

# Memo

**To:** Trustee Cecola  
**From:** Robert Kosin, AICP  
**cc:** Village President, Board of Trustees  
**Date:** May 22, 2015  
**Re:** Longmeadow Parkway Pre-Final Plans

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The Roads and Bridges Committee held its regular meeting on May 21, 2015 whereat among other items on the agenda was the consideration of the Longmeadow Parkway Pre-Final Plans. Attached are the documents specific to that agenda item as presented during the meeting and in turn by its own motion, present to the Board of Trustees for action.

Specifically the request is to authorize correspondence to the relevant agencies as follows:

- i. Add the storm water drainage east of Rt. 25 to the 4f review;
- ii. Add the use of Presidential Park, Dundee Township Park District to the 4f review;
- iii. Add the use of CUSD 220 School, Navajo Dr. to the 4f review;
- iv. Submit the project to the GOMB for review per EO-15-5;
- v. Request re-reviews of the intersection functionality of Algonquin Road with public and private points of access from State Route 25 to Brinker Road;
- vi. Storm water design to the permitting authority of the Lake County SMA.

The Board of Trustees may consider upon the forgoing the current value of the position of the Village as found in Resolution 06-06 (March 2006).

# Memo

**To:** Roads & Bridges Committee  
**From:** Robert Kosin, AICP  
**cc:** Dan Strahan, Village Engineer  
**Date:** May 21, 2015  
**Re:** KDOT - Longmeadow Parkway Pre-Final Plans

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The Longmeadow Parkway has been the subject of recent actions as follows

- Project addition to the State Transportation Appropriation FY 2016
- Dundee Township referendum
- Kane County Transportation Committee 2040 TIP
- FHWA 4f de minimis application

The Village of Barrington Hills has last examined the subject of the Longmeadow Parkway in 2006 (Res 06-06) and it's financing in 2007 (Res 07-11). With the passage of time of the last eight years and the addition of topics, some of state wide importance, it would be reasonable to present any and all concerns including the following:

- i. Add the storm water drainage to the 4f review;
- ii. Add the use of Presidential Park, Dundee Township Park District to the 4f review;
- iii. Add the use of CUSD 220 School, Navajo Dr. to the 4f review;
- iv. Submit the project to the GOMB for review per EO-15-5;
- v. Request re-reviews of the intersection functionality of Algonquin Road with public and private points of access from State Route 25 to Brinker Road;
- vi. Storm water design to the permitting authority of the Lake County SMA.

The action requested of the Committee is to seek the concurrence of BOT to communicate such concerns of the Longmeadow Parkway.

## PUBLIC NOTICE

Kane County Division of Transportation (KDOT) is seeking public comment regarding the effects that the proposed pedestrian bridge crossing over Longmeadow Parkway, the improvements to Raging Buffalo Snowboard Park (as part of the Longmeadow Parkway corridor improvements), and the improvements within the vicinity of the Longmeadow Parkway overpass at Sandbloom Road will have on the Buffalo Park Forest Preserve, the Brunner Family Forest Preserve, and the Fox River Shores Forest Preserve. The Buffalo Park Forest Preserve, the Brunner Family Forest Preserve, and the Fox River Shores Forest Preserve, which are under the jurisdiction of the Forest Preserve District of Kane County (FPDKC), are publicly owned properties. As such, they are subject to protection under Section 4(f) of the US Department of Transportation Act of 1966. For the Longmeadow Parkway improvement, KDOT intends to seek a Section 4(f) "de minimis" impact finding from the Federal Highway Administration based on the determination that the project will not adversely affect the features, attributes, or activities that qualify the Buffalo Park Forest Preserve, the Brunner Family Forest Preserve, and the Fox Shores Forest Preserve for protection under Section 4(f).

Effects of the Longmeadow Parkway corridor improvements on the Brunner Family Forest Preserve include a pedestrian bridge crossing over Longmeadow Parkway to link internal trails, as well as provide a pedestrian link over the Fox River. Additionally, at IL Route 31, Longmeadow Parkway will be constructed as an overpass bridge (with a connector road to allow access from Longmeadow Parkway to IL Route 31). Due to the current topography of this area, a grade difference between the Longmeadow Parkway Bridge and the connector road would create a large amount of excess soil for removal. KDOT staff has met with FPDKC staff to discuss the possible use of the soil on site. These excess soils, from the Longmeadow Parkway project, would benefit the Raging Buffalo Snowboard Park by improving the existing site and creating more winter recreational activities for Kane County residents, within Buffalo Park Forest Preserve. Finally, within the Fox River Shores Forest Preserve, Longmeadow Parkway will be constructed as an overpass from the Fox River to the east side of Sandbloom Road. Therefore, bridge piers and Mechanically Stabilized Earth walls are proposed to support the subject structure. Also within this area, the Fox River Trail is being re-aligned to join the multi-use trail proposed along Longmeadow Parkway. A detention pond will also be constructed to maintain storm water runoff volumes. Detailed documentation describing the impacts and mitigation associated with the effects of the Longmeadow Parkway improvement at Buffalo Park Forest Preserve, Brunner Family Forest Preserve, and Fox River Shores Forest Preserve may be downloaded from <https://kdotftp.egnyte.com/dl/5cNAba6C1K> or a hard copy is available during normal business hours from 8:00 a.m. to 4:30 p.m. at the following location:

Kane County Division of Transportation  
41W011 Burlington Road  
St. Charles, IL 60175

Written comments may be submitted at the KDOT office, mailed to the KDOT office, or submitted electronically to [kdotcomments@co.kane.il.us](mailto:kdotcomments@co.kane.il.us). All comments must be received by end of business on June 7, 2015 to be considered as a part of the public record. Written correspondence regarding this project should be sent to:

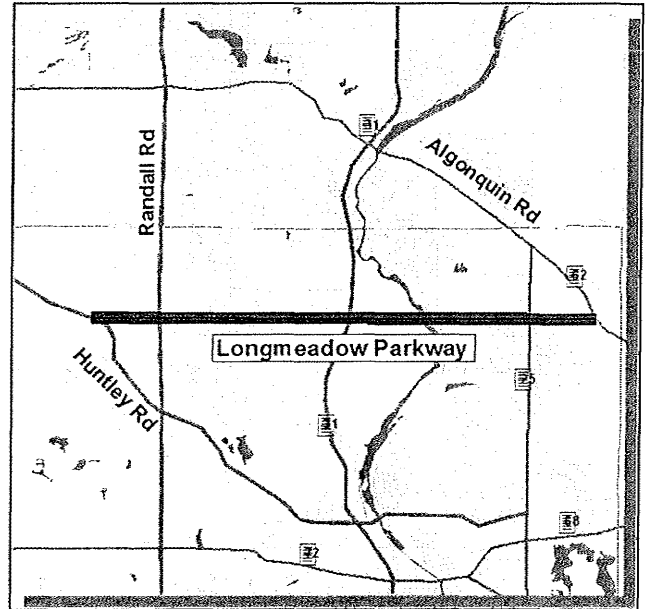
Kane County Division of Transportation  
Attn: LMP Section 4(f)  
41W011 Burlington Road  
St. Charles, IL 60175

## Longmeadow Parkway Bridge Corridor Project

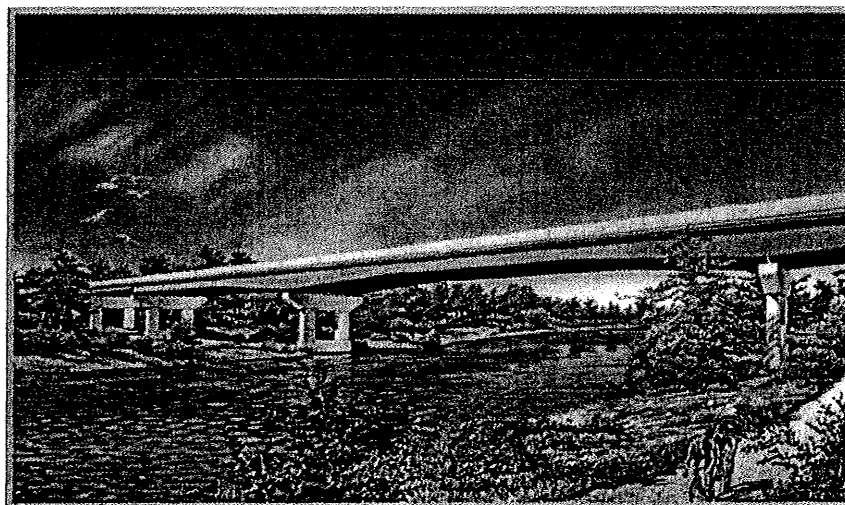
The Longmeadow Parkway Bridge Corridor is a proposed four-lane Fox River Bridge crossing and a new 6-mile roadway corridor to alleviate traffic congestion in northeastern Kane County. The project limits start west of Randall Road at Huntley Road with an eastern terminus at IL 62 and includes existing Longmeadow Parkway on the west side of the Fox River.

