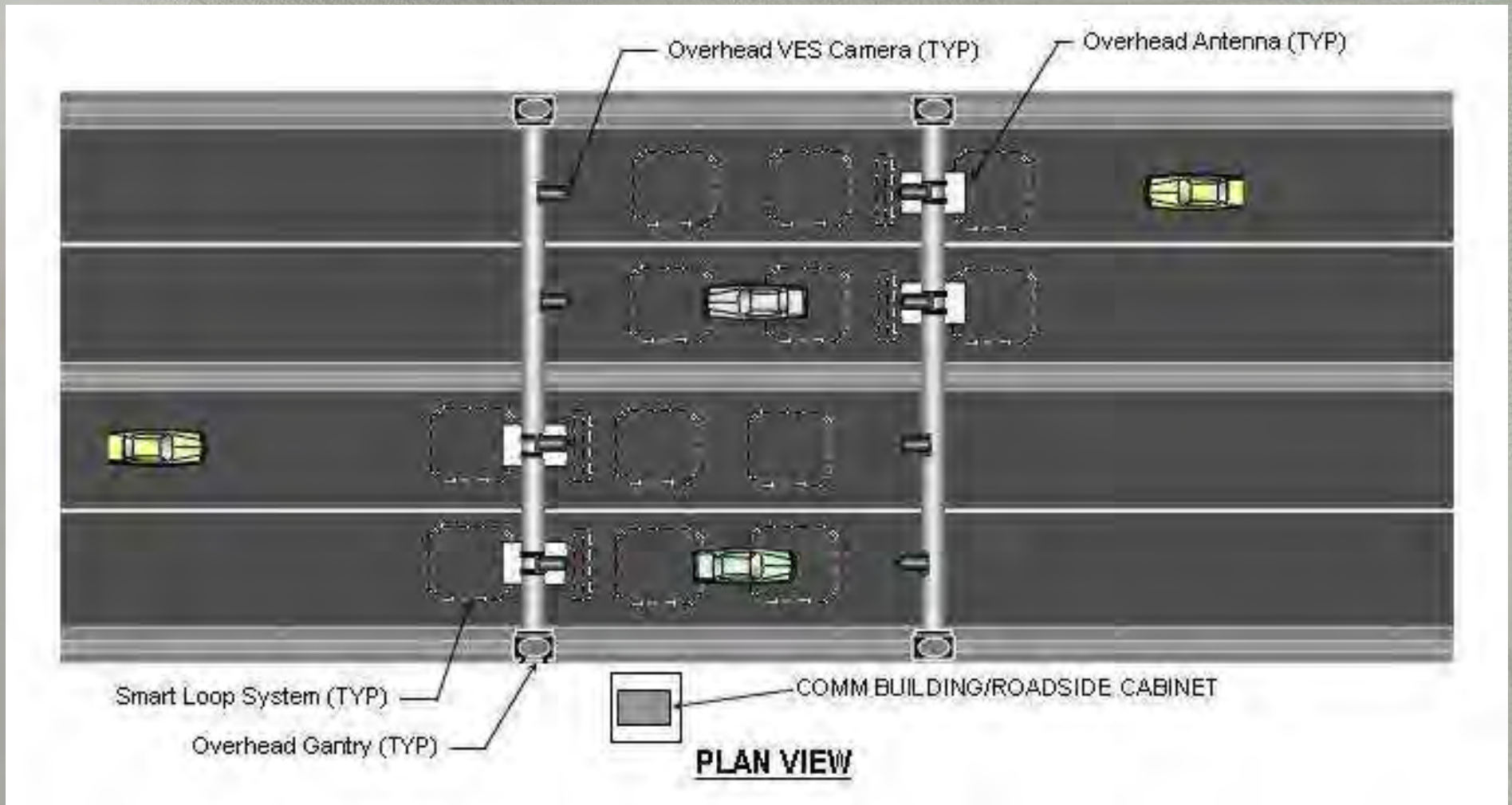
Slide 33 of 33

LONGMEADOW PARKWAY FOX RIVER BRIDGE

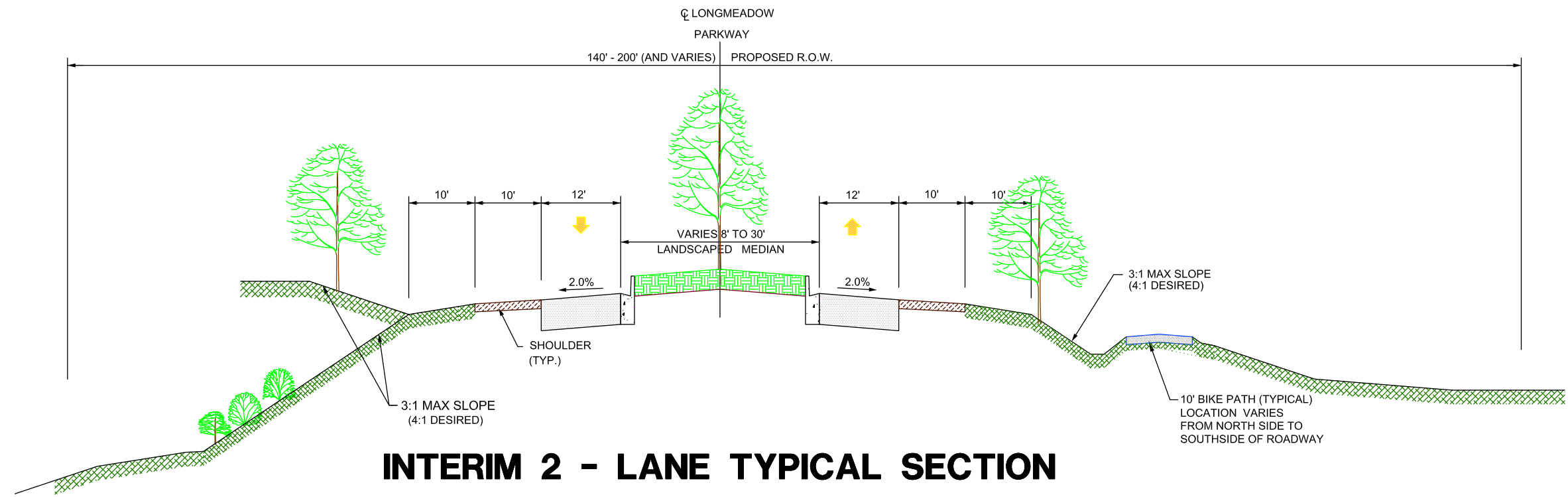


TYPICAL CROSS SECTION
FULL BUILD OUT - 4 LANE BRIDGE

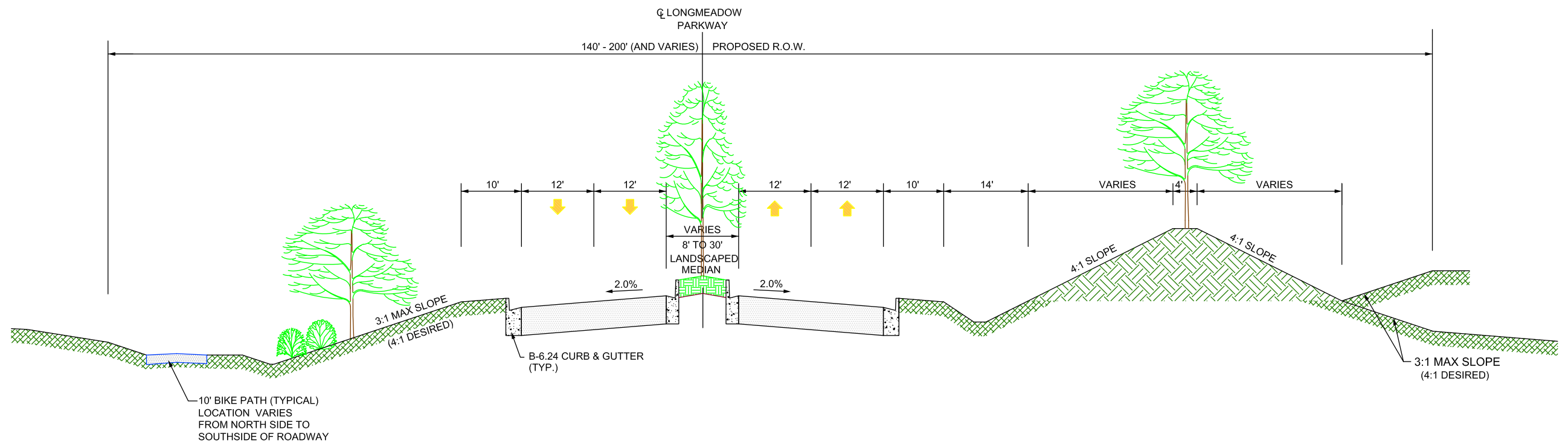
Proposed Toll Collection System



This exhibit depicts the proposed all-electronic toll collection facility shown on the ultimate 4-lane cross-section. Initial construction of a 2-lane cross-section is recommended based upon traffic projections.



INTERIM 2 - LANE TYPICAL SECTION



FULL BUILDOUT 4 - LANE TYPICAL SECTION

**LONGMEADOW PARKWAY
DESIGN REPORT**

APPENDIX A – Coordination

1. Hickory Hills Park Intergovernmental Agreement – June 6, 2000
2. Email summarizing status of geometric approval to date – March 31, 2004
3. FHWA/IDOT Coordination Meeting Minutes – August 9, 2005
4. McHenry County Division of Transportation – June 4, 2007
5. Village of West Dundee – June 19, 2007
6. FHWA/IDOT Coordination Meeting Minutes – January 8, 2008
7. FHWA/IDOT Coordination Meeting Minutes – September 9, 2008
8. FHWA/IDOT Coordination Meeting Minutes – October 16, 2008
9. Village of Carpentersville – April 29, 2009
10. Kane County – April 29, 2009
11. FHWA/IDOT Coordination Meeting Minutes – May 12, 2009
12. Supplemental EIS not required – September 3, 2009
13. US Department of Transportation-Federal Highway Administration – November 20, 2009
14. FHWA/IDOT Coordination Meeting Minutes – January 7, 2010
15. FHWA/IDOT Coordination Meeting Minutes – January 26, 2010
16. FHWA/IDOT Coordination Meeting Minutes – March 9, 2010
17. IDOT Meeting Minutes – September 9, 2011
18. Congress of the United States House of Representatives – November 10, 2011
19. FHWA/IDOT Coordination Meeting Minutes – July 10, 2012
20. IDOT Geometrics Approval Letter – July 10, 2012
21. Bicycle Coordination – April 2, 2012
22. Prelim. Bridge Design & Hydraulic Report Conditional Approval - September 25, 2013
23. FHWA/IDOT Coordination Meeting Minutes – October 08, 2013
24. IDOT Location Drainage Study Approval – October 21, 2013

**INTERGOVERNMENTAL AGREEMENT
BETWEEN THE COUNTY OF KANE
AND THE DUNDEE TOWNSHIP PARK DISTRICT**

This Agreement, entered into this 21st day of June 2000, by and between the County of Kane, a body corporate and politic of the State of Illinois (hereinafter "County"), and the Dundee Township Park District, a municipal corporation of the State of Illinois (hereinafter "Park District").

WITNESSETH:

WHEREAS, the County and the Park District are public agencies within the meaning of the Illinois Intergovernmental Cooperation Act, as provided in Illinois Compiled Statutes, 5 ILCS 220/1 *et. seq.*; and are units of local government within the meaning of the Constitution of Illinois, 1970, Article VII, Section 10; and,

WHEREAS, the Park District owns certain real estate used as park facilities in the Township of Dundee, County of Kane, State of Illinois and in particular a public park facility referred to as "Hickory Hills Park"; and,

WHEREAS, the County has been studying several proposed highway alignments for the purpose of constructing a bridge across the Fox River in or near Bolz Road and Longmeadow Parkway in Dundee Township.

WHEREAS, depending upon alignment approval, the County may in the future desire to acquire a highway right of way corridor for the purpose of constructing a highway from the intersection of Illinois Route 31 and Longmeadow Parkway to Illinois Route 62 in or near the Villages of Carpentersville and Barrington Hills, Illinois. One of the several of the aforesaid proposed highway alignments is across property owned by the Park District; namely the Hickory Hills Park.

WHEREAS, the Park District desires to plan for the future development and use of Hickory Hills Park for the benefit of the citizens of Dundee Township.

WHEREAS, the County and the Park District desire to co-operate amongst themselves in order to facilitate their respective statutory responsibilities and duties.

NOW, THEREFORE, in consideration of the foregoing preambles, the mutual covenants contained herein and for good and valuable consideration, the sufficiency of which is agreed to by the parties hereto, both the County and the Park District covenant, agree and bind themselves as follows, to wit:

1. As consideration for the approval and execution of this Agreement by the Park District, the County shall pay to the Park District the sum of twenty five thousand dollars (\$25,000.00) within ninety (90) days of approval of this Agreement by the County and execution hereof by the Chairman of the Kane County Board. Approval of this Agreement by the Kane County Board is contingent upon the County receiving, a Park District Board approved, fully executed, duplicate original of this Agreement.
2. The County agrees to study the feasibility of the several proposed highway alignments including that part of the proposed highway alignment as set forth in Exhibit "A" which is attached hereto and incorporated herein. The part of the proposed highway alignment as set forth in Exhibit "A" is hereinafter referred to as "Longmeadow Parkway Extended".
3. The County and the Park District acknowledge that Longmeadow Parkway Extended is proposed to go through Hickory Hills Park. The extent of the proposed impact of Longmeadow Parkway Extended on Hickory Hills Park is highlighted in yellow and further described in Exhibit "B" which is attached hereto and incorporated herein.
4. The County and the Park District acknowledge and agree that in the event that the alignment referred to as Longmeadow Parkway Extended as described herein in Exhibit "A" is approved by the Illinois Department of Transportation (hereinafter "IDOT") and/or the Federal Highway Administration (hereinafter "FHA") then the County may seek to acquire from the Park District that portion of Hickory Hills Park as highlighted in yellow and as further described in Exhibit "B". The property highlighted in yellow in Exhibit "B" is hereinafter sometimes referred to as the "Right of Way".
5. If Longmeadow Parkway Extended is approved by IDOT or the FHA, then within sixty (60) days of receipt of a written request from the County requesting the conveyance of the Right of Way, the Park District shall convey or cause to be conveyed to the County the Right of Way on the terms and conditions as set forth herein below. In the event that the County does not submit a written request to the Park District seeking acquisition of the Right of Way by January 1, 2005, then this Agreement shall terminate and be of no further force and effect. This Agreement and the rights, duties and obligations contained herein is contingent upon approval thereof by the Illinois Department of Natural Resources (hereinafter referred to as the "IDNR") and/or the National Park Service (hereinafter referred to as the "NPS"). The County shall be solely responsible for fulfilling and funding any and all requirements that may be imposed on the Park District by the IDNR and/or NPS as a direct result of the Park District's fulfilling its obligations under this Agreement. In the event that the IDNR and or NPS does not approve this Agreement, then this Agreement shall be null and void and of no further force and effect. However, in order to obtain IDNR or NPS approval hereof, both the County and the Park District agree to make any reasonable amendment hereto at the request of the IDNR or the NPS that does not materially effect the rights duties and obligations of either party.

6. As consideration for the Right of Way, the County agrees to replace the Right of Way on a three-acre to one-acre basis. The general location of some of the property utilized to replace the Right of Way is highlighted in orange on page 1 of Exhibit "C" and is further legally described on pages 2 through 6 of Exhibit "C" which is attached hereto and incorporated herein and which property is hereinafter referred to as the "Replacement Property".
7. The County shall, as consideration for the conveyance of the Right Way, also convey to the Park District a ten-acre site for park purposes. The general location of said ten-acre site (hereinafter "Park Site") is highlighted in orange on page 1 of Exhibit "D" and is further legally described on page 2 of Exhibit "D", which is attached hereto and incorporated herein. The Park Site shall, at a minimum, be suitable for the construction of and utilization by the Park District as soccer and baseball fields. In conjunction with the development of the Park Site, the County shall construct or cause to be constructed at the sole cost of the County an access road to the Park Site from either Longmeadow Parkway or Illinois State Route 31. The location and the design of said access road shall be at the sole discretion of the Kane County Engineer with the advice of the Park District. Said access road shall be constructed at a minimum in conformance with IDOT's Standard Specifications for Road and Bridge Construction as may be from time to time amended.
8. This Agreement and the conveyance of the Replacement Property from the County to the District as contemplated herein is contingent upon the County causing, and the Replacement Property passing, a complete environmental assessment. The environmental assessment shall be conducted at the sole cost of the County and a copy of said assessment shall be provided to the Park District at least five days prior to closing. In the event that the Replacement Property fails the above described environmental assessment, the County may at its sole option, take measures that are calculated to remediate any environmental hazards revealed by the above described environmental assessment. At the conclusion of said remediation, if the Replacement Property passes a second environmental assessment then this Agreement shall remain in full force and effect.
9. The Replacement Property shall have an appraised value equal to or greater than the appraised value of the Right of Way.
10. Subject to its passing an environmental assessment, the County and the Park District agree that the Replacement Property and the Park Site is suitable for replacement of the Right of Way. The County shall convey the Replacement Property and the Park Site to the Park District as replacement for the Right of Way and, thereafter, the County shall have no further obligation to provide any additional property to the Park District as replacement for the Right of Way.
11. In the event that the Park District becomes, as a result of this Agreement, a party defendant to any litigation challenging the Park District's legal authority to convey the Right of Way to the County or to accept the conveyance of the Replacement Property or the Park Site from the County, then the County shall defend and indemnify the Park District against said challenge to the Park District's legal authority to convey the Right of Way to the County or

to accept the conveyance of the Replacement Property or the Park Site from the County.

