

PURPOSE & NEED

Emergency response times seem satisfactory in Wayne. Why is this cited as a reason for the project? Wouldn't it be cheaper to build two fire stations north of St. Charles than to build a \$30 million bridge?

This project would provide for improved emergency response for all the residents in northern St. Charles and the surrounding communities, not just the Village of Wayne. The improvements in emergency response to northern St. Charles and surrounding areas is just one benefit of the project. However, improving emergency services can have many benefits, including economic benefits. Communities that invest in firefighting services see benefits in the form of lower insurance premiums.

Furthermore, it is estimated that it costs approximately \$5,500,000 to build a new fire station and another \$1,200,000 each year to staff and maintain. The cost to build, staff, and maintain an additional fire station for twenty years adds up to nearly \$30 million (not including inflation).

How does this project compare in cost and benefit with potential street improvements in the area?

By the Year 2030, traffic in the St. Charles area is expected to double, and on some corridors, nearly triple. The Red Gate crossing would work in conjunction with other improvements to accommodate future traffic volumes and provide connections in northern St. Charles.

Improving the existing street network will not meet the Purpose and Need established for this project. This solution would not enhance connections to destinations in the northern St. Charles area, would not improve emergency response times to those areas, and would not complete the gaps in the transportation system.

Why should this bridge be built when the Stearns Road bridge will be built a few miles north of this one?

Stearns Road is a regional bridge that will carry traffic from Randall Road to Route 59 and beyond.

Red Gate is a local crossing that will carry local traffic. The traffic studies indicate that 48% of the trips that cross the bridge will begin AND end within five miles of the bridge. Another 50% will either begin OR end with that area, and the remaining 2% will be passing through. This indicates that the bridge will be used primarily by local traffic.