Eleven local governments in the Upper Fox Valley region passed resolutions of support requesting that Kane County consider funding the bridge through a user fee (toll funding). A Longmeadow Parkway Toll Bridge Task Force, comprised of members from the Kane County Board, municipalities, and McHenry County Board, then was formed to oversee the study of this corridor.

This project is a model project where planning, engineering, land acquisition, and construction funding is a combination of federal, state, county, municipal and toll bridge user fees. The project has been and will be fiscally constrained within existing revenue sources with efforts to also minimize toll costs as requested at public meetings. Only the bridge will be tolled with the remainder of Longmeadow Parkway providing local accessibility much like a local collector road.



The County received \$10.2 million in federal funds (including \$4.0M HPP funds) for Phase I and II Engineering and Land Acquisition, \$5 million in Kane Kendall Council of Mayors STP funds, and \$3.1 million in Congestion Mitigation Air Quality and other federal funds. Phase I Engineering is complete, Phase II Engineering began in FY 2013 and is ongoing. Land Acquisition is 60% complete. With a total project estimate of \$117 million, Kane County continues to seek federal and state funding for the remaining Land Acquisition and construction elements of the project.





FILED  
INDEX DEPARTMENT

JAN 12 2014

IN THE OFFICE OF  
SECRETARY OF STATE  
EXECUTIVE ORDER

SPRINGFIELD, ILLINOIS

15-08

## EXECUTIVE ORDER TO ADDRESS THE STATE'S FISCAL CRISIS

**WHEREAS**, the State of Illinois faces historic, unprecedented debt obligations, including over \$100 billion in unfunded pension liabilities and \$6.5 billion in unpaid bills; and

**WHEREAS**, although the Illinois Constitution requires – and the people of Illinois expect – a balanced and honest budget, the State's budget for the current fiscal year ending June 30, 2015, does not fully account for all expected spending or changes in revenue during the remainder of this fiscal year, resulting in a current deficit of approximately \$760 million; and

**WHEREAS**, the budget for the current fiscal year relies upon borrowing, including \$650 million in inter-fund borrowing; and

**WHEREAS**, the State is required to pay \$1.4 billion per year to service debt on bonds previously issued to fund the State's pension obligations; and

**WHEREAS**, on top of the payments for pension-related debt, the State is expected to contribute \$6.6 billion from the General Revenue Fund to the pension systems in the next fiscal year – which includes \$4.6 billion in payments resulting from the State's previous failure to adequately fund its pension obligations; and

**WHEREAS**, the State's credit rating is currently the lowest among all 50 U.S. states; and

**WHEREAS**, the State's debts diminish the State's ability to attract and retain businesses and residents and are a burden upon the State's ability to serve the critical needs of its people; and

**WHEREAS**, in order to honestly align spending and revenues, to satisfy the requirements of Section 2 of Article VIII of the Illinois Constitution, and to ensure that our public resources are available for our most critical needs, the Executive Branch must undertake meaningful steps to examine and reduce spending;

**THEREFORE**, I, Bruce Rauner, Governor of Illinois, by virtue of the executive authority vested in me by Section 8 of Article V of the Constitution of the State of Illinois, do hereby order as follows:

### I. DEFINITIONS

As used in this Executive Order:

"CMS" means the Illinois Department of Central Management Services.

"FY 2015" means the fiscal year of the State of Illinois ending on June 30, 2015.

"GOMB" means the Governor's Office of Management and Budget.

"State Agency" means any officer, department, agency, board, commission, or authority of the Executive Branch of the State of Illinois.

"State Funds" means all funds available to a State Agency from whatever source.

## II. PROCUREMENT AND PERSONNEL

1. Review of Procurement and Personnel Decisions. As soon as practicable, every State Agency shall provide a report to GOMB identifying (a) every contract or grant that was let, awarded, or entered into by the State Agency on or after November 1, 2014 and through the date of the report and (b) every decision or action taken by the State Agency to employ or to terminate the employment of any employee of the State Agency on or after November 1, 2014 and through the date of the report.
2. Contracts and Grants. Until July 1, 2015, no State Agency shall let, award, or enter into any contract or grant, or any amendment or change order to or renewal of any existing contract or grant, that obligates the expenditure of State Funds except as follows:
  - (a) Contracts Required by Law. A State Agency may enter into a contract or grant that is required to comply with applicable law, provided that the State Agency first complies with any applicable guidelines issued by GOMB for verifying that the contract or grant is required by law.
  - (b) Contracts for Emergency Expenditures. A State Agency may enter into a contract that is required in order to incur an emergency expenditure that, if not incurred, would jeopardize one or more fundamental operations of the State Agency and for which there is not adequate time to permit review and approval by GOMB before entering into the contract for, provided that (i) the contract does not obligate the expenditure of State Funds except as required for the emergency expenditure, and (ii) the State Agency complies with any applicable guidelines issued by GOMB for subsequent review of the contract and expenditure, including of the exigent circumstances that existed.
  - (c) Contracts for Small Purchases. A State Agency may enter into a contract that obligates the State to pay less than \$50,000 (including any contingent and conditional payment obligations) during the term of the contract, provided that the State Agency complies with any applicable guidelines issued by GOMB for subsequent review of the contract and expenditure.
  - (d) Contracts and Grants for Essential Operations. If the State Agency determines that the contract or grant is needed for its essential operations, but the contract does not otherwise meet the criteria immediately above, the State Agency must first submit the proposed contract or grant to GOMB for review and approval in accordance with any applicable guidelines issued by GOMB, before the State Agency enters into the contract or grant.
3. Review of the Major Interstate Construction Projects. The planning and development of any major construction that has an impact on interstate travel and for which construction has not commenced, as identified by the State Agency or GOMB, shall be suspended in order to allow careful review of the project and its potential costs and benefits.
4. Review and Termination of Non-Essential Contracts. Every State Agency shall review all contracts that require the expenditure of State Funds that are not essential for the State Agency's operations. As soon as reasonably practicable, every State Agency shall provide a report to GOMB of all such non-essential contracts, together with information about when and under what circumstances such non-essential contracts may be terminated without material penalty to the State of Illinois.

## III. SPENDING

1. Managing Existing Resources. To the extent feasible and without compromising its essential operations, each State Agency shall take all necessary actions to manage its State Funds and other resources to avoid the need for supplemental funding in excess of the State Funds heretofore made available by appropriations or other sources. Each State Agency shall provide a report to GOMB as soon as practicable of such actions taken, or to be taken, by the State Agency.
2. Supplemental Funding (Balanced Budget Note Act). No State Agency shall encumber, obligate, or expend State Funds that have been appropriated pursuant to a "supplemental appropriation bill," as such term is defined in Section 5 of the Balanced Budget Note Act (25 ILCS 80/5), unless (1) such supplemental appropriation bill was accompanied by a Balanced Budget Note as required by the Balanced Budget Note Act or (2) otherwise approved by GOMB.