- 12. Notwithstanding anything herein to the contrary, the Park District may, prior to closing, remove any and all structures, vegetation or personal property from the Right of Way. In the event that the Park District decides to relocate any structure, vegetation or personal property from the Right of Way, the Park District shall be solely responsible therefor and shall do so at the sole cost of the Park District. Said structures, vegetation or personal property shall be relocated prior to closing. In the event that structures or personal property are not removed by closing, the County shall be entitled to demolish and dispose of the same without reimbursement to the Park District for the value thereof.
- 13. The County shall have the property line between the Right of Way and the remainder of Hickory Hills Park delineated by placing survey stakes thereon, on or before June 15, 2000.
- 14. The County shall grant or cause to be granted to the Park District two (2) full accesses: one access to Longmeadow Parkway Extended upon its construction and one access to Illinois Route 31. The accesses shall be as generally set forth in Exhibit "D" and Exhibit "E" which are attached hereto and incorporated herein. The specifics and exact location of said accesses shall be subject to the engineering discretion of the Kane County Engineer with the advice of the Park District, and the Illinois Department of Transportation when applicable.
- 15. The County shall pay to the Park District, as consideration for the Right of Way, the sum of one hundred thousand dollars (\$100,000.00).
- 16. The County shall, upon acquiring possession of the Replacement Property and prior to conveyance thereof to the Park District, grant to the Park District:
 - i) temporary access across the Replacement Property to and from Illinois State Route 25 until such time as Replacement Property is conveyed to the Park District by the County; and,
 - ii) temporary possession and use of the residential structure located on the Replacement Property as of the date of execution hereof, until such time as the Replacement Property is conveyed to the Park District by the County.

The Park District shall defend, indemnify and hold harmless the County, its officers, employees and agents for any and all liability for personal injury or property damage that may accrue to the County, its officers, employees and agents as a result of the Park District's use, possession and occupation of the Replacement Property whether by the Park District, its officers, employees, agents and invitees, prior to conveyance thereof to the Park District by the County.

- 17. The parties hereto acknowledge and agree that the Right of Way, Park Site and the Replacement Property are hereinafter sometimes collectively referred to as the "Real Estate".

18. Closing and possession shall be held at 1:00 p.m. on or before the sixtieth (60th) day after receipt, (not including the day of receipt) by the Park District of the written request from the County to the Park District requesting conveyance of the Right of Way. If the Replacement Property undergoes environmental remediation as described in Paragraph No. 8 hereof, closing and possession shall occur within sixty (60) days of the Replacement Property passing the second environmental assessment after remediation. Said closing shall be at the offices of the County in the county in which the Real Estate is located or as otherwise agreed to by the parties hereto. Both the closing and possession date is legally significant to both the County and the Park District. The parties hereto understand that when this Agreement is signed by both the County and the Park District, closing and possession may only be changed by mutual agreement of the parties
19. The County shall prepare plats of survey for the Real Estate and shall also prepare for the signature of the Park District and the signature of the County, which will be executed by the Park District and County at closing, all deeds and any documents as required by the County, the Park District and the Internal Revenue Code. The County shall also be responsible for obtaining commitments for title insurance of the Real Estate at the sole cost of the County.
20. The Park District shall convey to the County, by a recordable warranty deed, with release of homestead rights and release of access rights to Longmeadow Parkway, conveying good, marketable and merchantable title to the Right of Way as described in Exhibit "B" and subject only to the following described exceptions: covenants conditions and restrictions of record provided they are not violated nor contain a reverter or right of re-entry, zoning laws and ordinances, easement for public utilities, drainage ditches, feeders, laterals, drainpipe tile or other conduit, and if applicable installments or assessments due after the date of closing.
21. The County shall convey to the Park District, by a recordable quit claim deed, with release of access and homestead rights, conveying good, marketable and merchantable title to the Replacement Property as described in Exhibit "C" and the Park Site as described in Exhibit "D" and subject only to the following described exceptions: covenants conditions and restrictions of record provided they are not violated nor contain a reverter or right of re-entry, zoning laws and ordinances, easement for public utilities, drainage ditches, feeders, laterals, drainpipe tile or other conduit, and if applicable installments or assessments due after the date of closing.
22. In the event that the Park District cannot obtain title insurance over any Schedule "B" exceptions (except those provided in paragraph 20 above), any amount sufficient to secure the release of said exceptions shall be paid by the Park District to the County at closing. In the event that the title commitment shows encroachments or exceptions not acceptable to the County, the Park District shall have said exceptions removed prior to closing, or alternatively obtain a policy of insurance to insure over said exceptions. If the Park District is unable to either remove said exceptions or have said exceptions insured over, the County may terminate this Agreement at no expense to either the County or the Park District


23. In the event that the County cannot obtain title insurance over any Schedule "B" exceptions (except those provided in paragraph 21 above), any amount sufficient to secure the release of said exceptions shall be paid by the County to the Park District at closing. In the event that the title commitment shows encroachments or exceptions not acceptable to the Park District, the County shall have said exceptions removed prior to closing, or alternatively obtain a policy of insurance to insure over said exceptions. If the County is unable to either remove said exceptions or have said exceptions insured over, the Park District may terminate this Agreement at no expense to either the County or the Park District.
24. General real estate taxes shall not be prorated. Any rents, deposits or other assessments shall be prorated.
25. If prior to the delivery of the deed hereunder, the Right of Way is materially damaged by any casualty, the County shall have the option of terminating this Agreement. If prior to the delivery of the deed hereunder, the Replacement Property or the Park Site is materially damaged by any casualty, the Park District shall have the option of terminating this Agreement.
26. The Park District agrees to leave the Right of Way in clean and orderly condition. All refuse and personal matter on the Right of Way shall be removed at the Park District's expense prior to the date of possession. The County agrees to leave the Replacement Property and the Park Site in clean and orderly condition. All refuse and personal matter on the Replacement Property and Park Site shall be removed at the County's expense prior to the date of possession.
27. The Park District represents that no notice has been received of any zoning, building, fire or health code violations, environmental regulation or of any pending special assessment proceedings affecting the Right of Way. The County represents that no notice has been received of any zoning, building, fire or health code violations, environmental regulation or of any pending special assessment proceedings affecting the Replacement Property.
28. Any and all notices given pursuant to this Agreement shall be in writing and signed by the attorney for the Park District and the attorney for the County and shall be given by certified mail or in person at the addresses hereinbelow. Notice to any one of a multiple person party shall be notice to all.
29. The date of this Contract shall be the last date of acceptance of this Agreement as provided herein below.
30. If the Park District defaults hereunder, the County may elect either to (i) terminate the Park District's obligations under this Agreement by written notice to the Park District, or alternatively (ii) the County may file an action for specific performance of this Agreement to compel the Park District to convey the Right of Way subject to the Permitted Exceptions and Survey Matters with a set off for liens of a definite and ascertainable amount and with the Park District being liable for all litigation costs, fees and expenses incurred by the

County in pursuing that remedy, if the County prevails in such action. If the County defaults hereunder, the Park District may elect either to (i) terminate the County's obligations under this Agreement by written notice to the County, or alternatively (ii) the Park District may file an action for specific performance of this Agreement to compel the County to convey the Replacement Property subject to the Permitted Exceptions and Survey Matters with a set off for liens of a definite and ascertainable amount and with the County being liable for all litigation costs, fees and expenses incurred by Park District in pursuing that remedy, if the Park District prevails in such action.

31. Park District hereby represents and warrants to the County as follows, which representations and warranties shall be deemed remade by Park District to County at the closing, and which shall survive the closing:
 - (a) To Park District's knowledge, there is no pending or threatened litigation affecting the Right of Way nor to the best knowledge and belief of Park District is any such litigation contemplated by any party other than litigation threatened at the Dundee Township Board meeting of March 1, 2000;
 - (b) The Park District has received no notice of, and has no actual knowledge of, any change that is contemplated with respect to the zoning of the Right of Way, the availability of utility services to the Right of Way, violation of any existing law, municipal ordinance or other governmental regulation, contemplated or threatened condemnation, or any other matter which would affect the Right of Way other than regulation that the Right of Way may be subject to by the IDNR or the NPS;
 - (c) The Park District has the authority to execute and perform the terms of this Agreement; and,
 - (d) The Park District has not received notice of any violations of local, state or federal laws including environmental laws, rules or regulations concerning the Right of Way.

32. The County hereby represents and warrants to the Park District as follows, which representations and warranties shall be deemed remade by the County to the Park District at the closing, and which shall survive the closing:
 - (a) To the County's knowledge, there is no pending or threatened litigation affecting the Replacement Property or the Park Site, nor to the best knowledge and belief of County is any such litigation contemplated by any party;
 - (b) The County has received no notice of, and has no actual knowledge of, any change that is contemplated with respect to the zoning of the Replacement Property or the Park Site, the availability of utility services to the Replacement Property or the Park Site, violation of any existing law, municipal ordinance or other governmental regulation, contemplated or threatened condemnation, or any other matter which would affect the Replacement Property or the Park Site;
 - (c) The County has the authority to execute and perform the terms of this Agreement; and,
 - (d) The County has not received notice of any violations of local, state or federal laws including environmental laws, rules or regulations concerning the Replacement Property or the Park Site.

DUNDEE TOWNSHIP PARK DISTRICT

BY: 
Tom Mammoser, President
21 North Washington St.
Carpentersville, Illinois 60110

ATTEST:


June Keibler, Secretary

Okrent, Michael

From: Riddle, Charles F. [RiddleCF@nt.dot.state.il.us]
Sent: Wednesday, March 31, 2004 3:11 PM
To: Kos, John P.; Fuqua, Dirk B.; Pechnick, Pat J.
Cc: Drew, Daryle A.; Guge, Dennis A.; Ziesemer, David A; Harmet, Pete E.; Lewis, Cary D.; Matkovic, Mike J.; Feeny, Greg M; Vellody, Sobha ; Stitt, Scott E; Crim, Charles L; Houser, Larry D; Hine, Mike L; Ingersoll, Charles J; Paul Rogowski (E-mail); Mark Bagherpour (E-mail); Okrent, Michael; Steve Ravanasi (E-mail); Bruce Dinkheller (E-mail); Tony Karam (E-mail)
Subject: Geometric Approval of Fox River Bridge Crossings

Thanks to all involved. Your time and effort is greatly appreciated! We overcame many difficult hurdles and made our goal of being able to grant Geometric Approval at both locations.

FOX RIVER BRIDGES APPROVAL OF GEOMETRICS

It was the goal for the Illinois Department of Transportation to review and approve the geometrics for the preliminary design of the two proposed locations for a crossing of the Fox River in Kane County by March 31, 2004. To grant this approval, sign-off would be required from the following four bureaus:

- * Central Office - Design and Environment
- * Central Office - Local Roads and Streets
- * District One - Traffic
- * District One - Programming (Geometrics)

The following summarizes the status of the geometric approval process.

STEARNS ROAD CORRIDOR Section No. 98-00214-02-BR Job No. P-91-143-99

1. Design and Environment Received 3/22/04 from M. Hine by S. Stitt
2. Central Local Roads Received 3/30/04 from C. Ingersoll by L. Houser
3. D1-Traffic Received 3/30/04 from D. Ziesemer by D. Drew
4. D1-Programming Received 3/30/04 from C. Lewis and P. Harmet

Summary: Geometric Approval Granted on March 30, 2004.

BOLZ ROAD/LONGMEADOW PARKWAY CORRIDOR Section No. 94-00215-01-BR Job No. P-91-393-94

5. Design and Environment Received 3/22/04 from M. Hine by S. Stitt
6. Central Local Roads Received 3/30/04 from C. Ingersoll by L. Houser
7. D1-Traffic Received 3/31/04 from D. Ziesemer by D. Drew
8. D1-Programming Received 3/31/04 from C. Lewis and P. Harmet

Summary: Geometric Approval Granted on March 31, 2004.

Geometric approvals of the roadway design for both locations reflect the understanding that any further "fine-tuning" that may be required in the pursuit of Design Approval and in the development of construction plans and documents will not significantly impact the footprint of the roadway within the project corridor. This understanding leads to the conclusion that if right-of-way requirements are determined based on cross-sections

generated from this geometry; those right-of-way requirements will not significantly change. It should be noted that the approval of geometrics did not include the requirements for drainage associated with either project. The determination of those requirements will be the responsibility of the County and their consultants. Prepared by: Charles F. Riddle, P.E.; (847) 705-4406

Charles F. (Chad) Riddle, P.E.
Federal Aid Program Engineer
IDOT District 1 - Bureau of Local Roads and Streets 847/705-4406 phone 847/705-4203
facsimile

FHWA/IDOT Coordination Meeting
Fox River Bridge Crossings
Bolz Road / Longmeadow Parkway
August 9, 2005

This meeting was scheduled to review the status of this project and discuss the next actions. While CC&P/Stearns Road was also discussed, these minutes contain only those comments that relate directly to this project.

Normally FHWA provides full oversight only for Interstate Highway projects. However, due to the size and scope of this project FHWA will be providing full oversight. That means they will become more involved in the review of the project in addition to providing an examination of the IDOT procedures. FHWA wants to review the Design Report concurrently with IDOT and will attend status meetings from time to time. Mr. Jitendra P. Varma (217-492-4623 or Jitendra.Varma@fhwa.dot.gov) will serve as the contact person from FHWA for this project.

The meeting began with Kane County providing a history of the project from its inception in 1990 through today. The history included the signing of the Record of Decision in May of 2002 and geometric approval March 31, 2004. The Design Report is expected to be issued to IDOT before the end of the year. The Executive Summary the Design Report should note the previous approvals so the reviewer need not focus on those issues again. The goal is to receive design approval in 2006. With the securing of geometric approval in 2004, IDOT and FHWA allowed land acquisition to proceed, even though design approval has not been granted. All communities along the corridor support the proposed plan.

Funding was discussed next. Currently there is \$3.8 million set aside for land acquisition with an additional \$5.0 million provided for this project in the 2005 transportation bill. The priority for land acquisition and engineering funds is the segment of roadway between IL31 and IL25.

Value Engineering (VE) will be performed for this project by the consultant for the CC&P / Stearns and the consultant for this corridor will perform the VE for that corridor. This approach has the advantage that each consultant knows the history of the development and the base criteria for the other projects. Time will be saved by allowing each consultant to focus on the relevant issues. With the approval of the Record of Decision and receipt of geometric approval, the basic project footprint is fixed. These approvals also fixed the traffic as the year 2020 projections forming the basis of the ROD and geometric approval. As such, roadway classification, design criteria, standards, design vehicles, design speed, level-of-service and other given project constraints, are off limits to the VE process. Design preferences (methods to achieve tapers, lane drops, etc.) are open to VE review. It was stated at the meeting there is an IDOT mandate – “IDOT can not impose design preferences”. The VE process is for analysis of design alternatives such as, wall vs. right-of-way, type of bridge, span types, method of construction, etc. Within the proposed VE for these projects, a staged construction approach will be allowed to manage the cash flow. It was noted that 2020 traffic has been used for the preparation of geometrics. The four-lane w/median is considered the ultimate cross-section since a six-lane alternative can not be mitigated.

A discussion of commitments followed. It was noted that the Design Report should list the commitments and the plan of action for dealing with the commitments. FHWA will monitor the commitments using the Design Report and by being involved at critical points.



File

McHenry County
Division of Transportation

Joseph R. Korpalski, Jr., P.E.
Director of Transportation/County Engineer

McHenry County
Resolutions

June 4, 2007

Mrs. Karen McConnaughay
County Board Chairwoman
Kane County Government Center
719 Batavia Avenue
Geneva, IL 60134

Dear Mrs. McConnaughay: KAREL

The McHenry County Division of Transportation is sending you the following resolution previously requested by Kane County. Please find attached for your files and information the following resolution:

- One (1) original copy of Resolution (R-200705-82-128) In Support for Funding the Longmeadow Parkway Bridge Corridor project.

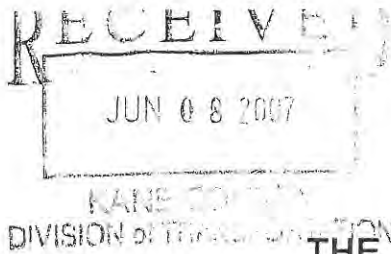
If you have any questions, please feel free to contact myself or Jeffrey R. Young, Assistant County Engineer, at (815) 334-4969.

