



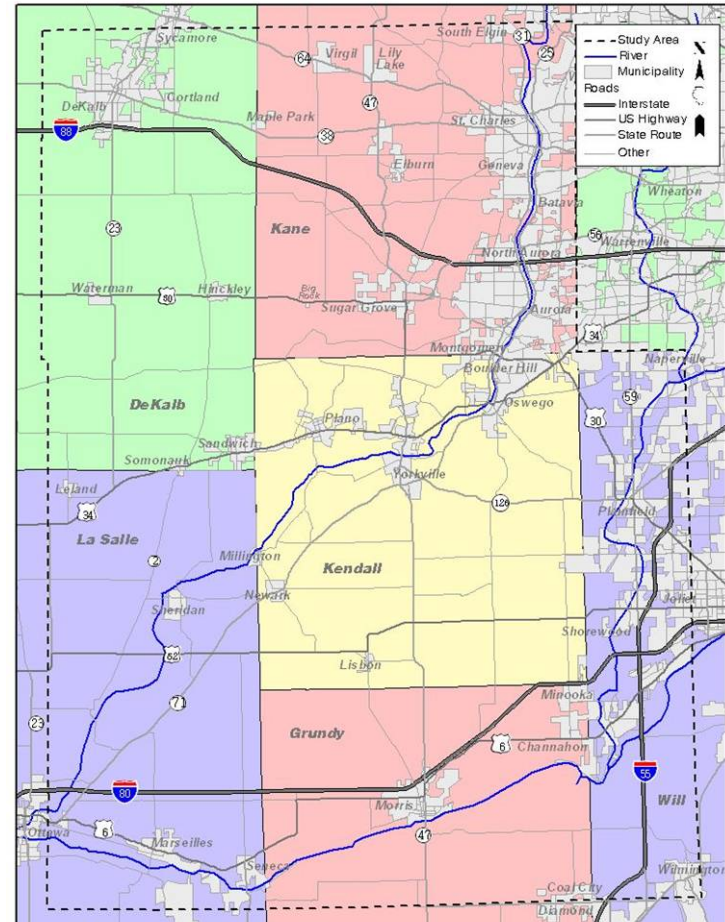
Prairie Parkway Study

Preferred Alternative Recommendation

June 1, 2007



Study Location



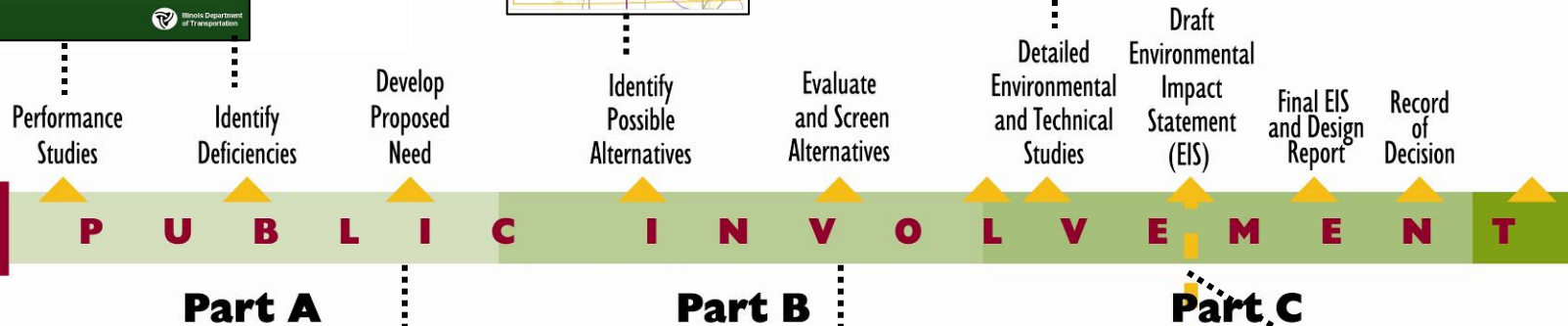
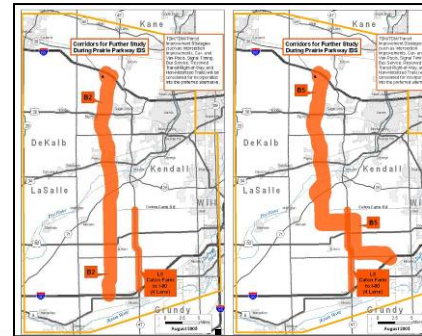
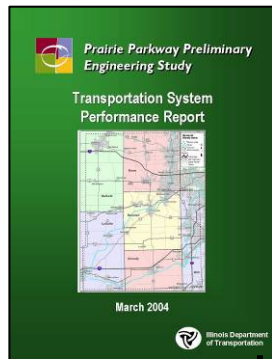