3. Motor Vehicles. No State Agency shall purchase or lease any motor vehicle except in accordance with any applicable guidelines issued by GOMB.
4. Out-of-State Travel. No State Agency shall expend State Funds for travel by its personnel, contractors, or other persons outside of the State of Illinois except after review and approval by GOMB.
5. In-State Travel. Every State Agency shall make every effort to limit the number of its personnel who travel within the State of Illinois and seek reimbursement for the costs of such travel. Such efforts shall include:
  - (a) Pre-Approval for Reimbursements. Every employee must receive express pre-approval from the head of the agency in which the employee is employed, or the designee of such agency head, for any travel costs to be reimbursed by the State.
  - (b) Review of Travel Vouchers. Every State Agency must conduct a review of all travel vouchers that have been submitted and paid in order to identify and eliminate excessive, improper, un-approved, or unnecessary reimbursements.
  - (c) Eliminating Unnecessary Travel. To the extent feasible, every State Agency shall reduce reimbursements for travel costs by requirement employees to use State-owned vehicles (where such usage results in a net savings to the State), to carpool, or to take public transportation whenever possible; and by using teleconferencing and videoconferencing in place of travel whenever possible.

#### **IV. STATE PROPERTY**

1. Surplus Personal Property. At the direction of GOMB, CMS shall identify surplus personal property owned by the State of Illinois and conduct an auction of such property, in compliance with all applicable laws and regulations. CMS shall provide a report to GOMB of all such actions taken by June 30, 2015.
2. Surplus Real Property. GOMB and CMS shall review all real property owned or leased by the State of Illinois and develop and implement a comprehensive strategy for (1) consolidating offices and other functions into fewer and less costly spaces, (2) re-locating offices and other functions from leased space to space owned by the State of Illinois, and (3) disposing of under-utilized space.
3. Energy Efficiency and Conservation. Every State Agency shall implement practices to reduce energy consumption and prevent wasteful spending on energy, including reducing heating, air conditioning, and lighting usage when facilities are not in use. The facility manager for each State Agency shall recommend specific measures and practices that may be undertaken by the State Agency.

#### **V. PRIOR EXECUTIVE ORDERS**

This Executive Order supersedes any contrary provision of any prior Executive Order.

#### **VI. SAVINGS CLAUSE**

This Executive Order does not contravene and shall not be construed to contravene any State or federal law or any collective bargaining agreement.

#### **VII. SEVERABILITY CLAUSE**

If any part of this Executive Order is found invalid by a court of competent jurisdiction, the remaining provisions shall remain in full force and effect.

#### **VIII. EFFECTIVE DATE**

This Executive Order shall take effect immediately upon filing with the Secretary of State.

  
Bruce Rauner, Governor

Kane County Division of Transportation  
 Open Purchase Orders by Project Area  
 April 2015

Project	P.O. Number	Vendor Name	Fund	PO Amount	Expensed	Amount Remaining
Kirk Road at Douglas Road (08-00377-00-CH)	2013-00002988	Graef Anhalt Schloemer Associates	305 - Transportation Sales Tax	99,714.01	-	99,714.01
	2015-00000873	State of IL Treasurer-IDOT	305 - Transportation Sales Tax	388,159.65	-	388,159.65
Kirk Road at Illinois Prairie Path Crossing (13-00430-00-SP)	2015-00000531	State of IL Treasurer-IDOT	305 - Transportation Sales Tax	12,933.17	-	12,933.17
Kirk Road Over Union Pacific RR and Tyler Creek (12-00192-04-BR)	2013-00001404	Strand Associates Inc	305 - Transportation Sales Tax	838,967.46	293,518.42	545,449.04
Kirk/Dunham Interconnect - Stearns to Rt56	2012-00000777	State of IL Treasurer-IDOT	540 - Transportation Capital	237,241.56	131,462.82	105,778.74
LaFox Road Over Mill Creek and Tributary (11-00417-00-BR)	2014-00000920	Copenhaver Construction Inc.	305 - Transportation Sales Tax	2,242,751.30	1,843,279.66	399,471.64
	2014-00000971	Crawford Murphy & Tilly Inc (CMT)	305 - Transportation Sales Tax	37,856.29	-	37,856.29
LongMeadow Parkway Bridge (94-00215-01-BR)	2007-00000034	Civiltech Engineering Inc	556 - Upper Fox Impact Fees	63,300.00	59,650.00	3,650.00
	2007-00000089	Polach Appraisal Group, Inc.	556 - Upper Fox Impact Fees	20,200.00	14,410.00	5,790.00
	2010-00001756	Engineering Enterprises Inc	304 - Motor Fuel Local Option	229,979.38	198,969.74	31,009.64
Longmeadow Pkwy (A) - Huntley Rd to Randall Rd (13-00215-00-PV)	2013-00001891	Hampton Lenzini & Renwick, Inc. (HLR)	540 - Transportation Capital	398,268.00	209,094.72	189,173.28
Longmeadow Pkwy (B) - Randall Road to IL 31 (13-00215-10-PV)	2013-00001894	Bollinger, Lach & Associates Inc	540 - Transportation Capital	1,913,732.85	1,430,527.69	483,205.16
Longmeadow Pkwy (C) - IL 31 to IL 25 (13-00215-20-BR)	2013-00001895	Crawford Murphy & Tilly Inc (CMT)	305 - Transportation Sales Tax	2,700,000.00	2,095,689.79	604,310.21
	2013-00001895	Crawford Murphy & Tilly Inc (CMT)	540 - Transportation Capital	1,165,041.61	-	1,165,041.61
Longmeadow Pkwy (D) - IL 25 to IL 62 (13-00215-30-PV)	2013-00001892	Burns & McDonnell Engineering Co	540 - Transportation Capital	626,216.00	194,265.54	431,950.46
Main Street at Deerpath Road (14-00448-00-CH)	2014-00002606	CITY OF BATAVIA	560 - South Impact Fees	34,162.80	19,669.45	34,493.35
Main Street at Nelson Lake Rd (08-00378-00-CH)	2012-00002376	SE3, LLC	304 - Motor Fuel Local Option	68,057.11	63,692.11	4,365.00
	2015-00000817	H.W. Lochner, Inc.	305 - Transportation Sales Tax	90,542.38	-	90,542.38
	2015-00001223	State of IL Treasurer-IDOT	540 - Transportation Capital	128,084.26	-	128,084.26
Main Street Over Blackberry Creek (08-00385-00-BR)	2009-00002022	exp U.S. Services, Inc.	304 - Motor Fuel Local Option	100,742.50	89,358.89	11,383.61
Maintenance and Supplies	2014-00001510	STR Building Resources LLC	300 - County Highway	25,500.00	7,900.00	17,600.00
	2014-00003089	J L Adler Roofing & Sheet Metal Inc	300 - County Highway	32,740.00	-	32,740.00
	2015-00000049	Petroleum Traders Corporation	300 - County Highway	375,000.00	71,859.22	303,140.78
	2015-00000188	Rush Truck Centers of Illinois, Inc.	300 - County Highway	(19,500.00)	-	(19,500.00)
	2015-00000188	Rush Truck Centers of Illinois, Inc.	300 - County Highway	(19,500.00)	-	(19,500.00)
	2015-00000188	Rush Truck Centers of Illinois, Inc.	300 - County Highway	500.00	-	500.00
	2015-00000188	Rush Truck Centers of Illinois, Inc.	300 - County Highway	1,550.00	-	1,550.00
	2015-00000188	Rush Truck Centers of Illinois, Inc.	300 - County Highway	191,000.00	-	191,000.00
	2015-00000361	Henderson Products Inc	300 - County Highway	180,600.00	-	180,600.00
	2015-00000385	Priority Products, Inc.	300 - County Highway	2,000.00	12.65	1,987.35
	2015-00000648	Hewlett Packard - Public Sector	300 - County Highway	109.00	-	109.00
	2015-00000648	Hewlett Packard - Public Sector	300 - County Highway	139.00	-	139.00
	2015-00000648	Hewlett Packard - Public Sector	300 - County Highway	889.00	-	889.00
	2015-00000746	Northern Illinois University	300 - County Highway	200.00	-	200.00
	2015-00000746	Northern Illinois University	300 - County Highway	3,500.00	-	3,500.00
	2015-00000757	Dell Marketing LP	300 - County Highway	6.99	-	6.99
	2015-00000757	Dell Marketing LP	300 - County Highway	29.99	-	29.99
	2015-00000914	Fox Valley Fire & Safety Co	300 - County Highway	700.00	-	700.00
	2015-00000991	Safety-Kleen Corp	300 - County Highway	808.14	-	808.14
	2015-00001056	Decker Supply Co Inc.	300 - County Highway	485.00	-	485.00
	2015-00001056	Decker Supply Co Inc.	300 - County Highway	5,220.00	-	5,220.00
	2015-00001064	doForms, Inc.	300 - County Highway	999.50	-	999.50
	2015-00001064	doForms, Inc.	300 - County Highway	1,495.00	-	1,495.00
	2015-00001110	Sisler's Ice, Inc.	300 - County Highway	450.00	-	450.00
	2015-00001141	Smartgroup Systems	300 - County Highway	45.00	-	45.00
	2015-00001141	Smartgroup Systems	300 - County Highway	45.00	-	45.00
	2015-00001141	Smartgroup Systems	300 - County Highway	90.00	-	90.00
	2015-00001148	W A Management, Inc. (Waldschmidt & Assoc.)	300 - County Highway	500.00	-	500.00
	2015-00001148	W A Management, Inc. (Waldschmidt & Assoc.)	300 - County Highway	3,090.00	633.57	2,456.43
	2015-00001177	Vulcan Materials Co	300 - County Highway	855.00	320.37	534.63
	2015-00001177	Vulcan Materials Co	300 - County Highway	2,800.00	-	2,800.00
	2015-00001177	Vulcan Materials Co	300 - County Highway	3,815.00	-	3,815.00
	2015-00001177	Vulcan Materials Co	300 - County Highway	8,775.00	1,405.00	7,370.00
	2015-00001294	Environmental Systems Research Inst Inc (ESRI)	300 - County Highway	2,500.00	-	2,500.00
	2014-00002755	Cargill Incorporated Salt Division	303 - County Highway Matching	67,270.00	12,916.44	54,353.56
	2015-00000030	Aurora Area Spring	304 - Motor Fuel Local Option	5,000.00	2,942.76	2,057.24
	2015-00000035	Transchicago Truck Group & Northwest Ford	304 - Motor Fuel Local Option	5,000.00	4,969.45	30.55