Very truly yours,

Joseph R. Korpalski, Jr., P.E.
Director of Transportation/County Engineer

enclosure

c: Carl Schoedel, P.E. – Director of Transportation/County Engineer – (copy)



**RESOLUTION
IN SUPPORT FOR FUNDING
THE LONGMEADOW PARKWAY BRIDGE CORRIDOR**

WHEREAS, in the upper Fox Valley there has not been a bridge constructed crossing the Fox River since the Interstate-90 Toll Highway extension in the late 1950's; and

WHEREAS, the population on the west side of the Fox River has increased ten fold since the 1980's; and

WHEREAS, on January 30, 1998, the McHenry County Board adopted the Illinois Route 31/Illinois Route 62 Congestion Mitigation Feasibility Study in which the Western Algonquin Bypass was the preferred alternative and also recommended that the Longmeadow/Bolz corridor bridge would be a needed regional improvement necessary for the year 2020; and

WHEREAS, on March 15, 2005, the McHenry County Board approved an intergovernmental agreement between McHenry County, Kane County, the Village of Algonquin, the Village of Carpentersville, the Village of Gilberts, and the Village of Huntley adopting the *East Side Sub Area Plan* for the Longmeadow Parkway, Huntley Road, Kreutzer Road corridor; and

WHEREAS, construction of this crossing was recommended as part of the *East Side Sub Area Plan* and will be of immediate and lasting benefit to Kane and McHenry County and the Villages of Huntley, Algonquin, Carpentersville and Gilberts as it aims to address the future transportation needs for the Longmeadow Parkway, Huntley Road, Kreutzer Road corridor; and

WHEREAS, the Longmeadow/Bolz Road Fox River Bridge Corridor is proposed as a four-lane bridge crossing, of an arterial roadway, approximately 5.6 miles in the length with the principal purpose to assist and alleviate any traffic congestion in northern Kane County and southern McHenry County; and

WHEREAS, each of the communities through which the designated Longmeadow corridor passes, agrees with the alignment of that corridor; and

WHEREAS, the project was earmarked with four million dollars in federal funds for right-of-way acquisition and engineering in August 2005, and a total of nine million dollars will be spent in local, State and Federal funds studying the corridor; and

WHEREAS, Kane County area municipalities are currently acquiring critical parcels for the corridor, have secured approximately 50% of the right-of-way for the corridor to facilitate this development and reduce the eighty-seven million dollar estimated project costs; and

WHEREAS, Federal and State funding of roadway projects is expected to be very limited in the near future; and extremely competitive in terms of future transportation requirements, throughout the region as well as on a national level; and

WHEREAS, an optimistic timeline would be that funding may be available for this project somewhere in the next decade making this project potentially available for traffic no earlier than 2018/2020; and

WHEREAS, a proposed toll highway alternative, which is a user fee based system, provides a funding mechanism for users residing inside and outside of Kane County.

NOW THEREFORE BE IT RESOLVED, the County Board of McHenry County, by passage of this resolution hereby states its support of the construction of a new Fox River crossing along the Longmeadow Parkway corridor in the County of Kane and requests that the Kane County Board consider:

- 1) To evaluate the use of the statutory authority on toll bridge options as it would for the Longmeadow/Bolz corridor.
- 2) If feasible, **Kane County** use its authority provided under 605LSC Article 5, Article 10, Division 3 of the Highway Code which provides for the counties to issue revenue bonds for the purposes of constructing toll bridges.
- 3) Determine the lowest possible fee per crossing in order to pay for the construction obligations of the bridge and its approaches.
- 4) Guarantee the commitment that the toll bridge concept would remain until such time as the initial construction bonds are fully repaid and a maintenance endowment fund to cover ongoing maintenance of an agreed upon fixed term is achieved. At that time, the tolls would then be removed from the bridge itself.
- 5) Provide that the toll facility would incorporate technology and integration of toll facilities with the Illinois State Toll Highway's I-Pass system.
- 6) If funding is made available, and the project implemented, Kane County will use its best efforts to open the corridor to the public in approximately four years. This time frame would be for completion of that right-of-way acquisition and complete Phase 2 engineering and design approval within two years and two construction seasons to construct the roadway retaining walls and the actual bridge over the Fox River.

BE IT FURTHER RESOLVED, that the County Board hereby endorses the items recited above and commits to providing public forum opportunities to apprise the citizens of the County and the northern Kane/southern McHenry Fox Valley region of the desirability and benefits of a toll bridge concept and support for Kane County using its best efforts to expeditiously open the bridge corridor to public traffic within a timely basis; and

BE IT FURTHER RESOLVED, that the County Clerk is hereby requested to distribute a certified copy of this resolution to the County Board; the County Administrator; United States Senator Dick Durbin, United States Senator Barak Obama, United States Representative Don Manzullo and United States Representative Melissa Bean; the Village of Algonquin, the Village of Barrington Hills, the Village of Carpentersville, the Village of East Dundee, the Village of Gilberts, the Village of Huntley, the Village of Lake in the Hills, the Village of Sleepy Hollow, the Village of West Dundee, and three copies to the Director of Transportation/County Engineer, (one to be forwarded to the Illinois Department of Transportation, and one to Kane County Board Chairwoman Karen McConnaughay).

DATED at Woodstock, Illinois this 15th day of May, A.D., 2007.

ATTEST:

KATHERINE C. SCHULTZ
McHenry County Clerk

Kenneth D. Koehler, Chairman
McHenry County Board

Village of
West Dundee



June 19, 2007

Ms. Karen McConnaughay
Kane County Board Chairman
719 Batavia Avenue
Geneva, IL 60134

Mr. Jan Carlson
Kane County Board Member
719 Batavia Avenue
Geneva, IL 60134

Dear Chairman McConnaughay & Member Carlson:

Attached please find a copy of a resolution which has been endorsed by 10 municipalities located in the northern Fox Valley and McHenry County expressing an unprecedented level of support towards the Longmeadow Parkway Bridge.

All of the entities which have supported this resolution comprise over 440,000 constituents residing within Kane and McHenry Counties. This number of constituents and unprecedented governmental support acknowledge the pressing need for additional bridge crossings for the Fox River, and emphasize the fact that this crossing is needed sooner rather than later.

The group of 11 local governments is unanimous in its support of requesting that Kane County evaluate the use of its statutory authority of a toll bridge and revenue bond issuance in order to fund the construction of this bridge within a timely basis.

We request that the Kane County Board expedite the construction of this project, based on the transportation needs within this area and the continued growth in traffic volumes on the area roadways. The extremely competitive nature of future transportation projects makes the priority of securing funding for this project paramount.

If the statutory authority for a toll option is deemed feasible, the unanimous support for the toll concept was predicated on the following criteria:

1. Determine the lowest possible fee for crossing in order to pay for the construction obligation for the bridge and its approaches.
2. Guarantee that the toll bridge concept would remain until such a time as the initial construction bonds are fully repaid and a maintenance endowment fund to cover ongoing maintenance of an agreed upon fixed term is achieved. At that time, the tolls would then be removed and the bridge would no longer carry a toll.

VILLAGE HALL
102 South Second Street
West Dundee, IL 60118
847/551-3800
FAX 551-3809

PUBLIC SAFETY CENTER
555 South Eighth Street
West Dundee, IL 60118
Fire Dept. 847/551-3805 FAX 551-3814
Police Dept. 847/551-3810 FAX 551-3843

PUBLIC WORKS FACILITY
900 Angle Tam
West Dundee, IL 60118
847/551-3815
FAX 551-3842

www.wdundee.org

3. Ensure that this toll bridge would incorporate current technology and the integration and coordination with the Illinois State Toll Highway Authority I-Pass system.
4. The County would use its best effort to open this corridor to the public for use with a 4 – 5 year timeframe.

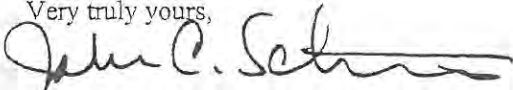
Pursuant to the adopted resolution, the municipalities conducted a public information meeting on May 24th. The purpose of the meeting was to allow for input from the public regarding the toll funding concept for the bridge.


Attached are copies of all the written comments received. The vast majority of the comments received from the public are supportive of the project and use of toll funding to expedite the construction of the bridge in a 4 – 5 year timeframe.

Lastly, both the major newspapers serving the northern Fox Valley, the Daily Herald and Courier News have written editorials supporting the concept and the need for the bridge. Enclosed are copies of those published positions.

We ask you to favorably consider utilizing the County's statutory authority for the use of the issuance of revenue bonds for the construction of Longmeadow Parkway Bridge as a toll facility.

Very truly yours,


Mayor John Schmitt
Village of Algonquin


Mayor Harry Keller
Village of West Dundee

Attachments

Cc: Village of Barrington Hills
Village of Carpentersville
Village of East Dundee
Village of Gilberts
Village of Huntley
Village of Lake in the Hills
Village of Sleepy Hollow
McHenry County

RESOLUTION 2007-R-_____

LONGMEADOW PARKWAY BRIDGE CORRIDOR FUNDING

Whereas, in the upper Fox Valley there has not been a bridge constructed crossing the Fox River since the I-90 tollway extension in the late 1950's; and,

Whereas, the population on the west side of the Fox River has increased ten fold since the 1980's; and

Whereas, this population increase continues to tax the only three regional bridge crossings over the Fox River: I-90, RT. 72, and RT. 62,

Whereas, the Longmeadow/Bolz Road Fox River Bridge Corridor is proposed as a four-lane bridge crossing of an arterial roadway, approximately 5.6 miles in length with the principal purpose to assist and alleviate any traffic congestion in northern Kane County and southern McHenry County; and,

Whereas, the project was earmarked with four million dollars in federal funds for right-of-way acquisition and engineering in August 2005, and a total of nine million dollars will be spent in local, State and Federal funds studying the corridor; and,

Whereas, Kane County area municipalities are currently acquiring critical parcels for the corridor, have secured approximately 50% of the right-of-way for the corridor to facilitate this development and reduce the eighty-seven million dollar estimated project costs; and,

Whereas, each of the communities through which the designated Longmeadow corridor passes, agrees with the alignment of that corridor; and,

Whereas, the construction of this roadway will continue to enhance both Kane and McHenry Counties' transportation network by reducing congestion and providing alternative and more direct routes to serve existing land use through efficient access to central business districts, employment and commercial centers; and,

Whereas, Federal and State funding of roadway projects is expected to be very limited in the near future; and extremely competitive in terms of future transportation requirements, throughout the region as well as on a national level; and,

Whereas, unfunded items include phase two engineering, selective right-of-way acquisition and actual construction of the bridge and approaches; and,

Whereas, an optimistic timeline would be that funding may be available for this project somewhere in the next decade making this project potentially available for traffic no earlier than 2018/2020; and,

Whereas, the tollway alternative, which is a user fee based system, benefits more than just Kane County residents and the toll usage provides for a funding mechanism for those residents who reside outside of Kane County.

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the undersigned Municipalities, McHenry (if applicable) and Kane Counties, Illinois, as Home Rule Municipalities (if applicable), and the additional communities executing this Resolution to request the Kane County Board to consider:

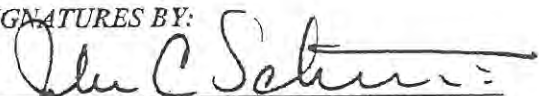
- 1) To evaluate the use of the statutory authority on toll bridge options as it would for the Longmeadow/Bolz corridor.
- 2) If feasible, KANE County use its authority provided under 605ILSC Article 5, Article 10, Division 3 of the Highway Code which provides for the counties to issue revenue bonds for the purposes of constructing toll bridges.
- 3) Determine the lowest possible fee per crossing in order to pay for the construction obligations of the bridge and its approaches.
- 4) Guarantee the commitment that the toll bridge concept would remain until such time as the initial construction bonds are fully repaid and a maintenance endowment fund to cover ongoing maintenance of an agreed upon fixed term is achieved. At that time, the tolls would then be removed from the bridge itself.
- 5) Provide that the toll facility would incorporate technology and integration of toll facilities with the tollway's I-Pass system.
- 6) If funding is made available, and the project implemented, Kane County will use its best efforts to open the corridor to the public in approximately four years. This time frame would be for completion of that right-of-way acquisition and complete Phase 2 engineering and design approval within two years and two construction seasons to construct the roadway retaining walls and the actual bridge over the Fox River.


NOW, THEREFORE, BE IT FURTHER RESOLVED that the undersigned municipalities hereby endorse the items recited above and commit to providing public forum opportunities to apprise the citizens of the Village and the northern Kane Fox Valley region of the desirability and benefits of a toll bridge concept and support for Kane County using its best efforts to expeditiously open the bridge corridor to public traffic within a timely basis.


DATED this 25th day of May, 2007.

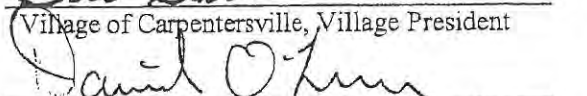
APPROVED

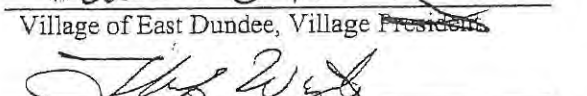
SIGNATURES BY:

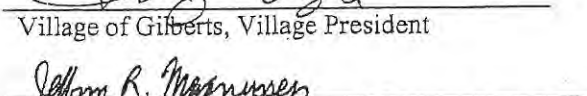

 Village of Algonquin, Village President

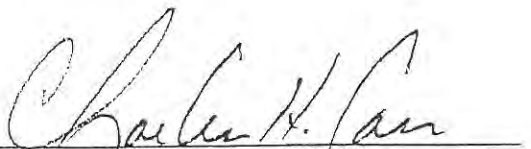

 Village of Barrington Hills, Village President



 Village of Carpentersville, Village President

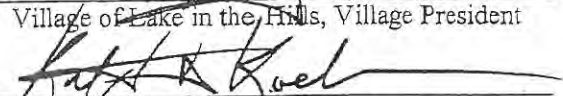

 Village of East Dundee, Village President

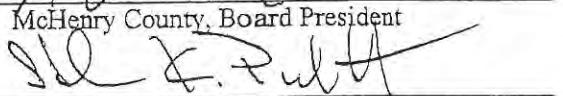

 Village of Gilberts, Village President

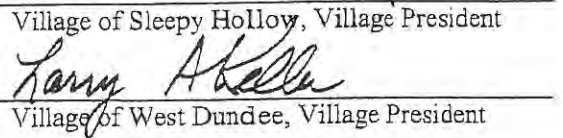

 Village of Hampshire, Village President


 Village of Huntley, Village President


 Village of Lake in the Hills, Village President


 McHenry County, Board President


 Village of Sleepy Hollow, Village President


 Village of West Dundee, Village President

Project: Fox River Bridge - Contract 4
Date: 1/8/08
Subject: FHWA / CBLR&S Coordination meeting
Time: 2pm
By: Steve Pasinski
Place: IDOT-Exec. Conf. Rm.

AGENDA ITEM # 1

New Stearns Road Corridor
Contract 4 – McLean Boulevard to Illinois Route 25
Kane County

January 8, 2008

This was the first presentation of this project by Baker Engineering at a FHWA Coordination Meeting. The purpose of this meeting was to resolve the remaining Value Engineering (VE) issues relative to the project limits of contract 4, update the IDOT Central Bureau of Local Roads and Streets (CBLRS) and the Federal Highway Administration (FHWA) personnel on project progress, and to request agreement or approval on several other design topics. The other design topics include the reduced-scope study results for the intersection of Illinois Route 25 at New Stearns Road and design coordination for the revised type, size and location (TS&L) report as well as the breakout contract plans being prepared for the Adaptive Management Plans (AMP's).

Manny Gomez (KDOT – Deputy Assistant Director of Transportation) introduced the project and Baker as the prime consultant. Manny stated the project was progressing on a tight schedule to tentatively meet an April 2009 letting with the goal to have all contract sections open by the end of Year 2010. One of the primary challenges of this project is the outstanding preliminary engineering design elements including the VE recommendations still under discussion. Another challenge was establishing the exact project scope for to build for the interim condition for the Illinois Route 25 at New Stearns Road intersection. Baker is making revisions to resolve reduced-scope issues and VE items. The proposed revisions do not conflict with or prevent implementation of commitments made during phase I or as noted in the FEIS.

Dave Pellizzari presented a general schedule of contract 4 noting the concurrent portions of Phase I and Phase II activities. Dave requested continued assistance in coordination and reviews. Dave then distributed a packet Baker had prepared for assisting in discussion purposes.

Rick Young (McDonough Engineering – MAI) introduced the value engineering recommendation concept C-5.1 in which the value engineering report claimed a cost savings of \$422k by eliminating the parallel path from the west bank of the Fox River to McLean Boulevard. Concept C-5.1 also would also eliminate the wider outside lanes being provided from McLean Boulevard to Randall Road intended to accommodate on-road bicycle travel thus completing the corridor link to Randall Road. Chuck Crimm (CBLRS) commented that MAI did not provide documentation in either the original report or any subsequent dispositions of an alternative connection using the existing trail system nor of any additional costs to upgrade deficiencies on the sections of the trail system being proposed as the alternative route. Rick said the plan would be to use the

existing trail system but that no field survey had been done to verify conditions.