Purpose and Need

- Purpose: Identify an improvement(s) that will enhance north-south mobility between I-80 and I-88 and that will address the project need
- Needs:
 - Improve regional mobility
 - Address local system deficiencies
 - Improve access from study area to regional jobs
 - Improve safety

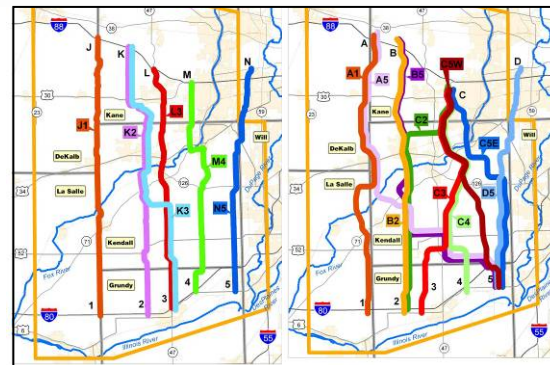


Study Timeline – Where Have We Been



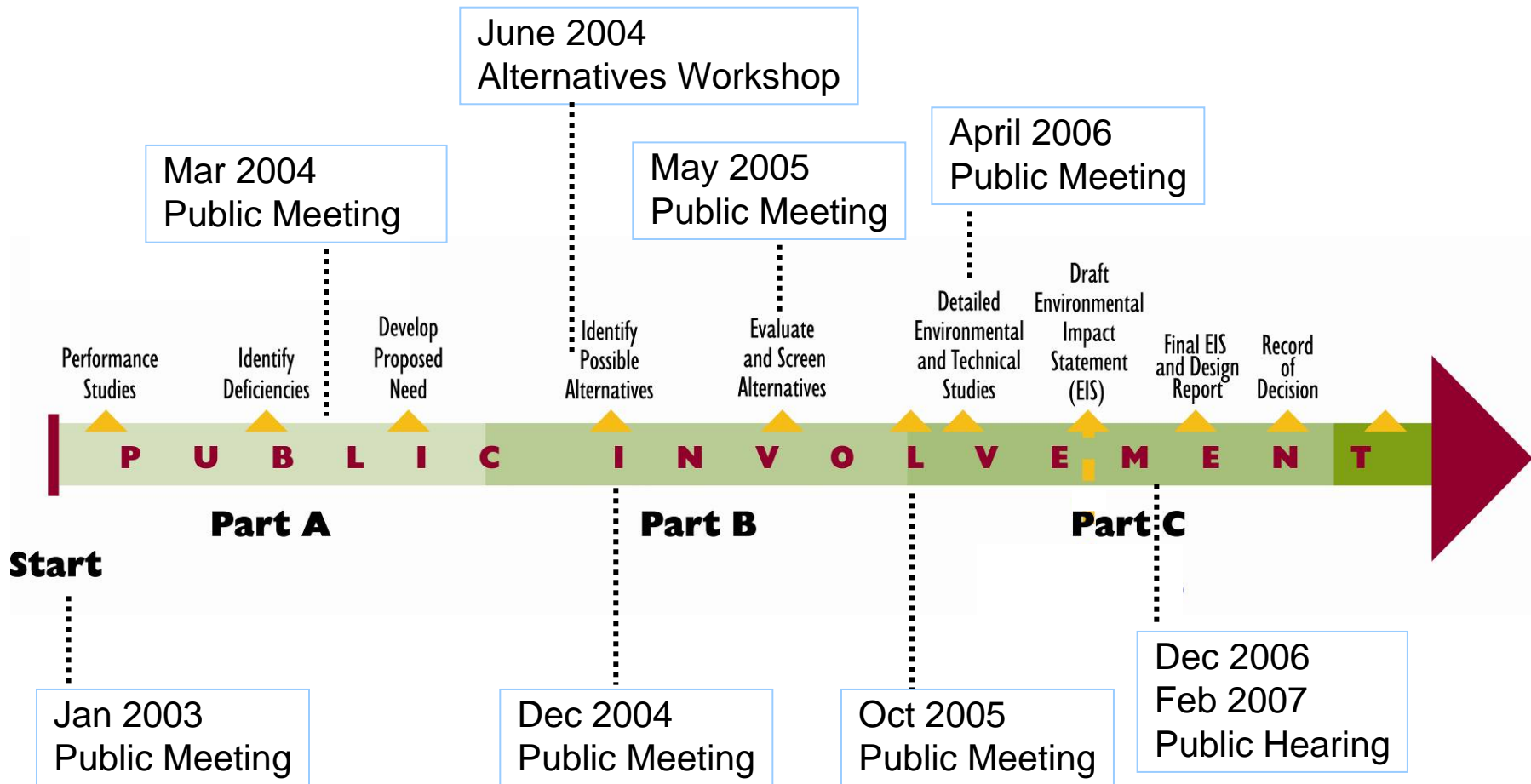
Start

- Purpose:
 - Identify an improvement(s) that will enhance north-south mobility between I-80 and I-88 and that will address the project need
- Needs:
 - Improve regional mobility
 - Address local system deficiencies
 - Improve access from study area to regional jobs
 - Improve safety