Packet Pg. 25



**RESOLUTION SUPPORTING A BRIDGE STUDY CORRIDOR  
AND PROJECT IN DUNDEE TOWNSHIP FOR CONSTRUCTION OF THE  
LONGMEADOW PARKWAY (BOLZ ROAD) BRIDGE, AND ROUTE 62  
TRAFFIC CORRIDOR STUDY FROM ROUTE 68 TO ROUTE 31**

**WHEREAS**, the Village of Barrington Hills is dedicated to participating in regional traffic planning consistent with the goals of its Comprehensive Plan, and for the betterment of its residents, and the region; and

**WHEREAS**, significant traffic congestion is presently experienced at the existing Fox River bridge crossings within Dundee and Algonquin Townships and on a number of local and state roadways leading to said crossings; and

**WHEREAS**, traffic congestion on State Routes within the Village of Barrington Hills negatively impacts property values, safety, and quality of life for the residents of the Village; and

**WHEREAS**, traffic congestion within the Village of Barrington Hills where Bateman and Sutton Roads cross Route 62 is well documented and recognized by its residents; and

**WHEREAS**, existing bridge capacities are inadequate for the current and projected development of the area resulting in increased traffic congestion, travel times, air pollution, fuel consumption, risk to pedestrians and bicyclists, and other impacts to existing infrastructure and residences; and

**WHEREAS**, traffic congestion within the Village of Barrington Hills is directly linked to bridge capacity at the two existing Fox River bridge crossings within Dundee Township; and

**WHEREAS**, the County of Kane, which includes the municipalities of Barrington Hills and Algonquin within Dundee Township, is projected by the Northeastern Illinois Planning Commission to be one of the fastest growing areas in the six-county northeastern Illinois area; and

**WHEREAS**, there is underway a feasibility study and environmental assessment under the auspices of Kane County for a future Fox River bridge crossing that could serve both localized and regional traffic needs in Dundee Township north of IL State Route 72 and west of Bolz Road; and

**WHEREAS**, the Village of Algonquin has fostered a regional transportation planning consensus through what has become known as the Longmeadow Parkway Bridge Study Corridor ("Corridor"); and

RESOLUTION 06 - 06

**WHEREAS**, the construction of the Longmeadow Parkway Bridge will most likely forgo the need for other local Fox River bridge projects and thus help to stabilize planning and property values within the Villages of Barrington Hills and Algonquin; and

**WHEREAS**, the Village of Barrington Hills has supported the planning efforts of the Village of Algonquin and Kane County in developing a consensus for the study of the Corridor; and

**WHEREAS**, the Village of Barrington Hills has supported study efforts of IDOT, Kane County, and Cook County for the IL State Route 62 traffic corridor from IL State Route 68 to IL State Route 25; and

**WHEREAS**, the Village of Barrington Hills has a strong equestrian foundational component in its land use and long history of equestrian and other nature activities on private, public, and Forest Preserve property, and that the road systems referenced here effectively bisect the Village.

**NOW, THEREFORE BE IT RESOLVED** by the President and Board of Trustees of the Village of Barrington Hills, located in Cook, Kane, Lake and McHenry Counties, Illinois as a home rule municipality the following:

**Section One.** The foregoing recitals are hereby incorporated into this Resolution as findings of the President and Board of Trustees.

**Section Two.** The President and Board of Trustees in view of the foregone recital support the efforts to obtain funding for the continual feasibility study, environmental assessment, and eventual construction for a future Fox River bridge crossing at or near the western end of Bolz Road from existing Longmeadow Parkway to IL State Route 62 that could serve both the localized and regional traffic needs of the Township of Dundee north of IL State Route 72.

**Section Three.** The President and Board of Trustees will work towards a regional consensus with the Village of Algonquin, Carpentersville, Kane County, and McHenry County on the design and construction of a Longmeadow Parkway Bridge.

**Section Four.** The President and Board of Trustees will work towards a local and regional consensus with the residents of Barrington Hills, IDOT, the Village of Algonquin, Cook county, Kane County, and the Cook County Forest Preserve to study the variety of traffic flow solutions to address congestion from IL State Route 68 to IL State Route 25, including the following intersections with IL State Route 62:

Old Sutton Road  
Springwood Lane  
Bateman Road  
Helm Road  
Royal Way

Regan Boulevard  
Bolz Road as proposed in the Longmeadow Parkway Bridge Study Corridor  
Autumn Trail north (West End)  
Autumn Trail south (East End)  
Private access points along the identified section of IL State Route 62

**Section Five.** The President and Board of Trustees will work to eliminate or mitigate the impact as may be identified in traffic and regional analysis of an extension of Boltz Road to IL State Route 62 within the Longmeadow Parkway Bridge Study Corridor on existing Barrington Hills' residents and their property.

**Section Six.** This Resolution recognizes that there is a small but real possibility that the extension of Bolz Road to IL State Route 62 within the Corridor or potential upgrade of IL State 62 could impact certain Barrington Hills residential properties. As such, the Village of Barrington Hills is committed to working with any affected property owner(s) and the State of Illinois to ensure to the extent possible that any affected resident(s) are properly compensated, and that any displaced residents are afforded similar property opportunities within the Village. In the unlikely event a resident must be relocated as part of a detailed regional effort, and suitable alternative property is not readily available in the Village market place, the Village may consider a wide variety of efforts, including the application of annexation, within its planning area to expand the Village proper, creating available property for the affected resident(s).

**Section Seven.** The Village of Barrington Hills will support and offer its participation with IDOT, the McHenry County Department of Transportation, and the Village of Algonquin to upgrade the intersection of IL State Routes 62 and 31.

**Section Eight.** The Village of Barrington Hills will ensure through these roadway planning activities, provisions are made for enhanced equestrian and other nature activity access and crossing within the roadway plan area, including Forest Preserve access.

**Section Nine.** This Resolution shall be in full force and effect from and after its approval and publication according to law for which copies shall be spread across the minutes of the Village and made available to all so interested.