Steve Pasinski (Baker) presented the alternative trail that Baker has studied up to this point. Using a roll plot aerial exhibit with the existing trail system graphically superimposed on the aerial and complimentary ground photos, Steve explained that this portion of the Fox River Trail system was built under various grants by various lead agencies. Some grant monies were federally fund and others were not. Using a photolog included in the packet, Steve demonstrated that current trail generally had a very good riding surface, greater than standard-width flat areas outside the trail edges, standard signage and excellent sight distances. It was noted and shown in pictures that on the outside of horizontal curves, the flat area was mowed or cut back to allow excess room for bicycle recovery. Also in these areas, the inside of the paths were kept free of obstructions to allow for increased sight distance.

At the river, the existing path was at its lowest elevation (closest to the water surface of Fox River) and its width varied from 10' to 12'. The existing path at this location is constructed from PC Concrete. AASHTO states that a concrete surface is the best travel surface for trails whose surface is frequently wet. Just south of the section of path directly adjacent to the river, the path transitions to a bituminous surface and is 10' wide. This composition is consistent all the way to Illinois Route 31 and McLean where it converts into crushed limestone but maintains the 10' width. Traveling west from the intermodal parking lot at McLean and Illinois Route 31, the path surface becomes bituminous just before it reaches the intersection of Illinois Route 31 and Silver Glen Road.

Steve pointed out that eastbound path users approaching Illinois Route 31 along Silver Glen Road encounter various warning signage as the path descends into the Fox Valley. In lieu of a set of "switch back" curves to accomplish the elevation drop, the path descends in a straight alignment with advance warning signage and pavement marking and a sand pit to capture runaway users. The path west of the pit all the way to Randall Road is 8' wide and bituminous.

Baker stated that the Stearns multi-use path, as approved in the design report, would only be compliant to the Americans with Disabilities Act (ADA) east of McLean Boulevard. Therefore, the alternative connection using the Fox River Trail would not be required to be ADA compliant for the section west of McLean. CBLRS and FHWA agreed that ADA compliance would not be a consideration along the Fox River Trail west of McLean Boulevard

To address IDOT's comments concerning VE concept 5.2 Baker inquired to the Kane County Forest Preserve District (KCFPD) about recent user counts or trail projections. The KCFPD did not have any but KDOT was able to provide a County-wide study that had usage counts along the Fox River Trail in 1996. Baker combined user data and census projections published on the U.S. Census website as well as various projections performed for the EIS. Using the most conservative 2020 design assumptions, the 2020 peak hour projections were determined to be on the low side of BLRS table 42-3A stating that a 10' path was appropriate for the projected combined use of the Fox River Trail and the new usage from the Fox River Bridge. CBLRS agreed with the projection methodology and that the 10' width was appropriate for the combined path.

Baker then presented two alternative river crossing options in lieu of the deck-level path shown on the approved TS&L. The first alternative showed the path being built directly under the deck, traversing through the piers and connecting into each river bank. The second alternate had similar connections at both river banks, but would cross the river supported by a southerly extension of each pier to support the multi-use path structure. This path would have a clear view to the sky where the other concept did not. The low beam elevation shown on the approved TS&L noted an elevation of 704.00 which was established by obtaining a 15.00' clearance above the normal pool elevation of the river elev 689.00.

The connection for each alternative that would tie the multi-use path down into the Fox River Trail on the west bank, would require a structure to get the user back down to path elevation using a maximum grade of 5% (ADA requirement). Baker inquired into the Illinois Department of Natural Resources about whether this clearance could be reduced or modified since field visits revealed that several similar structures appeared to not provide the 15' clearance along their entire span length. Bill Boyd of the IDNR responded that the 15' clearance width could be reduced to a 100' wide recreational navigation clearance corridor but that the owner agency (KDOT) would have to take public comment on the modified clearance before it became final. Bill also said the 15' clearance could be further reduced by height although Baker has not identified any substantial project benefits over the 100' clearance envelope. Steve Pasinski mentioned that KDOT had already planned to share the revised multi-use path crossing design with the public via a general Public Meeting and could take comment at that time. Hydraulic investigations revealed that the low chord of the multi-use path bridge would still have to exceed the highest of the following three requirements; a) 1' clearance above 30-yr high-water, b) above highest recorded flood event and c) above 100-yr event. Yacek Tyskiewicz inquired as to why navigation clearance did not have to be met and Baker responded that the Fox River is not a navigable river and the Coast Guard has no jurisdiction.

Baker then discussed relative cost implications of the revised connection by referencing an exhibit provided in the information packet. The original cost savings estimated in the Value Engineering report was \$422,000.00 which was achieved by eliminating the separate path from on-street provisions discuss earlier. Chuck Crimm and Pam Heimsness (FHWA) agreed that the costs for any required upgrades to the existing trail system would be negligible. The other costs shown in the spreadsheet show a savings for elimination of standard bridge deck and new costs for building the lowered multi-use crossing. In all cases, a positive net savings could be shown using the either of the alterative connections. Chuck took the group through a costing exercise and confirmed the summary calculations in the Baker document.

Manny Gomez also stated that these connections also provide enhanced value based on the aesthetics and scenery of the path as well as its direct connection to other nearby trails such as the Illinois Prairie Path. Chuck Crimm agreed that the contemplated multi-use crossing designs were valid and possibly even preferred alternatives. Chuck also agreed that the justification was now complete as far as the Value Engineering recommendation Concept C-5.1 was concerned.

Rick Young (MAI) will need to document today's determination with respect to C-5.1 in the value engineering report.

Baker next discussed the Value Engineering Concept C-3.2. Baker said that it was evaluating the proposal to convert the cross-section from urban into rural for the contract 4 project limits. For drainage and environmental reasons, this is not possible east of the river. West of the river, there may be limited cost savings to be achieved by using a rural section. Due to various embankment cut/fill issues and proposed drainage design, there may not be enough room to properly develop the roadside design for a rural section. It was discussed that is a rural section is to be used, clearzone as discussed in BLRS chapter 35; Roadside Design, must be provided. If urban, only a clear area (1.5' offset from face of curb) needs to be provided. Outside of the clear area and the 3' turf shelf, the clear zone application would not be required. Baker said it plans on providing recoverable slopes even though not required unless substantial savings from going steeper the 1:4 can be obtained. Chuck Crimm agreed that Bakers approach is acceptable.

Baker next presented the reduced scope discussion with respect to the Intersection of Illinois Route 25 and New Stearns Road. IDOT District 1 Geometrics Unit had previously provided comments based on the MAI analysis. Baker provided the necessary study to reply to those comments and determined that conventional

southbound right turn lane proposed by MAI produces unsafe operating conditions (potential back ups onto the at-grade railroad crossing) and would require a +500' right turn lane storage bay (which was found to be unacceptable to IDOT). Baker's analysis showed a free flow right turn lane was more appropriate for the 2015 design volume of 850 vehicles for the evening southbound right turn movement.

Baker explained that the basic geometry would be based on the capacity analysis and would incorporate KDOT's design desire to limit right-of-way acquisition along the east side of Illinois Route 25. Baker stated that it was near completion in determining if the project could be built under a widening and resurfacing scope. Baker asked if that due to the limited scope, would 3R policies be more applicable for design purposes. Chuck said he agreed with the general design philosophy but that Jason Salley from District 1 would need to sign off on the geometry. He also said that whatever scope is used in the interim, the alignment cannot preclude building out the ultimate design as shown in the design report. Baker responded by stating that the alignments north and south of the interim limits will align with the other contract sections (north limit) and existing conditions (south limit) but that much of the work within the contract 4 limits on IL 25 would be "throw away" regardless if scope is reconstruction or W&RS. All were in agreement this was acceptable but geometry itself needs approval from IDOT Geometrics.

Mike Kerr (Christopher Burke) stated that two Adaptive Management Plans were part of services contained in contract 4 but that these plans are anticipated to be bid out separately mainly because the work for the roadway and environmental portions would use contractors of different disciplines. Mike said the plan sets would be prepared in accordance with the Stearns Corridor vision document which Warren Lutz (FHWA) agreed was proper. Mike stated that the project team would be meeting with the Technical Advisory Committee (TAC) in February in order to initiate plan preparation for letting that would allow for construction to be completed by late 2008 or early 2009.

Kane County / Baker Engineering – S. Pasinski

**Bolz/Longmeadow Parkway
Section: 01-00286-00-EG
Carpentersville and Algonquin
Kane and McHenry Counties
Lead Agency : Kane County
September 9, 2008**

This is the second presentation of this project for a toll alternative. The purpose of this presentation was to discuss the new roadway construction for Bolz/Longmeadow Parkway as a toll facility.

The meeting began with introductions. McDonough Associates Inc. (MAI) presented the preliminary findings of the memorandum to update the Final Environmental Impact Statement (FEIS) if the bridge over the Fox River was a toll facility. The exact location of the toll collection equipment has not been determined, but early indications suggest that it be located on the west side of the river between the Fox River and Illinois Route 31. MAI completed a field scoping of the current corridor conditions and a traffic time-delay study to determine the approximate travel times for the corridor and the existing river crossings. It was noted that there are not substantial changes in the land use since the FEIS was approved in 2001.

MAI has prepared a memorandum that is a review of the environmental issues addressed in the FEIS. The draft memorandum was passed out to the FHWA and IDOT for review and comment. The purpose and need for the project was re-visited and the environmental consequences that resulted from the original roadway alternatives were reviewed to determine if there would be any new impacts if a toll was instituted for the river crossing. The proposed footprint for the toll collection equipment would not require any additional right-of-way than is required for the original preferred alternative. The only environmental issues that could potentially be impacted differently from the original FEIS to now would be the transportation and the noise. Based on preliminary findings, if Longmeadow Parkway was a toll facility the number of users would be lower than the anticipated ADT in the FEIS, the no-build alternative would still create more adverse impacts to the corridor in terms of traffic delays and noise. With a toll crossing there would still be a benefit from some reduction in traffic on the existing routes thus reducing the noise impacts on those routes.

FHWA will review the memo to get a better understanding of what the transportation issues are that are presented in the memo. FHWA also suggested that a financial plan be prepared and provided to show how the toll system would generate revenue and how much could be expected to be collected. Kane County has a financial plan prepared by Wilbur Smith and is in the process of reviewing a draft report. Once the draft report is complete and the County Board has had an opportunity review it, the report could be made available to the FHWA.

There was a discussion of who and how the toll would be collected. Kane County pointed out that a service agreement with the Illinois State Toll Highway Authority (ISTHA) could be signed and potentially the ISTHA could collect the money, and after deducting a service fee, provide the funds to Kane County. FHWA pointed out that it might be necessary to sign a

Section 129 agreement to protect the federal funding for the project. If a draft is prepared FHWA would have it reviewed by their main office. FHWA suggested having a conference call with their main office, themselves, Kane County, IDOT and the consultant. FHWA will arrange for the call and let everyone know the time and date.

Kane County will prepare a white paper about the proposed plan for instituting the toll collection facility. The white paper should include a map showing the limits of the toll facility, indicate whether the roadway will be built in sections and approximate time frame for construction of each section, the toll rate scenario(s), the number of bridge lanes for the interim and ultimate build out and have the financial plan available.

Tom Rickert, John Fahy & Steve Coffinbargar, Kane County/Rick Young, McDonough Associates Inc

**Longmeadow Parkway
Section: 01-00286-00-EG
Carpentersville and Algonquin
Kane and McHenry Counties
Lead Agency: Kane County
October 16, 2008**

A conference call was held with FHWA, Kane County, IDOT Local Roads-District One and McDonough Associates Inc. (MAI). The time of the call was 10:00 am. The participants were:

- Pam Heimsness FHWA
- Jerry (JD) Stevenson FHWA
- Scott McGuire FHWA
- Greg Wolf FHWA
- Tom Rickert Kane County
- Steve Coffinbargar Kane County
- Chris Holt IDOT
- Marilyn Solomon IDOT
- Rick Young MAI
- John Bernardi MAI

The conference call began with introductions by all participants. The following items were then discussed.

1. Kane County made a brief presentation of the project history and explained that a project white paper had been distributed to everyone prior to this call. The white paper described the project and its need. The current status was described and right-of-way acquisition is taking place. Current funding will run out in 12-18 months.
2. Kane County is authorized by Illinois statutes to issue revenue bonds for constructing toll bridges and approaches. If toll funding were available today, the Phase I and Phase II engineering, right-of-way acquisition and two years of construction could be completed and the corridor opened to traffic in approximately 4 to 5 years.
3. The use of a Section 129 agreement was explained by the FHWA and who the signatory participants could be to the agreement. Kane County or a Kane County Toll Authority would be signing the 129 agreement. FHWA suggested that the Illinois State Statute limitation be included in the Draft Section 129 agreement. The Section 129 agreement must be executed prior to construction authorization.
4. The County is still deciding how to construction stage the project. Various options under consideration are:
 - Huntley Road to IL 62 – two lanes
 - IL 31 to IL 62 – two lanes
 - IL 31 to IL 62 four lanes

Three toll scenarios with expected 2013 traffic are shown in the white paper. FHWA pointed out that Toll Scenario 2 looked like a better option financially. Kane County pointed out that the total revenue was not the only criteria for selecting Scenario 3. Scenario 3 toll revenues will fund a two-lane bridge option.

5. The County wants to make sure that if they fund part of the project with toll revenue and then want to come back later and use federal funding that that funding won't be jeopardized. FHWA stated that Kane County could utilize the \$4M of HPP funds in order to proceed with land acquisition for the corridor. FHWA stated that as long as the public was given an opportunity to review and comment on the latest proposal to construct a toll bridge and the proper procedures for the public involvement were followed, the funding should not be affected in the future. FHWA suggested that the staging of the construction of the facility should be included in the technical memo write-up and presented as part of the public involvement. It also was decided that the worse case traffic and toll revenue scenario be used for the presentation. It needs to be shown that the toll bridge would not affect or change the results of the FEIS environmental consequences.
6. The technical memo and the white paper should be finalized and a draft sent to FHWA for review. Once everyone has commented and revisions made then the public meeting should be conducted with a presentation to the public. Once comments are received and a summary of the public meeting and a disposition of comments are completed, the FHWA will provide a final review and a concurrence that the FEIS does not need to be reopened.
7. The FHWA stated that Kane County could proceed with the remainder of Phase I Engineering in order to receive design approval from IDOT, since this requirement is beyond the NEPA process.

The conference call ended at 11:00 am



1200 L.W. Besinger Drive ♦ Carpentersville, Illinois 60110
Phone (847) 426-3439 ♦ Fax (847) 426-0809 ♦ TDD (847) 426-9609
Web Site: <http://vl.carpentersville.il.us>

April 29, 2009

The Honorable Bill Foster
Member of Congress
1339 Longworth HOB
Washington, DC 20515

Subject: *Longmeadow Parkway Bridge Corridor Improvement from Huntley Road to Illinois Route 62 Request for Priority Project Funding*

Dear Congressman Foster:

The proposed Longmeadow Parkway Bridge Corridor improvement is one of Kane County's top five transportation priorities and is a key transportation corridor for northern Kane County/southern McHenry County. The public hearing process and Environmental Impact Statement have been completed for this proposed improvement, and an approved Record of Decision from the FHWA has been received. A total of 11 local governments, including the Village of Carpentersville, have passed resolutions of support towards this project. As President of the Village of Carpentersville, please allow me to offer my support for Kane County's application for proposed *Longmeadow Parkway Bridge Corridor Improvement from Huntley Road to Illinois Route 62* SAFETEA-LU Priority Project Funding in the amount of \$90,669,600, which when combined with the previously committed Federal funds of \$12,933,000 (HPP, HPD, HD, and STU-L) will fund 80% of the estimated \$126,270,000 total cost.

Unprecedented growth of development in the Upper Fox Valley area has resulted in severe congestion, constraints to economic development, and pressure on the existing communities to accommodate the travel needs of residents. The local Main Street Bridge in Carpentersville is very heavily traveled by regional traffic passing through the area due to the limited number of bridge crossings of the Fox River. The addition of the Longmeadow Parkway Bridge Corridor project will help to alleviate this situation. The purpose of this regional improvement is to enhance the Upper Fox Valley transportation network and bicycle/pedestrian access by reducing congestion and providing an alternative and more direct route to central business districts, employment and commercial centers.

The eleven local governments in this area have previously requested that Kane County complete a Traffic Projections and Financial Feasibility Study to determine the viability of constructing and operating a toll bridge along this corridor. The results of this study indicate perhaps half of the cost to construct the primary portion of the project, between Illinois Route 31 and Illinois Route 25, could be paid by toll revenues. This innovative financing mechanism could be used to reduce the requested Federal funding required to make this essential and regionally significant improvement a reality.

Building a Better Tomorrow... Today

Page 2 – The Honorable Bill Foster
April 29, 2009

If you have questions or comments, feel free to contact me. Thank you for your assistance with this request.

Sincerely,

A handwritten signature in cursive script that reads "Bill Sarto". The signature is written in black ink and has a long, sweeping horizontal line extending to the right from the end of the name.