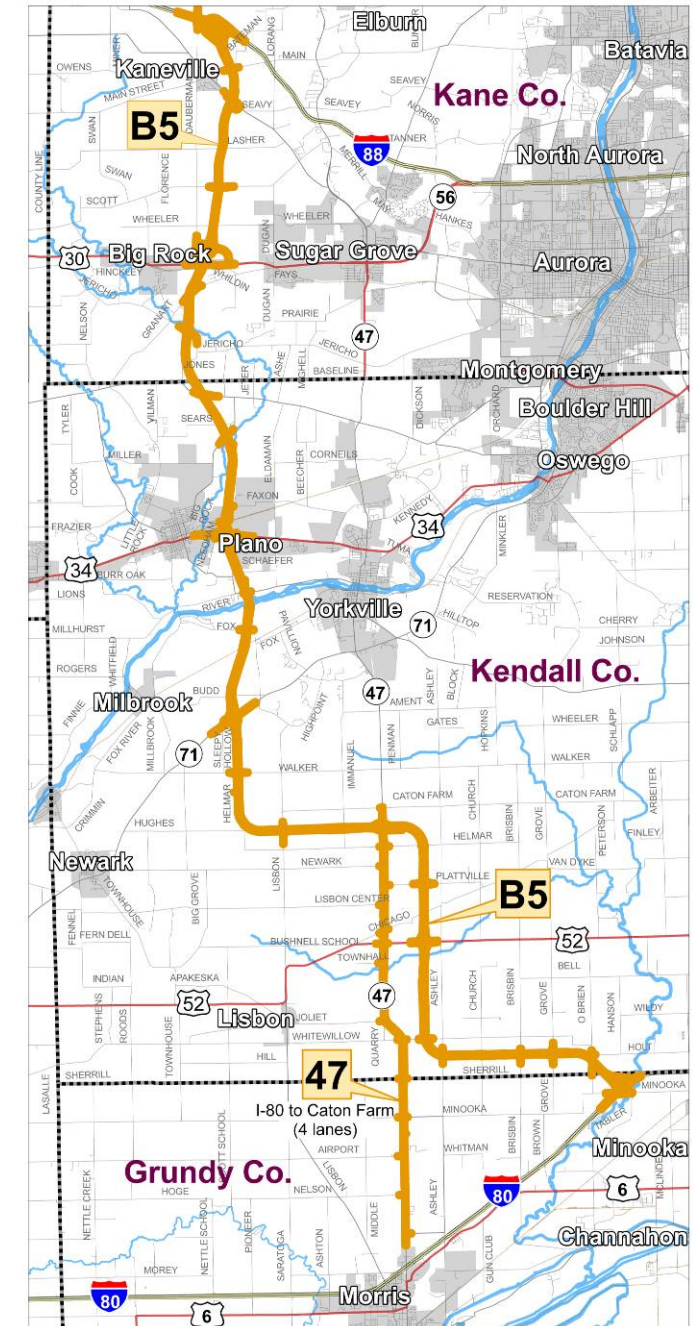
Study Timeline – Where Have We Been





Preferred Alternative

- Selection of **Alternative B5 with IL-47** widening as the preferred alternative based on:
 - Local and other government support
 - Meeting the purpose and need of the project
 - Environmental impacts and resources affected





Preferred Alternative

- Local and Other Government Support
 - When a preference was indicated by local government, it was overwhelmingly for Alternative B5
 - Environmental oversight agencies concurred with selection of Alternative B5 as the Preferred Alternative. Oversight agencies include:
 - U.S Environmental Protection Agency
 - U.S. Fish and Wildlife Service
 - U.S. Army Corps of Engineers
 - Federal Highway Administration
 - Illinois Environmental Protection Agency
 - Illinois Department of Natural Resources
 - Illinois Department of Agriculture



Preferred Alternative

- Meeting the Purpose and Need
 - Alternative B5 with IL-47 Widening will *improve future regional mobility* by reducing travel delays

Travel Benefits 2016 to 2030	Alternative B2 with IL-47 Widening	Alternative B5 with IL-47 Widening
Reduction in Regional Vehicle-Hours of Travel	262,200,000 vehicle-hours	325,500,000 vehicle-hours
Reduction in Impeded (Congested) Regional Vehicle-Miles of Travel	2,395,800,000 vehicle-miles	3,338,900,000 vehicle-miles
Reduction in Hours of Regional Travel Delay	170,400,000 hours	210,900,000 hours
Value of Reduction in Hours of Regional Travel Delay (2006 dollars)	\$3,700,000,000	\$4,500,000,000