RESOLUTION 06 - 06

PASSED BY THE PRESIDENT AND BOARD OF TRUSTEES of the Village of Barrington Hills, Illinois at a regular meeting thereof held on the 27 day of March, 2006.

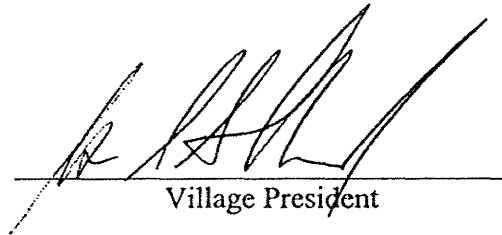
APPROVED THIS 27<sup>TH</sup> DAY OF MARCH, 2006

AYES: 6, NAYS: 0, ABSENT: 1.

(SEAL)

ATTEST:

  
\_\_\_\_\_  
Village Clerk

  
\_\_\_\_\_  
Village President

**RESOLUTION SUPPORTING EVALUATION OF  
LONGMEADOW PARKWAY BRIDGE CORRIDOR  
TOLL BRIDGE FUNDING**

**Whereas**, in the upper Fox Valley there has not been a bridge constructed crossing the Fox River since the 1-90 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 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 Village of Barrington Hills, Cook, Lake, McHenry, and Kane Counties, Illinois, as a home rule municipality that:

**Section One:** The Village supports the evaluation of toll bridge options for the Longmeadow/Bolz corridor.

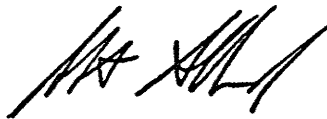
**Section Two.** If any part or provision of this Resolution shall be held or deemed to be invalid, such invalidity shall not have the affect of rendering another part or provision of this Resolution invalid.

**Section Three.** This Resolution shall be in full force and effect from and after its passage and approval as provided by law.

DATED this 21<sup>st</sup> day of May, 2007.

AYES: 6                      NAYES: 0                      ABSENT: 1

APPROVED THIS 21st day of May, 2007

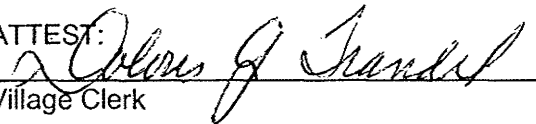


\_\_\_\_\_  
Village President

(SEAL)

ATTEST:

\_\_\_\_\_  
Village Clerk



**ROADS & BRIDGES**

**PUBLIC COMMENTS**

## **LONGMEADOW PARKWAY IS NOT A "DONE DEAL"**

*(There is no valid reason for Barrington Hills Board to remain complicit in this project which is being built on misinformation, distortions and political intimidation)*

### **KDOT doesn't have:**

- Corps. of Engr's permit for bridge;
- "de minimus" determination of environmental impact for 4(f) land; it will be challenged
- A Section 129 Agreement or MOU with FHWA for tolls
- The money to build it *(they claim they have not yet done a financial plan)* –
  - LOI for \$ 40 million from IDOT or Sen. Tryon's press release about \$ 63 million from IDOT are subject to Governor's budget axe;
  - They will be forced into a referendum for Alternate G.O. bonds which they may lose; it will be strongly opposed.

### **An Educated Electorate has stopped it before:**

"I always thought of Bolz Road as a bridge that we ought to be building, I always thought there was a strong need up there, and I thought there was considerable support for it, with minor opposition. Now, I'm not so sure."

*Mike McCoy*

*Chairman, Kane County Board*

*October 1997 (Chicago Tribune)*

### **Proposal For Bolz Road Bridge Produces Jeers From Residents**

KANE COUNTY — A standing-room-only crowd of 200 people from Algonquin, Carpentersville and unincorporated Kane County turned out Tuesday night to hear more information on the proposed Bolz Road bridge and corridor. All speakers from the audience said they opposed the project.

*NORTHWEST OVERNIGHT.*

*October 01, 1997*

***October 1997 - - Carpentersville Board Votes 7-0 against Bolz Rd. Bridge***

***March 2015 - - Dundee Township votes for Longmeadow referendum by margin of 4 to 1.***



## Longmeadow Parkway Will Not Reduce Congestion

KDOT is trying to convince the Kane County taxpayers that Longmeadow Parkway will significantly reduce traffic congestion on the existing Fox River Bridges. This contention is totally false, and the County's own analysis proves it. It is an analysis the project's proponents do not want to address. But first, let us review a bit of history -

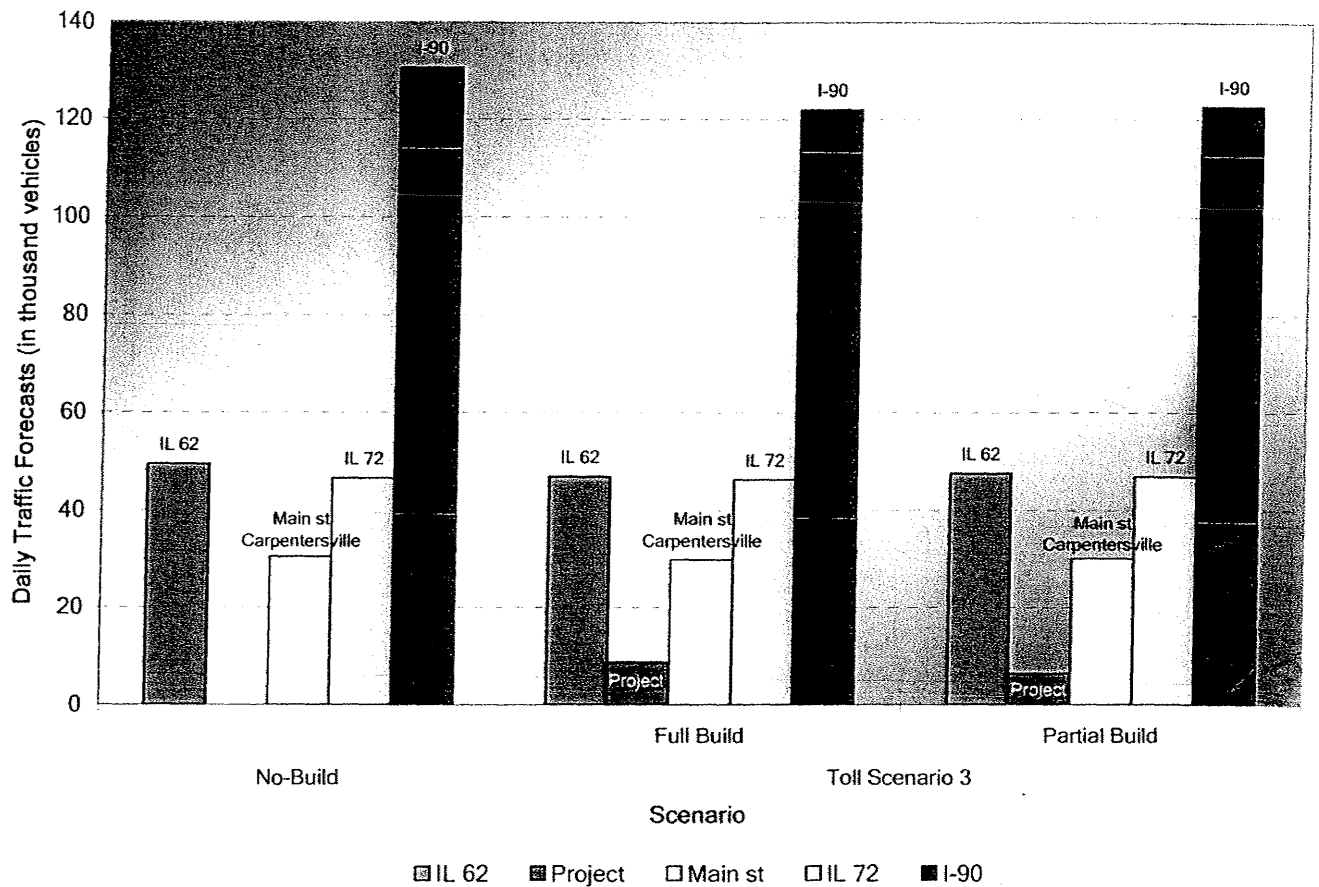
In the mid-1980's IDOT recognized that growth west of the Fox River would create traffic issues. As is their job, IDOT began a process of planning a north-south spur on I-90. It was called the Fox Valley Freeway. The political forces of the day limited IDOT's planning to a corridor that ran mostly up the east side of the river. In order to feed traffic to the new expressway new bridges across the Fox would be necessary. A long and tortuous process began to identify bridge locations. After much work IDOT realized that an expressway on the east side of the river was a bad idea, because the growth was on the west side of the river. As a result, in 1993 Gov. Edgar killed the expressway. Although the Fox Valley Expressway died, the bridges lived on. However, since they would no longer serve a specific need, they were re-purposed to provide (In KDOT's words), "*diffuse benefits*" and to "*make the road system more efficient*".