Bill Sarto, President
Village of Carpentersville

Cc: Board of Trustees

County of Kane

KAREN McCONNAUGHAY
Chairman

April 29, 2009

The Honorable Bill Foster
United States Congressman
1339 Longworth HOB
Washington, DC 20515

Subject: **SAFETEA-LU Priority Project Request**
Longmeadow Parkway Bridge Corridor Improvement from Huntley Road to Illinois Route 62

Dear Congressman Foster:

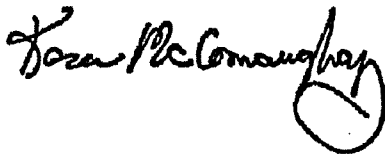
The proposed *Longmeadow Parkway Bridge Corridor* improvement is one of Kane County's top five transportation priorities and is a key transportation corridor for northern Kane County/southern McHenry County. The public hearing process and Environmental Impact Statement have been completed for this proposed improvement, and an approved Record of Decision from the FHWA has been received. A total of eleven (11) local governments have passed resolutions of support towards this corridor (see attached). We ask for your support for the proposed *Longmeadow Parkway Bridge Corridor Improvement from Huntley Road to Illinois Route 62* for SAFETEA-LU Priority Project Funding. We are requesting \$90,669,600 that will fund 80% of the estimated \$126,270,000 total cost, when combined with the previously committed Federal funds of \$12,933,000 (HPP, HPD, HD, and STU-L) and the associated State and local match.

Unprecedented growth of development in the Upper Fox Valley area has resulted in severe congestion, constraints to economic development, and pressure on the existing communities to accommodate the travel needs of residents. The purpose of this regional improvement is to enhance the Upper Fox Valley transportation network and bicycle/pedestrian access by reducing congestion and providing an alternate and more direct route to central business districts and employment and commercial centers. Notably, this project will spur economic development and provide needed construction jobs in the region during this economic downturn.

The eleven local governments requested that Kane County complete a Traffic Projections and Financial Feasibility Study to determine the viability of constructing and operating a toll bridge along this corridor. **The results of this study indicate perhaps half of the cost to construct the primary portion of the project, between Illinois Route 31 and Illinois Route 25, could be funded by toll revenues. This innovative financing mechanism could be used to reduce the requested Federal funding required to make this essential and regionally significant improvement a reality.** This unique funding approach is consistent with a report of the National Surface Transportation Infrastructure Financing Commission, titled "Paying Our Way - A New Framework for Transportation Finance", published February 2009. This report states "...that transitioning to a funding approach based more directly on the use of the transportation system...is the right foundation."

If you have questions or comments, feel free to contact me. Thank you for your assistance with this request.

Sincerely,



Karen McConnaughay
Chairman, Kane County Board

OFFICE OF COUNTY BOARD

Kane County Government Center

719 S. Batavia Avenue

Geneva, IL 60134

Telephone: 630-232-5930

Fax: 630-232-9188

kmcconnaughay@kanecoboard.org

**Bolz/Longmeadow Parkway
Section: 01-00286-00-EG
Carpentersville and Algonquin
Kane and McHenry Counties
Lead Agency : Kane County
May 12, 2009**

This is the third presentation of this project for a toll alternative. The purpose of this presentation was to discuss the results of the Public Hearing.

The meeting began with introductions. McDonough Associates Inc. (MAI) presented the results of the Public Hearing that was held on March 26, 2009. There were 92 attendees at the meeting. Twenty-seven comment sheets were returned at the meeting and one comment summary report. There were 10 testimonials given to the court reporter. One email and 23 comment forms were sent during the comment period after the Hearing.

Of the comments that were received that pertained to the purpose of the Public Hearing (toll option) the majority were positive towards constructing the Bridge and using the toll option to implement it. A large number of questions and comments pertained to environmental issues that have already been addressed as part of the NEPA process that was completed in 2001.

The Public Hearing was held to provide an opportunity to the public to review and comment on the toll option for constructing the improvement. Static exhibits and a video presentation were provided at the Hearing. The video presentation included construction options, toll scenarios and discussion of the environmental issues that could be impacted by a toll system. The toll system would be an electronic collection system administered by ISTHA for toll collections. Kane County would implement a toll authority to oversight and administer the facility. The system would not increase the right-of-way of the proposed improvement to implement the toll option.

The highest toll fee was used to evaluate the impacts to the environment and to determine the ability to pay for the costs of a toll facility, i.e. debt repayment (including FHWA repayment), maintenance and operation.

The Hearing exhibits and the video presentation have been added to the latest version of the Tech Memo. It was decided to include the publication certifications for the ad, copies of the comments received and copies of response letters to the commentators. FHWA wants letters sent to the respondents either as a group response to similar comments or individual ones as necessary.

Once the letters have been sent out the Tech Memo will be revised and submitted for review by IDOT. Once IDOT has accepted the findings it will forward the Memo to FHWA with a letter of concurrence to the findings that no supplement of the FEIS is required.

In the mean time the preparation of the Combined Design Report is proceeding. The geometry has already received approval and the report now needs to be completed.

Rick Young, McDonough Associates Inc



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

September 3, 2009

Re-evaluation
Environmental Impact Statement
Kane County
Section 01-00286-00-EG
Project
Longmeadow Parkway Bridge Corridor, Huntley Road to Illinois Rte 62

Mr. Norman R. Stoner
Division Administrator
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703-4514

RE: Technical Memorandum for the Fox River Bridge

Dear Mr. Stoner:

We have reviewed the attached Re-evaluation of the subject Environmental Impact Statement. We conclude that the modifications in the scope of work do not indicate the presence of significant changes in the proposed action, the affected environment, the anticipated impacts, or mitigation measures.

We believe that the proposed changes will not require the preparation of a Supplemental EIS. If you concur with the Re-evaluation, please advise.

Sincerely,

Christine M. Reed, P.E.
Director of Highways
Chief Engineer

Darrell W. Lewis, P.E.

By: Darrell W. Lewis, P.E.
Acting Engineer of Local Roads and Streets

Enclosure



U.S. Department
of Transportation
**Federal Highway
Administration**

Illinois Division

November 20, 2009

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

In Reply Refer To:
HA-IL

Christine Reed, P.E.
Director of Highways
Chief Engineer
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764

Attention: Darrell Lewis, P.E.
Bureau of Local Roads and Streets

Subject: Longmeadow Parkway Bridge Corridor
Huntley Road to Illinois Route 62 Reevaluation

Dear Ms. Reed:

The Illinois Department of Transportation (IDOT) transmitted to the Federal Highway Administration (FHWA) a written reevaluation of the Fox River Bridge Crossings Final Environmental Impact Statement (EIS) on November 10, 2009. The Longmeadow Parkway Bridge Corridor from Huntley Road to Illinois Route 62 (Algonquin Road) is now proposed to be a tolled facility. A reevaluation was completed to analyze any new impacts to the human environment resulting from the change to a tolled bridge in the Longmeadow Parkway Bridge Corridor location.

Upon independently reviewing the reevaluation completed by IDOT, FHWA has concluded there are no substantive changes in impacts for the Longmeadow Parkway Bridge Corridor tolling scenario compared to those disclosed in the Final EIS. Therefore, FHWA has determined a supplemental EIS is not required. Please contact Hassan Dastgir at (217) 492-4623 if you have any questions regarding this determination.

Sincerely,

Matt Fuller
Environmental Programs Engineer

For: Norman R. Stoner, P.E.
Division Administrator

Ecc: Mr. Salmon Danmole, Bureau of Local Roads and Streets, IDOT
Mr. Christopher Holt, District 1, IDOT



Minutes of Meeting

Meeting Subject: Longmeadow Parkway over Fox River Phase I Project Report
Meeting Date: January 07, 2010
Meeting Time: 10-11:25am
Location: Kane County Division of Transportation Offices, St Charles
Attendees: See Attached Sign-In Sheet

The meeting was held for the purpose of coordinating work activities prior to re-starting the Phase I Project Report. Work on the report was suspended in late 2004 after receiving geometric approval from the IL Dept. of Transportation (IDOT). The following items were discussed at the meeting:

- Tom Rickert requested that the project team start meeting on a regular basis. Suggested minimum once per month once the project gets underway.
- A draft copy of the Supplemental agreement between Kane County Division of Transportation (KCDOT) and McDonough Associates Inc. (MAI) was submitted to IDOT District One on December 18, 2009. This draft is scheduled for approval by IDOT-District One for local execution by February 24th. From there the agreement must receive IDOT- Springfield approval. MAI was given notice that the final fully executed agreement might not be available until May 2010. In the interim, MAI will utilize approximately 500-manhours that remain from the original contract. Manny Gomez requested that MAI help expedite the agreement, especially at IDOT-Springfield.
- Tom Rickert requested that Design Approval be achieved before the November 2, 2010 election.
- Sung Lee identified several critical work tasks that need to begin immediately. They include:
 - Submit an ESR Addendum (project area is expanded at cross-roads & Bolz Road cell tower). Manny Gomez requested wants to review the expanded area & the ESR Addendum BEFORE sending to IDOT.
 - Finalize horizontal & vertical geometrics and IDS's. Manny Gomez requested to see the marked-up plan set. He suggested that if the comments were not valid we may get Chad Riddle of IDOT involved. Also Manny Gomez stated that the method of delivery of the comments may suggest that this is not a formal IDOT submittal of comments. No memo or cover letter was used to transmit this. The consensus of the group was also to use 2020 traffic data.
 - Due to the fact that final plats and dedications are now being compiled, KCDOT needs detention pond sizing (configuration, location and elevations) within the Kane County Forest Preserve (KCFPD) between IL31 and the Fox River. This concern also ties into the bridge profile (discusses next).
 - The proposed vertical profile of the bridge over the Fox River places the sag of the curve on the bridge structure. This design is typically avoided since it creates drainage and maintenance issues and needs to be re-visited. Manny Gomez and Sung Lee generally agreed that the IDOT Bridge Office will not approve a sag vertical curve over the bridge. MAI will contact Jim Klein to try to determine if IDOT will or will not approve the sag vertical curve on the bridge structure. MAI mentioned that the bridge scuppers need to drain to future detention basins, perhaps on both sides of the river. MAI stated that alternative profile designs will be submitted for discussion as soon as possible. This is

Minutes of Meeting – page 2 of 2

Meeting Subject: Longmeadow Parkway over Fox River Phase I Project Report

Meeting Date: January 07, 2010

- urgent, if the bridge needs to be raised significantly in height and additional ROW is needed from the KCFPD.
- Manny mentioned that KDOT's snow plows can cause fixed objects such as light poles to be struck with the plow blade. So the parapet design should be such that it places fixed objects outside of the plow blade area. **{Subsequent to the meeting Manny emailed plans for the Fabyan Parkway Bridge over the Fox River to MAI. The Fabyan bridge was improved in 2005 and to date KDOT's plows have not struck any light poles or other fixed objects}**
 - Accident data for last 5-years may be needed. This is especially true at the major cross-roads of Huntley, Randall, IL31, IL25 and IL62. Manny Gomez suggested that we present our approach to accidents to IDOT before spending any man-hours. Mr. Gomez will set up a meeting with IDOT within the next 2-weeks.
 - Sung Lee presented KCDOT with the project schedule. It was suggested by KCDOT that value engineering will be completed after Design Approval and before the start of Phase II. KCDOT does not yet have a consultant for the value engineering. **{Subsequent to the meeting Manny emailed MAI confirming that KDOT will not initiate the VE Study until after DA}**.
 - The use of form liners for the face of the piers was approved for Stearns Road during the Final Design Process. It should be simply mentioned as a future commitment in the Phase I Project Report. As long as the aesthetic details do not alter or affect structural designs this approach should be acceptable. Tom Rickert stressed that the bikepath/walking trails should remain on both sides of the bridge deck as currently designed.
 - The Design Speed used for this project is 50mph. MAI questioned whether 50 mph could be used with a barrier curb and gutter section. Manny Gomez stated that this design speed should be acceptable since it provides for a more conservative design with a posted speed limit no greater than 45 mph. He said he would check the design speed used on Stearns Road. No one from IDOT or the FHWA ever commented on the use of C&G with a 50mph design speed as long as the posted speed is 45 or less. **{Subsequent to the meeting Manny obtained information from Greg Feeny of the FHWA that confirms a design exception will be necessary but that obtaining the exception for this is common and should not be an issue since the design speed provides for a more conservative design}**.
 - Generally agreed to have a meeting with IDOT as soon as possible. **{Subsequent to the meeting Manny set up a meeting with D1 IDOT. The meeting is set for January 26th}**.

Please notify the author of these meeting minutes of any corrections and/or clarifications within five (5) business days.

Minutes of Meeting

Meeting Subject: Longmeadow Parkway over Fox River Phase I Project Report
Meeting Date: January 26, 2010
Meeting Time: 10:00 am
Location: District One, BLRS, Conference Room A
Attendees: See Attached Sign-In Sheet

The meeting was held for the purpose of project coordination for the Longmeadow Parkway over the Fox River Phase I Project Report. Kane County along with its Consultant, McDonough Associates, is moving forward towards completing the Combined Design Report (CDR) that has previously been on hold while the County pursued funding options for the new bridge over the Fox River. The following items were discussed at the meeting:

- Manny Gomez reviewed the current status of the project:
 - 1) The County is moving forward with pursuing right-of-way per the approved geometry of 2004. This includes acquisition of full takes and partial takes.
 - 2) The FHWA has approved a technical memorandum that confirms an update or addendum to the previously approved Environmental Impact Study (EIS) is not necessary. The technical memorandum reviewed the approved FEIS for possible impacts that could result from the new toll bridge funding option.
 - 3) The County is currently processing a supplemental engineering agreement through IDOT to cover additional costs to complete the Phase I CDR.
 - 4) IDOT approved the geometrics for the project in 2004. The County is planning on updating the IDS based on changes to existing conditions and re-submitting for FINAL approval. The updated IDS will show the previously approved design year traffic which is 2020 traffic.
 - 5) IDOT stated that the accident data should be updated to account for the most recent data available.
- Sung Lee discussed the proposed project schedule and handed out copies for review:
 - 1) MAI has identified the need for two potential FHWA coordination meetings with the first being in March 2010. The second meeting would be 3 or 4 months later to gain final approval of any necessary items prior to submitting the CDR for review.
 - 2) The target month for preliminary CDR submittal is August and the target month for design approval is October/November.
 - 3) IDOT stated that District review will be 1-2 days, but to allow 1 month for Central Office review.
- Nathan Utz discussed project tasks and coordination with IDOT:

- 1) MAI is going to be submitting an ESR Addendum to include additional areas of coverage based on changes in side street geometry and limits. IDOT will provide MAI with previous sequence number for the submittal.
 - 2) MAI to submit review IDS with disposition of comments. IDOT recommended any IDS with state routes should be submitted as soon as possible because their review process is longer.
 - 3) Christopher Burke Engineering is completing the Location Drainage Study for the entire project. IDOT recommended submitting the entire study, at that time they will decide what parts are applicable to state routes for review.
 - 4) A separate meeting with IDOT Hydraulics is anticipated soon to introduce the project as well as discuss any issues that warrant discussion.
- IDOT requested that MAI provide agenda items for the March FHWA coordination meeting as soon as possible.
 - There was a brief discussion on funding – Phase I and ROW acquisition are funded, there are no monies currently programmed for Phase II or Construction. Kane County noted that it may utilize available STP funds to fund the Phase II Engineering.

These minutes were prepared by Nathaniel Utz of McDonough Associates, please call (312) 946-7173 with any questions.

Longmeadow Parkway
Section: 94-00215-01-ES
Job No. P-91-393-94
Lead Agency : Kane County
March 9, 2010

This is the fifth presentation of this project. The purpose of this presentation was to re-introduce the project and verify current direction towards Design Approval.

The meeting began with introductions. McDonough Associates Inc. (MAI) presented the history of this project dating back to 1993 and up to the current date. The Phase I has been on hold since 2005 due to the exploration of a tolling option for the new bridge over the Fox River. The Final Environmental Impact Statement (FEIS) was reevaluated to analyze any new impacts to the environment resulting from the tolling option. In November of 2009, the FHWA signed off on the tolling option by concurring that there are no substantive changes in impacts and therefore, a supplemental EIS would not be required. Kane County then authorized MAI to re-start the Phase I process and move forward towards Design Approval.

MAI presented an overview of the proposed improvements. The project logical termini are Huntley Road at the west end and IL 62 at the east end. The proposed roadway typical section will be 2 through lanes in each direction separated by a 32 foot landscaped median. A 10 foot bike path will also be installed for most of the entire length of the project. There will also be 7 new signalized intersections.

MAI then summarized the environmental studies completed to date. The FEIS was signed in 2001 and the Record of Decision (ROD) was signed in 2002. There was an Environmental Survey Request that was submitted in 2005, however, MAI noted that the project monitoring system shows that no items have ever been cleared for this project. It was stated that this is most likely because the FEIS and ROD were completed before the current electronic monitoring system existed. BLRS will check the files in Springfield and get back to MAI as to what is cleared, what needs to be updated and whether it should be done via a new ESR or an ESRA. MAI also noted the limits shown on the ESR in 2005 need to be revised slightly due to the potential re-alignment of the Bolz Road connector and the addition on work north and south along Randall Road.

MAI next explained that the vertical profile of the new bridge over the Fox River is currently being shown as a sag vertical curve. Sag vertical curves are typically not recommended for new bridges, however, MAI noted the physical constraints of the two bluffs on both sides of the river as well as the large vertical drop across the bluffs into the river. Both the drainage sub-consultant as well as IDOT Bridge Office has expressed concerns about the vertical alignment. Moving forward, MAI is going to look into potentially revising the vertical profile or adding shoulders to the bridge in order to provide room for ponding water should the scupper system fail.