Many locations were studied and several, including Longmeadow (then known as the Bolz Rd. Bridge) were picked for implementation. Bolz Rd. was picked not because it was effective in reducing congestion, but because it was expected to cause the least objection from the electorate and the political establishment. In fact, at the time the McHenry Co. Engineer, Mr. Michael Magnuson summed it up well when he said, "*..... a new bridge either north or south of Illinois 62 would handle predicted new residential growth to the west, but wouldn't improve current traffic problems*". This was true in 1995, when he said it, and it is still true today.

In 2006 KDOT hired a well-respected consulting firm, Wilbur Smith & Associates, Inc. to study the feasibility of Longmeadow Parkway. They began by studying present and future traffic flows across the Fox River bridges in Algonquin, Carpentersville, Dundee and I-90. They began with data from the CMAP (Chicago Metropolitan Agency for Planning) model which provides a good regional picture of growth and traffic. However, realizing that the CMAP model is really not suitable for project-level studies, Wilbur Smith developed a computer simulation model that is specific to the local situation. In 2007 they tested their model for accuracy by comparing it to actual "on the ground" data. They went out on the roads and counted cars. This comparison showed that their model was reasonably accurate, with a **margin of error of 10%**.

Wilbur Smith then proceeded to analyze traffic flows that were expected to occur about five years into the future. The results of this analysis are summarized in their report titled "Traffic Projections and Financial Feasibility Study". They investigated the effects on traffic volumes of various levels of tolls on the bridge. They also looked at traffic volumes on the existing Fox River bridges that would occur if the Longmeadow bridge were built, and if it were not built.

The results of their study are summarized in a Table on pg. 60 of their report and in a bar graph on pg. 62. The bar graph is reproduced below. It shows the traffic volumes for the recommended tolling scheme.



The *No-Build* shows conditions without Longmeadow; the *Full Build* shows conditions if the entire Longmeadow project is built terminating at Rt. 62 in Barrington Hills; and the *Partial Build* refers to a shortened version of Longmeadow that terminates at Rt. 25 in Carpentersville. Traffic volumes are indicated by the height of the bars. Medium blue is the bridge in Algonquin, yellow is the Carpentersville bridge, light blue is Rt. 72 in Dundee and purple is I-90. Traffic volume on the Longmeadow bridge is shown in red.

As the graph clearly indicates, there is virtually no difference in traffic across the existing bridges whether or not Longmeadow is built. The height of the bars is hardly changed. If one looks at the table of data in the report, it shows a small difference for the Algonquin bridge amounting to a 5% reduction. But remember, the model's margin of error is 10%. The reductions on the other existing bridges were even smaller.

Interestingly, building Longmeadow does have an effect on the I-90 traffic volume (the purple bars); Longmeadow reduces I-90 traffic.

The Wilbur Smith report is telling us:

**1 – Longmeadow does nothing to reduce traffic congestion on existing bridges;**

**2- Longmeadow is expected to divert traffic off the Tollway and onto local roads.**

Proponents of the Longmeadow project are clearly wrong when they say the new bridge will solve current traffic problems. They may say that we need it for “future” problems when traffic volumes are greater. They have no evidence to back up this claim. Even if they could show that traffic volumes will increase, they cannot show that the Longmeadow bridge will have any effect on reducing congestion. It is simply the wrong bridge in the wrong location. (Mr. Magnuson apparently knew this in 1995)

When all items are considered, Longmeadow Parkway will cost in excess of **\$200 million**. This comes at a time when all governments and taxpayers are severely stretched, and when all are struggling to build *essential* infrastructure and maintain existing roads and bridges. Now is not the time to spend \$200 million on a project that has little, if any demonstrable benefit.

**RESOLUTION 06-06**

**RESOLUTION SUPPORTING A BRIDGE STUDY CORRIDOR  
AND PROJECT IN DUNDEE TOWNSHIP FOR CONSTRUCTION OF THE  
LONGMEADOW PARKWAY (BOLZ ROAD) BRIDGE, AND ROUTE 62  
TRAFFIC CORRIDOR STUDY FROM ROUTE 68 TO ROUTE 31**

**WHEREAS**, the Village of Barrington Hills is dedicated to participating in regional traffic planning consistent with the goals of its Comprehensive Plan, and for the betterment of its residents, and the region; and

**WHEREAS**, significant traffic congestion is presently experienced at the existing Fox River bridge crossings within Dundee and Algonquin Townships and on a number of local and state roadways leading to said crossings; and

**WHEREAS**, traffic congestion on State Routes within the Village of Barrington Hills negatively impacts property values, safety, and quality of life for the residents of the Village; and

**WHEREAS**, traffic congestion within the Village of Barrington Hills where Bateman and Sutton Roads cross Route 62 is well documented and recognized by its residents; and

**WHEREAS**, existing bridge capacities are inadequate for the current and projected development of the area resulting in increased traffic congestion, travel times, air pollution, fuel consumption, risk to pedestrians and bicyclists, and other impacts to existing infrastructure and residences; and

**WHEREAS**, traffic congestion within the Village of Barrington Hills is directly linked to bridge capacity at the two existing Fox River bridge crossings within Dundee Township; and

**WHEREAS**, the County of Kane, which includes the municipalities of Barrington Hills and Algonquin within Dundee Township, is projected by the Northeastern Illinois Planning Commission to be one of the fastest growing areas in the six-county northeastern Illinois area; and

**WHEREAS**, there is underway a feasibility study and environmental assessment under the auspices of Kane County for a future Fox River bridge crossing that could serve both localized and regional traffic needs in Dundee Township north of IL State Route 72 and west of Bolz Road; and

**WHEREAS**, the Village of Algonquin has fostered a regional transportation planning consensus through what has become known as the Longmeadow Parkway Bridge Study Corridor ("Corridor"); and

RESOLUTION 06 - 06

**WHEREAS**, the construction of the Longmeadow Parkway Bridge will most likely forgo the need for other local Fox River bridge projects and thus help to stabilize planning and property values within the Villages of Barrington Hills and Algonquin; and

**WHEREAS**, the Village of Barrington Hills has supported the planning efforts of the Village of Algonquin and Kane County in developing a consensus for the study of the Corridor; and

**WHEREAS**, the Village of Barrington Hills has supported study efforts of IDOT, Kane County, and Cook County for the IL State Route 62 traffic corridor from IL State Route 68 to IL State Route 25; and

**WHEREAS**, the Village of Barrington Hills has a strong equestrian foundational component in its land use and long history of equestrian and other nature activities on private, public, and Forest Preserve property, and that the road systems referenced here effectively bisect the Village.

**NOW, THEREFORE BE IT RESOLVED** by the President and Board of Trustees of the Village of Barrington Hills, located in Cook, Kane, Lake and McHenry Counties, Illinois as a home rule municipality the following:

**Section One.** The foregoing recitals are hereby incorporated into this Resolution as findings of the President and Board of Trustees.

**Section Two.** The President and Board of Trustees in view of the foregone recital support the efforts to obtain funding for the continual feasibility study, environmental assessment, and eventual construction for a future Fox River bridge crossing at or near the western end of Bolz Road from existing Longmeadow Parkway to IL State Route 62 that could serve both the localized and regional traffic needs of the Township of Dundee north of IL State Route 72.

**Section Three.** The President and Board of Trustees will work towards a regional consensus with the Village of Algonquin, Carpentersville, Kane County, and McHenry County on the design and construction of a Longmeadow Parkway Bridge.