MAI stated that further studies will also include looking into a new alignment for the Bolz Road connection in order to potentially eliminate the need for a large cut and dual retaining wall system near the existing cell tower. Potential options include moving the new roadway south of the existing cell tower.

Finally, the discussion moved toward the processing of the final report. MAI stated that it was their intention to prepare a Combined Design Report in the same format as the previously approved Stearns Road report. IDOT and FHWA concurred.

Manny Gomez Kane County/Nathan Utz, McDonough Associates Inc

**MINUTES OF MEETING
LONGMEADOW PARKWAY
KANE COUNTY**

**Section 94-00215-01 ES
Project HD-HPD-M-HPP-DPC-0019(008)
Job No. P-91-393-94**

**Bureau of Local Roads
Schaumburg, IL
September 9, 2011-rev**

ATTENDANCE:

Jason Salley	IDOT – D1 – Programming	(847) 705-4085
Marilyn Solomon	IDOT – D1 – BLRS	(847) 705-4407
Fawad Aqueel	IDOT – D1 – Programming	(847) 705-4017
Suleyman Tulgar	IDOT – D1 – BLRS	(847) 705-4205
Steve Coffinbargar	Kane County DOT	(630) 406-7170
Sung Lee	McDonough Associates, Inc.	(312) 946-7188
Steve Ravanese	McDonough Associates, Inc.	(630) 605-7027
Gilbert Goodman	McDonough Associates, Inc.	(312) 946-7149

PURPOSE:

To meet with IDOT and Kane County to resolve issues related to comments provided by IDOT (dated March 10, 2011) in the Intersection Design Studies.

1. For information, the projected 2040 Average Daily Traffic Volumes were furnished by CMAP in July 2011. The DHV volumes were then developed from the ADT volumes. IDOT requested a copy of the ADTs and DHVs.
2. Although warrants for dual left turn lanes are not met on the state highways that intersect Longmeadow Parkway, (IL Route 31, IL Route 25, IL Route 62), Kane County would prefer to construct dual left turn lanes with one lane striped out. It is noted that Longmeadow is a new corridor and traffic may grow in a manner different than projected. The IDOT representative will discuss this further with the IDOT Bureau of Traffic.
3. The design speed for IL Route 31 is 55 mph and the design speed for IL Route 62 is 60 mph. Therefore a shoulder must be provided along the edge of pavement. IDOT does not want to lower the posted speed in isolated areas (intersections). The plans were designed with curb and gutter to reduce right-way-needs. IDOT noted that a mountable curb can be used along the edge of shoulder (with a closed drainage system), to avoid the need to acquire right-of-way for a ditch. Also, barrier curb cannot be used in the median adjacent to through lanes if the posted speed is greater than 45 mph. Kane County will find out if the right-of-way has been purchased along IL Route 31 and IL Route 62.
4. IDOT will check on the required median width if dual left turn lanes are used on IL Route 31 and IL Route 62 (for design speeds of 55 mph and 60 mph respectively).

5. IDOT had no objection to the use of cycle times of 100 to 120 seconds for IL Route 62. For IL Route 31 120 seconds should be used and for IL Route 25 110 seconds should be used due to the existing interconnected system along IL Route 25.
6. The standard IDS base sheet has changed slightly. McDonough Associates will provide all of the information required on the current IDS sheets.
7. Regarding landscaped medians, IDOT will furnish the current landscaping specification (this was furnished at the end of the day).
8. The left turn lanes on Longmeadow Parkway at IL Route 25 have a 6 ft. barrier median on the left and a 4 ft. painted median on the right. This matches into the 22 ft. median used throughout the project. IDOT requested that dual left turn lanes be considered on Longmeadow Parkway at IL Route 31, IL Route 25, and IL Route 62, if dual left turn lanes are provided along the same state routes.
9. The design of the Illinois Route 25 intersection includes a multi-use path along Illinois Route 25. The complete the streets law was not in effect in 2003, therefore paths were not provided along Illinois Route 31 or Illinois Route 62. The issue of providing paths now is complicated because the project was previously approved and Kane County has begun purchasing right-of-way. Also, since the design speed is 55 miles per hour or greater, a shoulder is required. IDOT advised that the pedestrian path must be at least 10 ft. from the edge of the travelled way unless a barrier is provided, per standard. Kane County will determine if right-of-way has been purchased along IL Route 31 and IL Route 62.
10. The environmental survey has been cleared for design approval of the preliminary environmental site assessment (PESA). PESA validation is good for six months. McDonough Associates will send a letter to IDOT requesting validation. The following dates apply if there are no changes to right-of-way.
 - a. The Biological Survey was approved August 4, 2010 and is good for two years.
 - b. The Cultural Survey was approved and does not expire.
 - c. The Wetland Survey was approved on June 6, 2011 and is good for 5 years.
- a. Level of Service C is required for through movements on Strategic Regional Arterial (SRA) routes. Level of Service D is required for SRA left turn movements, movements along the non-SRA route, and the overall intersection. Right-of-way, costs to meet through lane level of service and the ability to store and flush left turn movements will be evaluated if level of service criteria cannot be met by the proposed improvement.
- b. Regarding the 350 ft tangent on Longmeadow, suggested by IDOT, the County will be unable to build it since right-of-way has already been purchased. The tangent isn't mandatory, but IDOT suggested dual right turn lanes could be considered. Right turn on red from the outside lane may not be permitted however, due to limited site distance on Illinois Route 62.

Prepared by *Gilbert Goodman*
Gilbert Goodman

Congress of the United States
House of Representatives
Washington, DC 20515-1314

November 10, 2011

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20520

Ann L. Schneider
Acting Secretary
Illinois Department of Transportation
2300 S. Dirksen parkway
Springfield, IL 62764

RAY

Dear Secretaries LaHood and Schneider:

I write to raise awareness for a very important local project in the Northwestern Suburbs of Chicago. Severe congestion and delays on the highway network in northern Kane County and southern McHenry County currently produce delays of nearly an hour to travel only a few miles on routes 62, 72 and 31 during rush hour. Additionally, a tenfold increase in population since the 1980s west of the Fox River, coupled with the lack of any new bridges spanning the river since the 1950s, means the region's traditionally strong economic growth is increasingly threatened by the worsening congestion.

The solution to these growing problems is a new Fox River Bridge and a 5.6 mile highway corridor from Huntley Road to IL 62 in northern Kane County known as the Longmeadow Parkway.

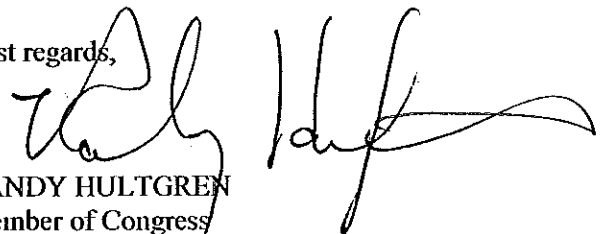
This unique, local-federal partnership is a model for future transportation investments that critically links routes 25, 31, 62 and Randall Road. There has been unprecedented support for this project, with 12 supporting resolutions from Kane County, McHenry County, and the 10 surrounding municipalities.

I have met with many of the local stakeholders, residents and levels of government that have come together, and I strongly endorse this important project.

This is a project with local and regional significance, and via Randall Road, is connected to the National Highway system. As the Congress works on finalizing a long-term reauthorization of the nation's surface transportation policy, I hope we can all work together to ensure it gets the funding and support it needs moving forward.

Thank you both for your ongoing service to our State and Country, if you have any questions about this important project, do not hesitate to contact me at anytime.

Best regards,



RANDY HULTGREN
Member of Congress

CC: Kaue County Board
McHenry County Board
Local Mayors & Village Presidents

3. Ensure that this toll bridge would incorporate current technology and the integration and coordination with the Illinois State Toll Highway Authority I-Pass system.
4. The County would use its best effort to open this corridor to the public for use with a 4 – 5 year timeframe.

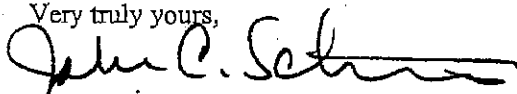
Pursuant to the adopted resolution, the municipalities conducted a public information meeting on May 24th. The purpose of the meeting was to allow for input from the public regarding the toll funding concept for the bridge.

Attached are copies of all the written comments received. The vast majority of the comments received from the public are supportive of the project and use of toll funding to expedite the construction of the bridge in a 4 – 5 year timeframe.

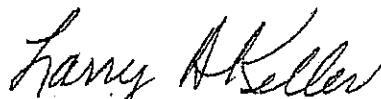
Lastly, both the major newspapers serving the northern Fox Valley, the Daily Herald and Courier News have written editorials supporting the concept and the need for the bridge. Enclosed are copies of those published positions.

We ask you to favorably consider utilizing the County's statutory authority for the use of the issuance of revenue bonds for the construction of Longmeadow Parkway Bridge as a toll facility.

Very truly yours,



Mayor John Schmitt
Village of Algonquin



Mayor Larry Keller
Village of West Dundee

Attachments

Cc: Village of Barrington Hills
Village of Carpentersville
Village of East Dundee
Village of Gilberts
Village of Huntley
Village of Lake in the Hills
Village of Sleepy Hollow
McHenry County

RESOLUTION 2007-R-____

LONGMEADOW PARKWAY BRIDGE CORRIDOR FUNDING

Whereas, in the upper Fox Valley there has not been a bridge constructed crossing the Fox River since the I-90 tollway extension in the late 1950's; and,

Whereas, the population on the west side of the Fox River has increased ten fold since the 1980's; and

Whereas, this population increase continues to tax the only three regional bridge crossings over the Fox River: I-90, RT. 72, and RT. 62.

Whereas, the Longmeadow/Bolz Road Fox River Bridge Corridor is proposed as a four-lane bridge crossing, of an arterial roadway, approximately 5.6 miles in the length with the principal purpose to assist and alleviate any traffic congestion in northern Kane County and southern McHenry County; and,

Whereas, the project was earmarked with four million dollars in federal funds for right-of-way acquisition and engineering in August 2005, and a total of nine million dollars will be spent in local, State and Federal funds studying the corridor; and,

Whereas, Kane County area municipalities are currently acquiring critical parcels for the corridor, have secured approximately 50% of the right-of-way for the corridor to facilitate this development and reduce the eighty-seven million dollar estimated project costs; and,

Whereas, each of the communities through which the designated Longmeadow corridor passes, agrees with the alignment of that corridor; and,

Whereas, the construction of this roadway will continue to enhance both Kane and McHenry Counties' transportation network by reducing congestion and providing alternative and more direct routes to serve existing land use through efficient access to central business districts, employment and commercial centers; and,

Whereas, Federal and State funding of roadway projects is expected to be very limited in the near future; and extremely competitive in terms of future transportation requirements, throughout the region as well as on a national level; and,

Whereas, unfunded items include phase two engineering, selective right-of-way acquisition and actual construction of the bridge and approaches; and,

Whereas, an optimistic timeline would be that funding may be available for this project somewhere in the next decade making this project potentially available for traffic no earlier than 2018/2020; and,

Whereas, the tollway alternative, which is a user fee based system, benefits more than just Kane County residents and the toll usage provides for a funding mechanism for those residents who reside outside of Kane County.

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the undersigned Municipalities, McHenry (if applicable) and Kane Counties, Illinois, as Home Rule Municipalities (if applicable), and the additional communities executing this Resolution to request the Kane County Board to consider:


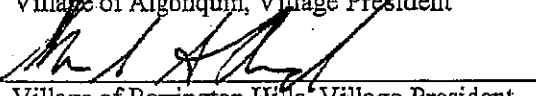
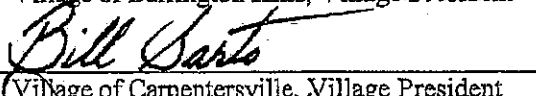
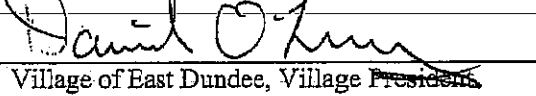

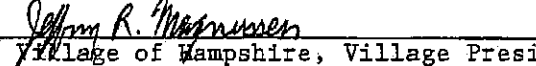
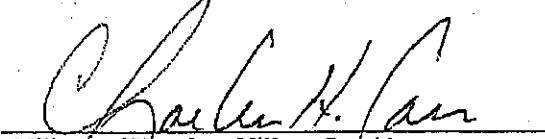


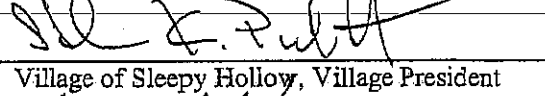
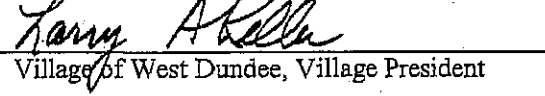
- 1) To evaluate the use of the statutory authority on toll bridge options as it would for the Longmeadow/Bolz corridor.
- 2) If feasible, KANE County use its authority provided under 605ILSC Article 5, Article 10, Division 3 of the Highway Code which provides for the counties to issue revenue bonds for the purposes of constructing toll bridges.
- 3) Determine the lowest possible fee per crossing in order to pay for the construction obligations of the bridge and its approaches.
- 4) Guarantee the commitment that the toll bridge concept would remain until such time as the initial construction bonds are fully repaid and a maintenance endowment fund to cover ongoing maintenance of an agreed upon fixed term is achieved. At that time, the tolls would then be removed from the bridge itself.
- 5) Provide that the toll facility would incorporate technology and integration of toll facilities with the tollway's I-Pass system.
- 6) If funding is made available, and the project implemented, Kane County will use its best efforts to open the corridor to the public in approximately four years. This time frame would be for completion of that right-of-way acquisition and complete Phase 2 engineering and design approval within two years and two construction seasons to construct the roadway retaining walls and the actual bridge over the Fox River.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the undersigned municipalities hereby endorse the items recited above and commit to providing public forum opportunities to apprise the citizens of the Village and the northern Kane Fox Valley region of the desirability and benefits of a toll bridge concept and support for Kane County using its best efforts to expeditiously open the bridge corridor to public traffic within a timely basis.

DATED this 25th day of May, 2007.

APPROVED

SIGNATURES BY:

<p> Village of Algonquin, Village President</p> <p> Village of Barrington Hills, Village President</p> <p> Village of Carpentersville, Village President</p> <p> Village of East Dundee, Village President</p> <p> Village of Gilberts, Village President</p> <p> Village of Hampshire, Village President</p>	<p> Village of Huntley, Village President</p> <p> Village of Lake in the Hills, Village President</p> <p> McHenry County, Board President</p> <p> Village of Sleepy Hollow, Village President</p> <p> Village of West Dundee, Village President</p>
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FHWA/IDOT/Suburban Coordination Meeting
Tuesday, July 10, 2012 at 3:00pm
Longmeadow Parkway – Huntley Road to Illinois Route 62
Proposed new 5.6 mile roadway and bridge over the Fox River
Kane County Division of Transportation

Meeting Minutes

Meeting began with introductions of FHWA, IDOT, and KDOT staff people in attendance. (Attendance roster included).

Tom Rickert started off the meeting with a brief history of milestones and current status of the Longmeadow Parkway Phase one. The last FHWA coordination meeting took place on March 9, 2010. Today's coordination meeting was number six.

Paul Holcomb led the discussion on each of the requested design exceptions in the order below corresponding to the agenda outline:

1. Design Exception Requests on State Routes

- a) Variance #1 for IL 31 at Lathrop Lane – Holcomb discussed the proximity of Lathrop Lane and the relatively low volume of traffic associated with the residential land use there. Variance granted for reduced lane deceleration taper for Lathrop Lane approach.
- b) Variance #2 for IL 31 at Longmeadow Parkway – The current design reduces the right turn lane from 12 to 11 feet, removes a 4' shoulder and places curb/gutter adjacent to the right turn lane. Jason Salley stated that because the curb/gutter is not adjacent to a through-lane and because IL 31 is not an SRA Route the present design was acceptable; there is no need for a variance.
- c) Variance #3 for IL 62 - Tom Rickert described the County and local bike/ped plans for the surrounding area of Kane County. Variance granted for use of proposed 10' wide shoulder to accommodate bicycles.

2. Design Exception Requests on Local Routes

Level I

- a) Variance #1 – Requesting a 5% grade on Longmeadow Parkway east of Fox River – Paul Holcomb reviewed the profile sheets from station 2222+00 to 2230+68. Sight distance appeared to be adequate given that the grade changes from 5% to 3.27% to the east of the subject location. Salmon Danmole indicated that a 5% grade was acceptable with respect to bike/ped

facilities and ADA requirements. Jason Salley said variance granted subject to vertical stopping sight distance being met. Post discussion on 07/11/2012 with McDonough confirmed based on 50 MPH design speed, that stopping sight distance (SSD) was adequate. Required SSD is 425 feet. Design SSD is 485 feet.

- b) Variance #2 - Intersection LOS "D" Huntley at Boyer Road – Rickert explained the anticipated development patterns and potential changes in traffic patterns resulting in more through traffic on Longmeadow Parkway after this connection is made. Variance granted.

Level II

- c) Variance #1 - Multiuse path adjacent to back of Curb along Rt 31 - Jason Salley conveyed that no variance is needed in this situation. He explained that since there is a proposed 10' shoulder with curb and gutter adjacent to the outside through-lane, separation of the multiuse path is satisfied for the rural setting.
- d) Variance #2 - Bolz Road grade at 7% - Paul Holcomb explained that the design matches existing grade for this local road. Jason Salley conveyed that variance is granted subject to crest stopping sight distance (SSD) being satisfied for proposed design speed. Post discussion with McDonough on 07/12/2012 confirmed based on 30 MPH design speed, that stopping sight distance was adequate. Required SSD is 200 feet, design SSD is at 294 feet. The 294 SDD is actually adequate for 35 mph.
- e) Variance #3 - Longmeadow Parkway at Sleepy Hollow Road – Requesting a reduction in design vehicle from WB-65 to WB-40. Tom Rickert discussed the residential character of this area. Salmon Danmole said he would review this and follow-up with District 1 Local Roads via e-mail as he had not seen the IDS prior to today's meeting. Note: Post email dated 07/12/12 from Mr. Danmole confirmed that no variance is needed. WB-40 is adequate.
- f) Variance #4 - Longmeadow Parkway at Bolz Road - Requesting a reduction in design vehicle from WB-65 to WB-40. Salmon Danmole said he would review this and follow-up with District 1 Local Roads via e-mail as he had not seen the IDS prior to today's meeting. Note: Post email dated 07/12/12 from Mr. Danmole confirmed that no variance is needed. WB-40 is adequate.
- g) Variance #5 - Bolz Road at Longmeadow Parkway – Requesting reduction of storage length requirements given the position of existing Bolz Road, grade changes and the limited right-of-way footprint. Variance granted.

Carl Schoedel discussed Kane County's intention to complete the Phase I while complying with the Department's direction regarding the Suspension of McDonough Associates Inc. (MAI)

contained in John Fortmann's June 22, 2012 letter. Schoedel indicated that the current contract supplement is funded with 100% County funds and that no further expenditures of State or Federal Funds would be generated on this MAI contract. Chris Holt concurred that this approach was acceptable.



Agency Name:		Kane County	
Project & Topic:		Longmeadow Parkway from IL 31 to IL 25; New bridge & roadway construction; Project updates, design variances	
Section No.:		94-00215-01-ES	
Date:		July 10, 2012	Time: 3:00 PM
Location:		Region/District One	Room: Executive Conference Room
	NAME (Please Print)	REPRESENTING	PHONE NUMBER
1	Chris Holt <i>CH</i>	IDOT BLRS	(847) 705-4201
2	Salmon Danmole <i>SD</i>	IDOT CBLRS	(217) 785-2798
3	Dennis Bachman <i>DB</i>	FHWA	(217) 492-4283
4	Chris Byars <i>WCB</i>	FHWA	(312) 886-1606
5	Robin Helmerichs	FHWA	(217) 492-4615
6	Michael Hine	FHWA	(217) 492-4634
7	<i>Scott Smith</i>	<i>IDOT/BDE</i>	<i>217/705-0721</i>
8	<i>Jason Sauley</i>	<i>IDOT/Geo UNIT-01</i>	<i>847/705-4085</i>
9	<i>Joy Gustafson</i>	<i>IDOT/D1/ LAND ACQ</i>	<i>847-705-4319</i>
10	<i>CARL SCHOEDEL</i>	<i>KANE COUNTY</i>	<i>630 584-4470</i>
11	<i>PAUL HOLCOMB</i>	<i>KANE Co</i>	<i>630 806-7333</i>
12	<i>TOM RICKERT</i>	<i>KDOT</i>	<i>630 406-7305</i>
13	<i>FAWAD AQUEEL</i>	<i>IDOT-Geometrics</i>	<i>847-705-4677</i>
14	<i>MARILYN SOLOMON</i>	<i>IDOT- D1- BLRS</i>	<i>847-705-4407</i>
15	<i>SILVIA WILGAR</i>	<i>" " " (HR CLERK)</i>	<i>847-705 4205</i>
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FAA/505
JRS/PEH
12.371
10/16/12

To:	Peter Harmet
Bureau:	Programming / Geometrics
Attn:	Jason Salley

From:	Chris Holt
Bureau:	Local Roads & Streets
By:	Marilyn Solomon
Subject:	Kane County*
	Section No.: 94-00215-01-ES

Date:	09/04/12
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Please check appropriate box below:

- | | | |
|---|--|---|
| <input type="checkbox"/> Take Necessary Action | <input type="checkbox"/> For Your Information | <input checked="" type="checkbox"/> Reply |
| <input checked="" type="checkbox"/> For Your Comments | <input type="checkbox"/> See Me About the Attached | <input type="checkbox"/> Return |
| <input type="checkbox"/> Per Your Request | <input type="checkbox"/> Draft (Letter)(Memo) For | <input type="checkbox"/> Route |
| <input checked="" type="checkbox"/> For Your Approval | My signature | <input type="checkbox"/> File |

Message

*Longmeadow Parkway: Huntley/Boyer Road to IL Route 62

Attached for your review are revised Intersection Design Studies (IDS) for IL Route 25, IL Route 31, and IL Route 62 intersections, along with IDS sheets from the previous submittal, disposition of comments, capacity analysis & storage length calculations, and CD containing PDF files for the subject project. Please review and provide your comments at your earliest convenience. If you have any questions, please contact Marilyn at 4407. Thank you.

Marilyn Solomon / ST
Signature

Copies to	FILE		
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Response *10/24/12*
GEOMETRY IS APPROVED

cc: BOE & BOT

JASON SALLEY x4085
Signature



To:	Chris Holt
Attn:	Marilyn Solomon
Bureau:	Local Roads & Streets
Phone:	(847) 705-4407
Date:	October 24, 2012

From:	Jason Salley
Bureau:	Programming/Geometrics Unit
Phone:	(847) 705-4085
Subject:	Longmeadow Parkway: Huntley/Boyer Rd to Illinois Route 62, Geo Approval
	Section No. 94-00215-01-ES

Please check appropriate box below:

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Take Necessary Action | <input type="checkbox"/> For Your Information | <input type="checkbox"/> Reply |
| <input type="checkbox"/> For Your Comments | <input type="checkbox"/> See Me About the Attached | <input type="checkbox"/> Return |
| <input type="checkbox"/> Per Your Request | <input type="checkbox"/> Draft (Letter)(Memo) For
My signature | <input type="checkbox"/> Route |
| <input type="checkbox"/> For Your Approval | | <input checked="" type="checkbox"/> File |

Message

Marilyn,

This project's Design Exceptions were approved by BDE on July 10, 2012 and all other Design Elements for this project meet current BDE Policy.

PDF copies of the Final IDS's have been received by the Geometrics Studies Unit and have been placed on the District's H Drive for future reference.

Therefore, the Geometrics Studies Unit approves this project's Geometry and Intersection Design Studies. BDE Form 2602 will be forwarded to IDOT BDE for their records.

Please contact me if you have any questions or comments.

Jason Salley, P.E.

Signature

Copies to

File	BDE	BOT
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Response

Signature

Longmeadow Parkway

Bicycle Coordination

The following letter dated April 2, 2012 concerning bicycle needs along Illinois Route 62 was sent to the following agencies and organizations:

Village of Barrington Hills

Village of Carpentersville

Forest Preserve District of Kane County

Chicago Metropolitan Agency for Planning

League of Illinois Bicyclists

Dundee Township Park District

Active Transportation Alliance

Trails for Illinois

Illinois Department of Natural Resources

Responses were received from the following organizations:

Dundee Township Park District

Chicago Metropolitan Agency for Planning

League of Illinois Bicyclists

KANE COUNTY

DIVISION of TRANSPORTATION

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



41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

April 2, 2012

Mr. Robert Kosin, AICP
Director of Administration
Village of Barrington Hills
112 Algonquin Road
Barrington Hills, IL 60010-5199

Reference: Longmeadow Parkway at Illinois Route 62, Existing and Proposed Bicycle Needs

Dear Mr. Kosin:

Kane County is in the process of completing a Phase I Engineering study for the proposed new construction of Longmeadow Parkway between Huntley Road on the west and Illinois Route 62 on the east. As part of this proposed improvement, a new intersection will be constructed for Longmeadow Parkway at Illinois Route 62, approximately 0.9 miles south of Illinois Route 25 and 1.1 miles north of Helm Road.

The purpose of this letter is to identify existing and future bicycle needs along Illinois Route 62, between Helm Road and Illinois Route 25, in the Village of Barrington Hills, Kane County, Illinois. As you are likely aware, there currently are no provisions to accommodate bicycles along Illinois Route 62 between Helm Road and Illinois Route 25. As part of our proposed improvement, we are constructing a 10'-wide paved shoulder along each side of Illinois Route 62 within the limits of construction at the Longmeadow Parkway intersection.

Please provide any information you have regarding existing or planned bicycle facilities or bicycle generators along Illinois Route 62 between Helm Road and Illinois Route 25. This information would be most useful if received by April 16th.

If you have any questions, feel free to contact me at (630) 406-7170.

Sincerely,


Steve Coffinbargar
Assistant Director of Transportation

Attachment

President
ROBERT G. ABOUD

Trustees
FRITZ GOHL, Pro-Tem
ELAINE M. RAMESH
JOSEPH S. MESSER
KAREN S. SELMAN
PATTY MERONI
HAROLD GIANOPULOS

DOLORES G. TRANDEL, Village Clerk



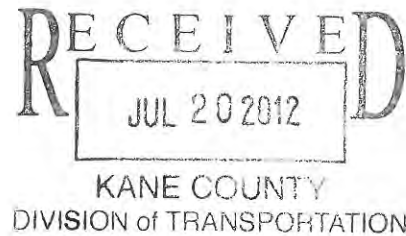
112 ALGONQUIN ROAD
BARRINGTON HILLS, ILLINOIS 60010-5199
www.barringtonhills-il.gov

TELEPHONE
(847) 551-3000

FACSIMILE
(847) 551-3050

July 5, 2012

Mr. Steve Coffinbarger
Assistant Director of Transportation
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175



Re: Village of Barrington Hills
Longmeadow Parkway @ IL Rte. 62
Existing and Proposed Bicycle Needs

Dear Mr. Coffinbarger:

In response to your inquiry dated April 2, 2012, the Village of Barrington Hills does not have any existing or planned bicycle facilities or bicycle generators along IL Rte. 62 in the vicinity of the proposed Longmeadow Parkway intersection. It is noted that on the exhibit accompanying your request, the eastern label of "Carpentersville" is located within the Village of Barrington Hills, as is the label of "Middlebury".

The Village remains interested in being kept informed on the status of the Phase I engineering study for Longmeadow Parkway, in particular as to how the proposed improvements may affect Autumn Trail and adjoining parcels as well as any potential impacts to IL Rte. 62.

Sincerely,
Gewalt Hamilton Associates, Inc.

Daniel J. Strahan, P.E., CFM
Assistant Village Engineer

cc: Patty Meroni, Village of Barrington Hills
Robert Kosin, Village of Barrington Hills

BoltzRoad_GHA Correspondence_Kane County.doc

From: Tom Mammoser [<mailto:tmammoser@dtpd.org>]

Sent: Tuesday, April 03, 2012 4:55 PM

To: Coffinbargar, Steve

Subject: Longmeadow Parkway Bicycle Needs

Steve,

The Dundee Township Park District worked with Kane County and Dundee Township in developing a Township wide bicycle path plan in 2001. The plan did include a bicycle/pedestrian trail along the Longmeadow Parkway corridor. If you are unable to locate a copy of the plan at the County, please let me know and I will mail a copy to you.

Also, in our past dealings with the Kane County Division of Transportation regarding land acquisition for the corridor, we were made aware of the County's intent to include a bicycle path with the road. We support the bicycle path and it is my understanding that provisions for the path were made in our IGA's with the County. Please contact me if you need more information regarding this matter.

Sincerely,

Tom Mammoser
Executive Director
Dundee Township Park District

From: John O'Neal [mailto:JO'Neal@cmap.illinois.gov]
Sent: Friday, April 13, 2012 2:43 PM
To: Coffinbargar, Steve
Cc: Rickert, Tom; Sullivan, R. (Mike); Thomas Murtha; Don Kopec
Subject: Bike Planning Information -- Longmeadow Parkway at Illinois Route 62

Dear Mr. Coffinbargar:

I write in response to your letter requesting information about existing and planned bicycle facilities and generators of bicycle travel in the area of the proposed new intersection of the Longmeadow Parkway and Illinois Route 62, in the Village of Barrington Hills in Kane County, in connection with Kane County Division of Transportation's preparation of a Phase I Engineering study.

We have prepared a map showing nearby planned and existing bikeways, as well as land uses. We hope that this may be of use to you in your work on this project. I have placed this map on CMAP's FTP server for you to download. The title of the map document, which is designed to be printed out at 22" x 34", is:

LongmeadowPrway_at_IL62_MAP_ReducedFileSize.pdf

You can access the server from Windows Explorer or Internet Explorer at:

ftp://ftp.cmap.illinois.gov/pub/docs/Bike-Ped/2012_Apr-Jun/LongmeadowPrkwy_at_IL62

(N.B. – You may have to "Cut and Paste" this URL into your browser.)

Username: cmapftpro

Password: cmapread

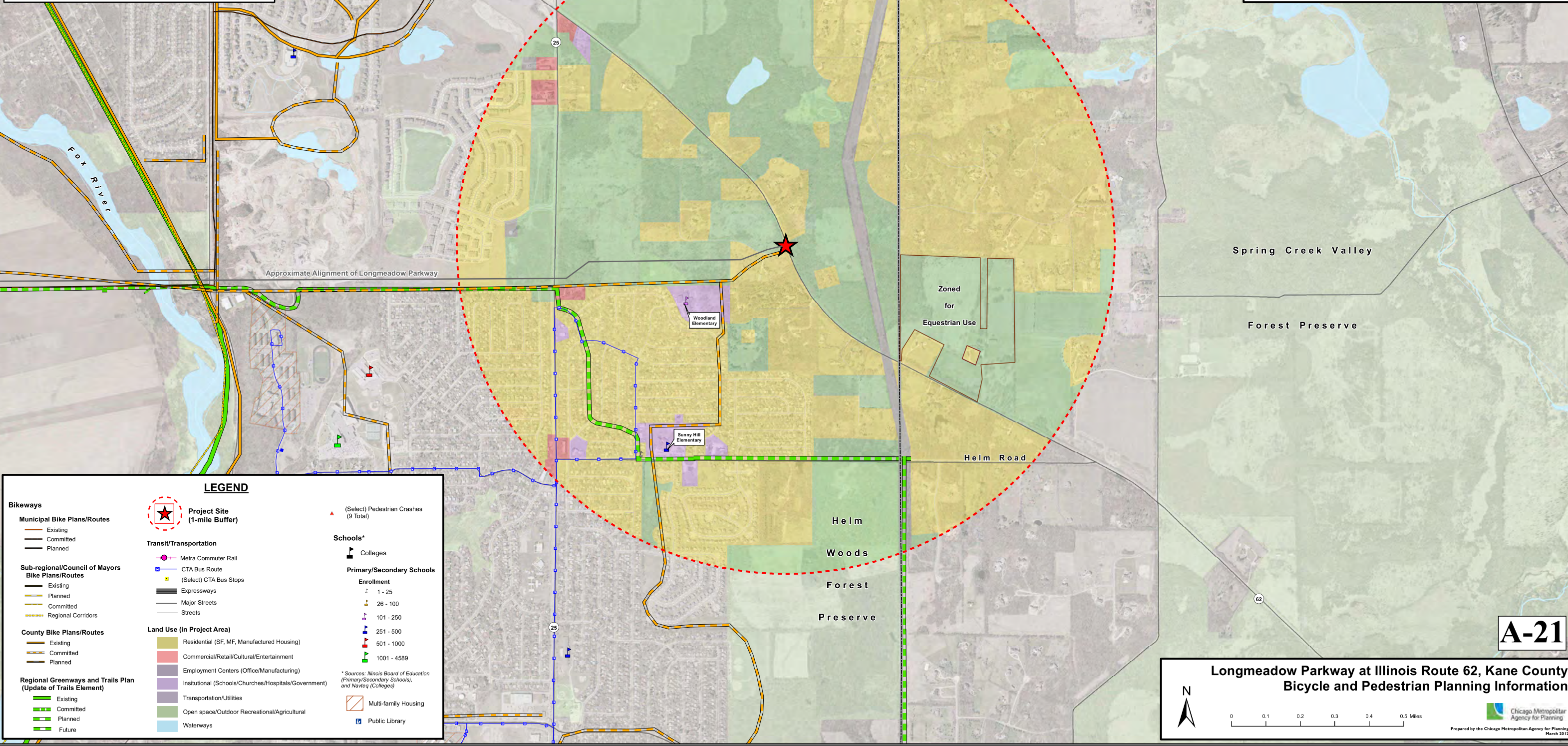
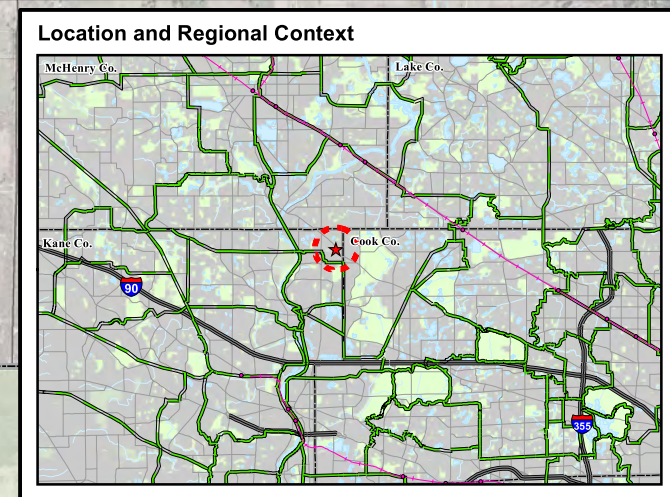
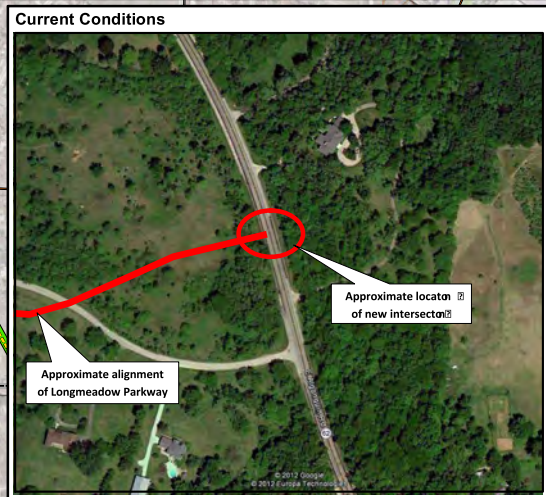
As the map indicates, surrounding land use along Illinois Route 62 between Illinois Route 25 and Helm Road does not, at present, include major generators of bicycle or pedestrian traffic. The surrounding area is comprised largely of agricultural and preserved open space and single-family residential uses. There are two elementary schools within a 1-mile buffer area – Woodland and Sunny Hill – with a combined enrollment of 660 students (ISBE, 2009). We do not, however, have information on the service area of these schools.