**Section Four.** The President and Board of Trustees will work towards a local and regional consensus with the residents of Barrington Hills, IDOT, the Village of Algonquin, Cook county, Kane County, and the Cook County Forest Preserve to study the variety of traffic flow solutions to address congestion from IL State Route 68 to IL State Route 25, including the following intersections with IL State Route 62:

Old Sutton Road  
Springwood Lane  
Bateman Road  
Helm Road  
Royal Way

Regan Boulevard  
Bolz Road as proposed in the Longmeadow Parkway Bridge Study Corridor  
Autumn Trail north (West End)  
Autumn Trail south (East End)  
Private access points along the identified section of IL State Route 62

**Section Five.** The President and Board of Trustees will work to eliminate or mitigate the impact as may be identified in traffic and regional analysis of an extension of Boltz Road to IL State Route 62 within the Longmeadow Parkway Bridge Study Corridor on existing Barrington Hills' residents and their property.

**Section Six.** This Resolution recognizes that there is a small but real possibility that the extension of Bolz Road to IL State Route 62 within the Corridor or potential upgrade of IL State 62 could impact certain Barrington Hills residential properties. As such, the Village of Barrington Hills is committed to working with any affected property owner(s) and the State of Illinois to ensure to the extent possible that any affected resident(s) are properly compensated, and that any displaced residents are afforded similar property opportunities within the Village. In the unlikely event a resident must be relocated as part of a detailed regional effort, and suitable alternative property is not readily available in the Village market place, the Village may consider a wide variety of efforts, including the application of annexation, within its planning area to expand the Village proper, creating available property for the affected resident(s).

**Section Seven.** The Village of Barrington Hills will support and offer its participation with IDOT, the McHenry County Department of Transportation, and the Village of Algonquin to upgrade the intersection of IL State Routes 62 and 31.

**Section Eight.** The Village of Barrington Hills will ensure through these roadway planning activities, provisions are made for enhanced equestrian and other nature activity access and crossing within the roadway plan area, including Forest Preserve access. 7

**Section Nine.** This Resolution shall be in full force and effect from and after its approval and publication according to law for which copies shall be spread across the minutes of the Village and made available to all so interested.

RESOLUTION 06 - 06

**PASSED BY THE PRESIDENT AND BOARD OF TRUSTEES** of the Village of Barrington Hills, Illinois at a regular meeting thereof held on the 27 day of March, 2006.

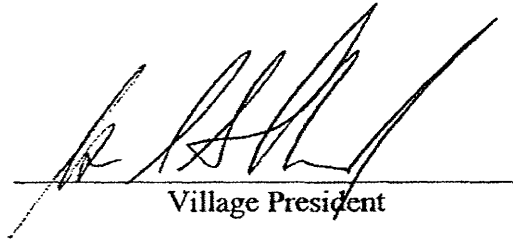
**APPROVED THIS 27<sup>TH</sup> DAY OF MARCH, 2006**

AYES: 6, NAYS: 0, ABSENT: 1.

(SEAL)

ATTEST:

  
\_\_\_\_\_  
Village Clerk

  
\_\_\_\_\_  
Village President

## A VERY EXPENSIVE PROJECT

The proponents of Longmeadow Parkway have seemed evasive when discussing the cost of the project. They talk about numbers around \$100 million, but are never very specific. When we requested KDOT's financial plan for the project we were told they did not have a plan.

Our curiosity aroused, we set out to tie down the best estimate of the true, total cost of Longmeadow Parkway. We found that the project will cost about double what the County has been saying. Our estimate and the sources of our information are shown in the following table. We show only the costs associated with building the project. Costs of maintaining the road, bridge and tolling facilities are not included.

ITEM	AMT (Millions)	Source of Information
<b><u>Initial Capital Costs</u></b>		
Planning, Prelim. Engr'g, Envir. Studies	\$16.0	<i>KDOT presentation to Carpentersville (3/2015)</i>
Land Acquisition to date (60%)	9.0	<i>KDOT presentation to Carpentersville (3/2015)</i>
Remaining Land Acquisition (40%)	6.0	<i>\$9 mil. spent to date for 60% of req'd land</i>
Ph. II Engineering (Design)	10.1	<i>Wilbur Smith report (8/2009)</i>
Construction (Incl. Contingency)	102.2	<i>Longmeadow Pkwy. Design Report (12/2013)</i>
Ph. III Engineering (Constr. Mgmt.)	14.2	<i>Wilbur Smith report (8/2009)</i>
<i>subtotal</i>	<b>157.5</b>	
<b><u>Financing Costs</u></b> (Bank and underwriter's fees legal fees, bond insurance, consultants, etc.)	3.0	<i>Estimated @ 4% of \$75 million bond issue</i>
<b><u>Interest Cost</u></b>	<b>47.3</b>	<i>\$75 mil. in 30-yr. bonds @ 3.5%</i>
<b>TOTAL</b>	<b><u>\$207.8</u></b>	<i>A very expensive project</i>

The cost of interest on bonds over a period of 30 years is very significant (\$47 million). The actual number may vary, up or down, from what we show in the table depending on the size of the bond issue, its interest rate and maturity. It will be interesting to see KDOT's actual financial plan, assuming they ever produce one.



**CAPITAL STRUCTURE**

	<u>\$ Millions</u>	<u>Basis for Estimate</u>
<b><u>Use of Funds</u></b>		
Phase 1 Engr'g & Environmental	16.0	KDOT mtg. w/ Carpentersville
ROW Acquisition		
Spent to date	9.0	KDOT mtg. w/Carpentersville
Future	6.0	KDOT mtg. w/Carpentersville
Phase II Engr'g (Design)	10.1	WSA 2009 Report
Phase III Engr'g (CM)	14.2	WSA 2009 Report
Construction (w/ Contingency)	102.2	2013 Design Rpt. Vol. 1
Financing	3.0	Estimate
<b>TOTAL USES</b>	<b>160.5</b>	
<b><u>Sources of Funds</u></b>		
Federal Taxpayers	4.0	
State Taxpayers		
IDOT funding	63.0	Sen. Tryon press release
Kane Co. Taxpayers		
Spent to date	21.0	KDOT mtg. w/Carpentersville
Future	5.0	Guess
<b>Bonds</b>	<b>67.5</b>	Amt. needed to balance
<b>TOTAL SOURCES</b>	<b>160.5</b>	

STATE OF ILLINOIS

COUNTY OF KANE

RESOLUTION

**ACCEPTING AND ADOPTING THE  
LONGMEADOW PARKWAY BRIDGE CORRIDOR TRAFFIC PROJECTIONS AND  
FINANCIAL FEASIBILITY STUDY – FINAL REPORT OF FINDINGS**

**AND**

**RECOMMENDING CONSTRUCTION OF A TOLL BRIDGE ACROSS THE FOX  
RIVER ON THE LONGMEADOW PARKWAY BRIDGE CORRIDOR,  
DUNDEE TOWNSHIP, KANE COUNTY, ILLINOIS.**

WHEREAS, the County of Kane, on July 25, 2007 formed the Longmeadow Parkway Toll Bridge Task Force, (hereinafter the "Task Force"); and

WHEREAS, the Task Force was charged with the study and coordination of the required activities needed for the consideration of a toll bridge (hereinafter "Toll Bridge") at the proposed Fox River bridge crossing on the Longmeadow Parkway Bridge Corridor in Dundee Township, Kane County, Illinois, (hereinafter the "River Crossing"); and

WHEREAS, the Task Force's study included among other things: i) ascertaining the statutory authority and requirements for a toll bridge, ii) determining preliminary traffic projections, iii) determining the financial feasibility of user fees and bonding capabilities, and iv) reviewing parameters for the issuance of bonds to fund construction of a toll bridge; and

WHEREAS, the Task Force coordination included among other things, i) coordinating with the Federal Highway Administration, including determining the requirements of the previously approved Fox River Bridge Crossings Final Environmental Impact Statement and Section 4(f) evaluation, ii) ascertaining the appropriateness of the use of federal funds for the Toll Bridge or any part thereof, and iii) coordinating with the Illinois Toll Highway Authority regarding parameters for the use of I-PASS for the purpose of collecting tolls; and

WHEREAS, the Task Force has on five occasions met as a group and has, with the assistance of the Kane County Division of Transportation and professional civil engineering consultant, Wilbur Smith Associates Inc., coordinated the required activities and studied the feasibility of the Toll Bridge at the River Crossing as aforesaid; and

WHEREAS, the Task Force has, with the assistance of the Kane County Division of Transportation and professional civil engineering consultant, McDonough Associates Inc., coordinated with the Federal Highway Administration to analyze any new impacts to the human environment resulting from the toll bridge concept as aforesaid; and

WHEREAS, attached hereto is the Longmeadow Parkway Bridge Corridor Traffic Projections and Financial Feasibility Study – Final Report of Findings, dated August 2009, which contains the results of the Task Force's studies and coordination for the Toll Bridge at the proposed River Crossing; and

WHEREAS, the Task Force has formulated a recommendation to the Kane County Board regarding funding a bridge at the River Crossing.