In addition, there is equestrian use southeast of the project intersection, along Illinois 62, which may generate non-motorized (equestrian) traffic.

More generally, providing access to/from the Fox River Trail (west of the project site), the Helm Woods Forest Preserve (south of the project intersection), and the various pedestrian and bicycle path networks existing within nearby residential developments should be achieved or, at the very least, supported by the project.

We thank you for the opportunity to provide information, and please call me if you have any questions.

Thank you again and best regards,



LEGEND

Bikeways

- Municipal Bike Plans/Routes
 - Existing
 - Committed
 - Planned
- Sub-regional/Council of Mayors Bike Plans/Routes
 - Existing
 - Planned
 - Committed
 - Regional Corridors
- County Bike Plans/Routes
 - Existing
 - Committed
 - Planned
- Regional Greenways and Trails Plan (Update of Trails Element)
 - Existing
 - Committed
 - Planned
 - Future

Transit/Transportation

- Metra Commuter Rail
- CTA Bus Route
- (Select) CTA Bus Stops
- Expressways
- Major Streets
- Streets

Land Use (in Project Area)

- Residential (SF, MF, Manufactured Housing)
- Commercial/Retail/Cultural/Entertainment
- Employment Centers (Office/Manufacturing)
- Institutional (Schools/Churches/Hospitals/Government)
- Transportation/Utilities
- Open space/Outdoor Recreational/Agricultural
- Waterways

Schools*

- Colleges
- Primary/Secondary Schools

Enrollment

- 1 - 25
- 26 - 100
- 101 - 250
- 251 - 500
- 501 - 1000
- 1001 - 4589

(Select) Pedestrian Crashes (9 Total)

- Multi-family Housing
- Public Library

Project Site (1-mile Buffer)

*** Sources: Illinois Board of Education (Primary/Secondary Schools), and Navteq (Colleges)**

A-21

**Longmeadow Parkway at Illinois Route 62, Kane County
Bicycle and Pedestrian Planning Information**

0 0.1 0.2 0.3 0.4 0.5 Miles

Chicago Metropolitan Agency for Planning
Prepared by the Chicago Metropolitan Agency for Planning
March 2012

From: Ed Barsotti [<mailto:ed@bikelib.org>]
Sent: Thursday, June 21, 2012 12:03 PM
To: Coffinbargar, Steve
Subject: Longmeadow Pkwy at IL62 letter, from April

Hi Steve,

Just now getting a chance to go through a pile of road project letters, including yours from April.

LIB is fully supportive of the stated plans to construct a 10' wide paved shoulder along each side of IL62 between Helm and IL25. Also, from the map provided, it appears that a sidepath is being planned along the length of Longmeadow. We greatly appreciate this and strongly encourage that this be kept in the plans – even if budget cuts are necessary – since river crossings are often such a huge barrier to bike and pedestrian travel.

Kudos to Kane County DOT for continued fine work.

Ed

Ed Barsotti
Executive Director
League of Illinois Bicyclists
2550 Cheshire Dr.
Aurora, IL 60504
630-978-0583
ed@bikelib.org
www.bikelib.org

From: Danmole, Salmon O
Sent: Wednesday, September 25, 2013 11:42 AM
To: Solomon, Marilyn D
Cc: Tulgar, Suleyman M; Elston, Jack A; Humke, Matt
Subject: FW: Kane County - Longmeadow Parkway over Fox River SN 045-3024

Please insert the email below in the PDR. Thank you.

Salmon O. Danmole, P.E.
Project Development Engineer
Bureau of Local Roads and Streets
Tel: [217-785-2798](tel:217-785-2798)
Cel: [217-720-4406](tel:217-720-4406)

Please consider the environment before printing this e-mail

From: Elston, Jack A
Sent: Wednesday, September 25, 2013 11:26 AM
To: Danmole, Salmon O
Cc: Humke, Matt; Tulgar, Suleyman M; Solomon, Marilyn D
Subject: RE: Kane County - Longmeadow Parkway over Fox River SN 045-3024

Sal:

We have reviewed the PBDHR for the Longmeadow Parkway project. We are comfortable with the overall concept of the proposed structure and have no objections to the approval of the Project Development Report. Our conditional approval is based on our understanding that the span configurations and superstructure types will be refined in Phase 2 during the Value Engineering study. We will finalize our review at the completion of the VE study.

Thanks

Jack

Jack Elston, PE

*Acting Unit Chief - Local Bridges
Bureau of Bridges and Structures
Illinois Department of Transportation
Phone: [\(217\) 782-5928](tel:217-782-5928)*

From: Solomon, Marilyn D
Sent: Monday, September 16, 2013 5:09 PM
To: Elston, Jack A
Cc: Humke, Matt; Tulgar, Suleyman M
Subject: RE: Kane County - Longmeadow Parkway over Fox River SN 045-3024

Hello Jack,

We got your phone message too. TSL is normally being approved in Phase 1 for Local Roads. However, given the circumstances you indicated below, we can request TSL to be approved in Phase 2. We will discuss it with Sal Danmole tomorrow, and get back to you. He's currently in the District.

Thanks,
[Marilyn](#)

“Please consider the environment before printing this e-mail”

From: Elston, Jack A
Sent: Monday, September 16, 2013 1:42 PM
To: Solomon, Marilyn D
Cc: Humke, Matt; 'Zakosek, Mike'
Subject: Kane County - Longmeadow Parkway over Fox River SN 045-3024

Marilyn:

We have received the revised PBDHR for the subject structure. After talking to the county and the consultant, it appears they are trying to get the project report approved before the environment approvals (??) expire. It is my understanding they anticipate significant changes to the structure layout. Is it feasible to approve the Phase 1 project report without approval of the PBDHR? Can we delay approval of the PBDHR until Phase 2?

Given the circumstances of this project, TSL designer no longer in business, I am not sure it is in our best interest to work with a new consultant to get the original TSL approved. I do not want to spend time reviewing and approving a TSL that ultimately will receive major changes. I would rather wait and let the current consultant draft a new TSL for our review.

Please let me know if this is possible.

Jack

Jack Elston, PE

*Acting Unit Chief - Local Bridges
Bureau of Bridges and Structures
Illinois Department of Transportation
Phone: [\(217\) 782-5928](tel:217-782-5928)*

MEETING MINUTES

Subject: Longmeadow Parkway Corridor – Phase I/II
BLR&S / FHWA Coordination Meeting #7

Meeting Date: October 8, 2013

Time: 10:00 a.m.

Location: Illinois Department of Transportation, 4th Floor Executive
Conference Room
Schaumburg IL

Attendees: (See Sign-in Sheet, attached)

Introductions

Paul LaFleur introduced himself as the project manager for Kane County Division of Transportation (KDOT) and introduced other members of KDOT and the Phase I consultant, Longmeadow Alliance Consultants {joint venture (LAC) between Hampton, Lenzini and Renwick (HLR) and Thomas Engineering Group (TEG)}. Paul explained that KDOT had recently hired multiple consultant teams to complete Phase I engineering for the corridor and also prepare construction documents for the entire corridor but broke the corridor into 4 separate contracts.

Meeting Purpose

Steve Pasinski (HLR/TEG) stated that the purpose of today's meeting was as follows:

- Provide an update of major milestones that KDOT has accomplished for the Longmeadow Corridor Project. These updates would include significant work related to Engineering, Environmental Surveys and Public Involvement.
- Obtain concurrence from the FHWA that the progress made on Longmeadow Parkway since the EIS was last revisited is sufficient enough to not require reopening the EIS.
- Outline the schedule to obtain Design Approval by December 28, 2013.

Phase I Timeline

Steve Pasinski gave a brief synopsis of the history of the Longmeadow corridor and the various major milestones accomplished up to this point. More than 20 corridors were originally studied as part of Fox River Crossing Study which was funded through ISTEA as a demonstration project. Several other comprehensive planning studies helped trim the number of corridors down to 5 locations which were ultimately included in the preparation of an Environmental Impact Statement (EIS). The EIS, which was approved in November of 2001, determined that only 3 of the corridors met the purpose and needs of the project. The FHWA signed off on a Record of Decision in 2002 that declared that each of the 3 remaining corridors had independent utility and

that KDOT was approved to pursue any and/or all of the alignments and that these alignments would be eligible for federal funding.

KDOT initiated Phase I studies for the Stearns Road Corridor and the Longmeadow Corridor. Subsequently, both of these projects were partially funded in the SAFETY-LU Federal Transportation Bill but the Stearns Road corridor received the majority of funding (over \$70M) while Longmeadow was earmarked for only \$4M, specifically for Phase I studies and Land Acquisition. It was noted that the Illinois Division of FHWA gave KDOT authorization to pursue land acquisition while it was completing Phase I. This enabled KDOT to keep moving forward on the project, maintain an open dialogue with stakeholders and ultimately determine a means for funding.

KDOT had sought other options to fund the Longmeadow Corridor and ultimately decided upon a Toll option which would require partnering with the Illinois State Tollway Highway Authority (ISTHA). The original Phase I consultant presented this new issue to the FHWA via a Technical Memorandum and it was determined that this new element was not significant and the EIS would not have to be reopened.

County Update

Paul LaFleur, discussed the implementation plan for the entire corridor. Paul stated that approximately 40% of the right-of-way had already been acquired and that plats and legals were completed or underway for the remaining properties. This schedule coincides with a late letting in 2014 for advance grubbing and clearing contract(s) with capital roadway/bridge improvements expected to begin in early 2015 and fully constructed in 2016.

Mike Hine of FHWA asked what the entire corridor would cost. Steve Coffinbargar responded that the current cost estimate is between \$100M and \$105M. Robin Helmerichs of the FHWA requested that LAC provide her with the cost estimate.

Environmental Impact Statement

Robin agreed that KDOT had been moving the project forward with very tangible steps. A substantial amount of the land acquisition has been completed. She stated that this work adequately satisfied the need for a project to reach “major milestones” and that the EIS would not have to be re-opened.

Financial Plan

FHWA inquired as to whether a financial plan was developed for the Longmeadow Parkway similar to the plan developed for Stearns Road Corridor. Steve Coffinbargar responded that no financial plan was prepared because the overall estimated cost was only \$105M, much less than the trigger amount of \$500M.

Cultural Clearance

Salmon Danmole stated that there were three properties shown in some shape files that may have impacts that have not been completely documented. LAC was unaware of any new impacts and stated that cultural clearance had already been received. LAC stated no field conditions changed and the alignment and roadway footprint has also remained constant. LAC stated they would follow up with Sal later in the week to reassure BDE that no culturally significant properties were impacted.

Engineering and Environmental Status

The LAC team provided a status update on recently completed work and remaining deliverables. Mr. Pasinski stated that the design report had previously been reviewed and commented on by the District One staff and Central Office. Comments on report content and attachments were thorough; all comments have now been addressed with a disposition prepared. The revised Design Report has been submitted to and reviewed by KDOT. It is anticipated that the final Design Report will be submitted to IDOT by November 1, 2013 for approval. Mr. Pasinski stated that there are several other outstanding engineering and environmental reviews that need to be completed prior to the design Report submittal:

- Location Drainage Study (LDS): The County Consultant, Christopher B. Burke Engineering, Ltd, is near completion of the proposed drainage plan (PDP) and the remaining public involvement. The District Hydraulics staff is now in agreement with the PDP but awaits documentation that all affected municipalities have had an opportunity to comments. Subsequent to the meeting, CBBEL and KDOT met with the local agencies and thus completed the public agency meeting requirement. LAC is awaiting IDOT approval of the LDS before submitting the final Design Report.
- Preliminary Bridge Design and Hydraulic Report: The IDOT Bureau of Bridges and Structures (BBS) directed KDOT to forgo the typical review and approval process for these documents during Phase I. The Design Report will be approved without inclusion of the Type Size and Location (TSL) and Hydraulics Report.
- The ESRF sign-offs were discussed. Upon reviewing the previously submitted addendums, Ms. Spolar stated that Addendum A was submitted to cover new areas resulting from an extension of improvement limits along Randall Road and also along Bolz Road. Addendum B was for multiple areas adjacent to the previously surveyed footprint that “blocked-out” additional space where additional footprint was required for drainage detention. We have received biological and cultural clearances to date for the entire corridor. Mr. Danmole stated that there are three locations where cultural may not be cleared. Subsequent to the meeting, these three locations were reviewed and appear to be completely covered with Illinois Historical Preservation Agency (IHPA) commenting specifically on these sites as “cleared”. LAC will follow up with the District and Central office to make sure no further action is required. Special waste clearance expires on December 28th of this year.
- Wetland delineations are completed and Wetland Impact Evaluation forms were submitted to IDOT for review on October 7, 2013. There were 27 wetlands/waters of the US (WOUS) delineated. It appears that 10 areas would be considered isolated and 17 areas would be considered jurisdictional. When the Illinois History Survey completed the original delineation they did not include WOUS or farmed wetlands. Included as part of the 27 areas delineated there were 10 WOUS and 5 farmed wetlands. Preliminary estimates of wetland impacts indicate approximately 0.78 acres of impact to isolated wetlands and 1.42 acres to jurisdictional wetlands. Every effort will be made to minimize wetland impacts with the goal of being able to obtain a Regional Permit from the Army Corps of Engineers.

- COSIM: Traffic data was submitted to the District for analysis in August 2013. No status on review or processing has been provided. Marilyn Solomon committed to following up with the Bureau of Programming for status.
- Noise: A noise analysis was completed and approved as part of the EIS. With the preferred alternative and adjacent land use remaining constant, the noise approval remains intact.

To summarize, the only remaining deliverables required for a final Design Report review are the LDS, COSIM, WIE's and Addendum B (Cultural). All are expected to be obtained prior to the planned November 1 submittal of the Design Report. All parties were confident that pending no unusual circumstances, review could be completed in time for design approval prior to December 28, 2013.

Value Engineering

FHWA inquired as to whether a value engineering (V.E.) study would be conducted for the project and stated that the FHWA would like to be a part of the VE. Paul stated that a VE study will be conducted to keep this project eligible for federal funds. KDOT stated that they would, at a minimum provide advance notice of the final presentation for KDOT and IDOT attendance. It was stated by FHWA that the firm that is involved with the Phase I Design Report submittal should not be part of the value engineering. Subsequent to the meeting, Paul LaFleur and Robin Helmerichs discussed specifics on bringing the FHWA into the Value Engineering process.

The meeting concluded at 10:50 AM.

Minutes prepared by: Steve Pasinski, P.E. (HLR/TEG)
October 10, 2013

From: Wojcik, Rick F [mailto:Rick.Wojcik@illinois.gov]
Sent: Monday, October 21, 2013 10:20 AM
To: Househ, Alex
Cc: Lockwood, Roger S.; mkerr@cbbel.com<mailto:mkerr@cbbel.com>; 'mantas@cbbel.com'
Subject: RE: Longmeadow Parkway - LDS revisions

Alex,

No further comments on the Phase I Location Drainage Study.

When contract plans are prepared, the Hydraulics Section needs to review and approve contract plans for the portions of the project which involves roadway work to II 31, II 25 and II 62.

For all other roadways, including Longmeadow parkway, the Hydraulics Section does not need to review and approve contract plans for these roadways since no state highways are involved. Local approval is needed.

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