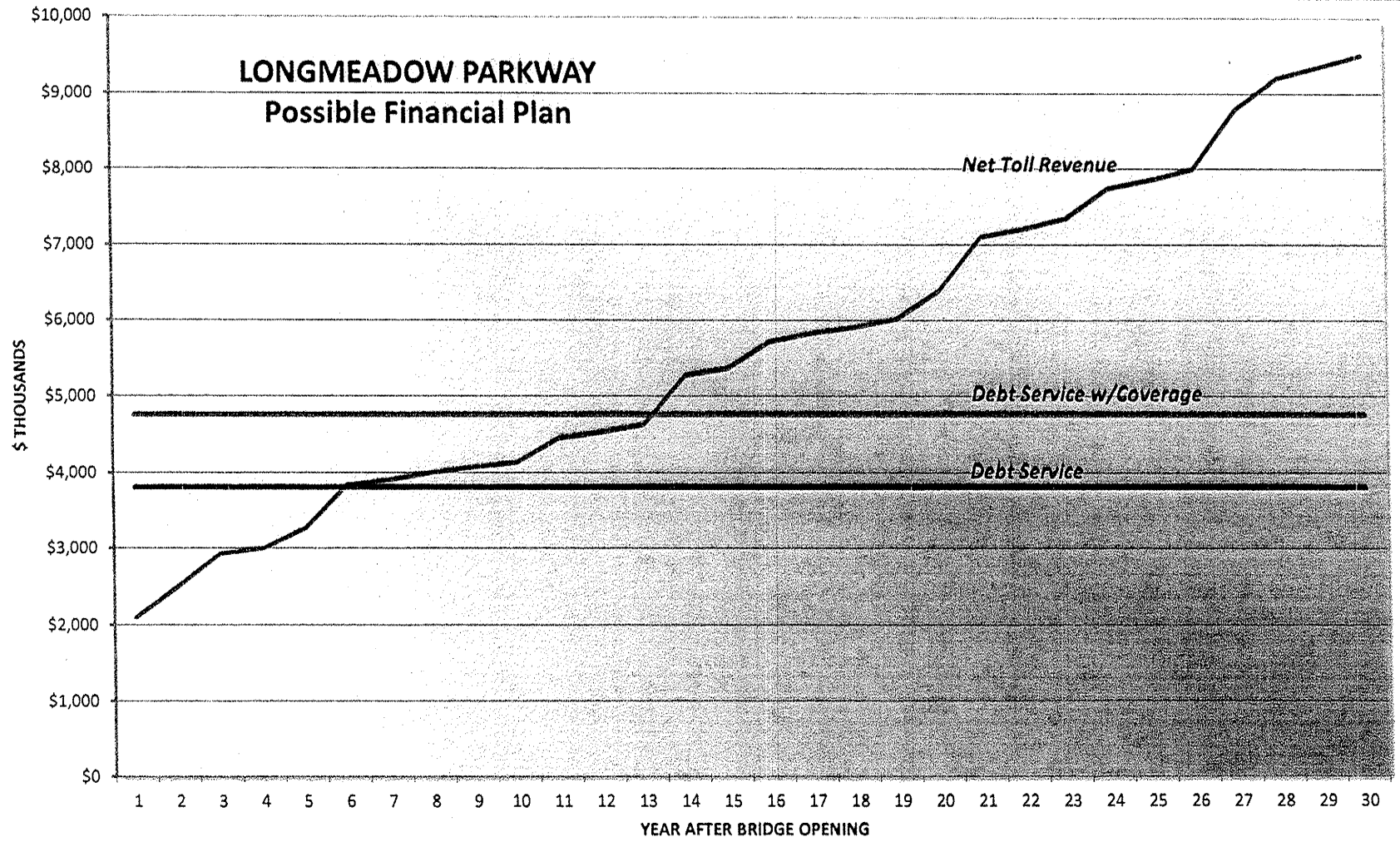
NOW, THEREFORE, BE IT RESOLVED by the Longmeadow Parkway Toll Bridge Task Force that the Longmeadow Parkway Bridge Corridor Traffic Projections and Financial Feasibility Study – Final Report of Finding, dated August 2009, is hereby accepted and adopted by the Longmeadow Parkway Toll Bridge Task Force.

BE IT FURTHER RESOLVED that the Longmeadow Parkway Toll Bridge Task Force finds as follows:

- I. There is adequate statutory authority for the County of Kane to construct a toll bridge crossing of the Fox River on the Longmeadow Parkway Bridge Corridor,
- II. That preliminary traffic projections for the toll bridge are adequate for a toll bridge to be successful,
- III. That a toll bridge is financially feasible using projected tolls and the bonding capability of the County of Kane,
- IV. That the issuance of alternate revenue bonds to fund construction of a toll bridge is possible,
- V. That the Federal Highway Administration:
  - (a) has concluded that there are no substantive changes in the impacts for a toll bridge scenario compared to those disclosed in the Final Environmental Impact Statement and has concluded that a supplemental Environmental Impact Statement is not required,
  - (b) has determined that the use of federal funds for engineering, right of way acquisition, and/or construction for the Longmeadow Parkway Corridor with a toll bridge across the Fox River is permissible,
  - (c) and that a Section 129 Agreement will need to be executed sometime prior to construction, and
- VI. That the Illinois State Toll Highway Authority has initially indicated that the use of I-PASS and video tolling to collect bridge tolls is feasible through an intergovernmental agreement therewith.

BE IT ALSO RESOLVED, that the Longmeadow Parkway Toll Bridge Task Force hereby recommends to the County Board of the County of Kane that a bridge be built across the Fox River on the Longmeadow Parkway Bridge Corridor funded by alternate revenue bonds which bonds will be retired by tolls collected for the use of said bridge.

# LONGMEADOW PARKWAY Possible Financial Plan





**DATE:** June 2009

**TO:** Kane County  
Project File

**FROM:** McDonough Associates Inc.

**PROJECT:** Final Environmental Impact Statement and Section 4(f)  
Fox River Bridge Crossings

## **I. Introduction**

The purpose of this technical memorandum (TM) is to provide a technical analysis of a review of the Final Environmental Impact Statement and Section 4(f) Evaluation (FEIS), dated November 2001, and approved by the Federal Highway Administration on November 1, 2001, based on a proposal to build a toll system between Illinois Route 31 and Illinois Route 62 for the purpose of funding construction of the Bolz Road Corridor (Longmeadow Parkway) improvement. The technical analysis will focus on the environmental issues that would be potentially affected by constructing and operating a toll system located along the proposed preferred alternative improvement alignment. The analysis will also review the purpose and need for the project and determine if the new proposal for a toll system is compatible.

The intent of the analysis and review is to demonstrate that a supplemental FEIS is not required, since constructing and operating a toll system will not increase any environmental impacts to the project corridor by being implemented as part of the preferred alternative improvement.

## **II. Project Purpose**

The purpose of the project is to provide transportation improvements that would increase access across the Fox River in the North Region of Kane County. The Fox River represents a physical barrier that limits east-west access in the 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 are:

- **Enhance** the North Region's 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.
- **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.



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](http://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