Preferred Alternative

- Meeting the Purpose and Need (cont.)
 - Alternative B5 with IL-47 Widening will *address local system deficiencies* by increasing average speeds and decreasing travel time

Northbound in AM Peak Period (slowest speeds)	Existing (2000)	2030 Travel Time (minutes)		
		No-Action	Alternative B2 with IL-47 Widening	Alternative B5 with IL-47 Widening
IL-47 (from I-80 to I-88)	64	77	62	61
New Freeway (From I-80 to I-88)	NA	NA	44	49



Preferred Alternative

- Meeting the Purpose and Need (cont.)
 - Alternative B5 with IL-47 Widening will *improve access to regional jobs*

Travel Benefits 2016 to 2030	Alternative B2 with IL-47 Widening	Alternative B5 with IL-47 Widening
New Study Area Jobs	26,600 jobs	28,800 jobs
Additional Jobs within 60 Minute Commute	17,400 jobs	29,200 jobs
TOTAL	44,000 jobs	58,000 jobs



Preferred Alternative

- Meeting the Purpose and Need (cont.)
 - Alternative B5 with IL-47 Widening will *improve safety* by reducing regional crashes

Travel Benefits 2016 to 2030	Alternative B2 with IL-47 Widening	Alternative B5 with IL-47 Widening
Estimated Reduction in Regional Crashes	12,800	10,700



Preferred Alternative

- Environmental Impacts and Resources Affected
 - Impacts of Alternatives B2 and B5 are *similar in the types of resources affected* and the extent of the impact
 - Alternative B5 is *consistent with the IDOT's Agricultural Land Preservation Policy and in compliance with the State's Farmland Preservation Act*
 - Alternative B5 often has somewhat *greater impacts because of its longer length*

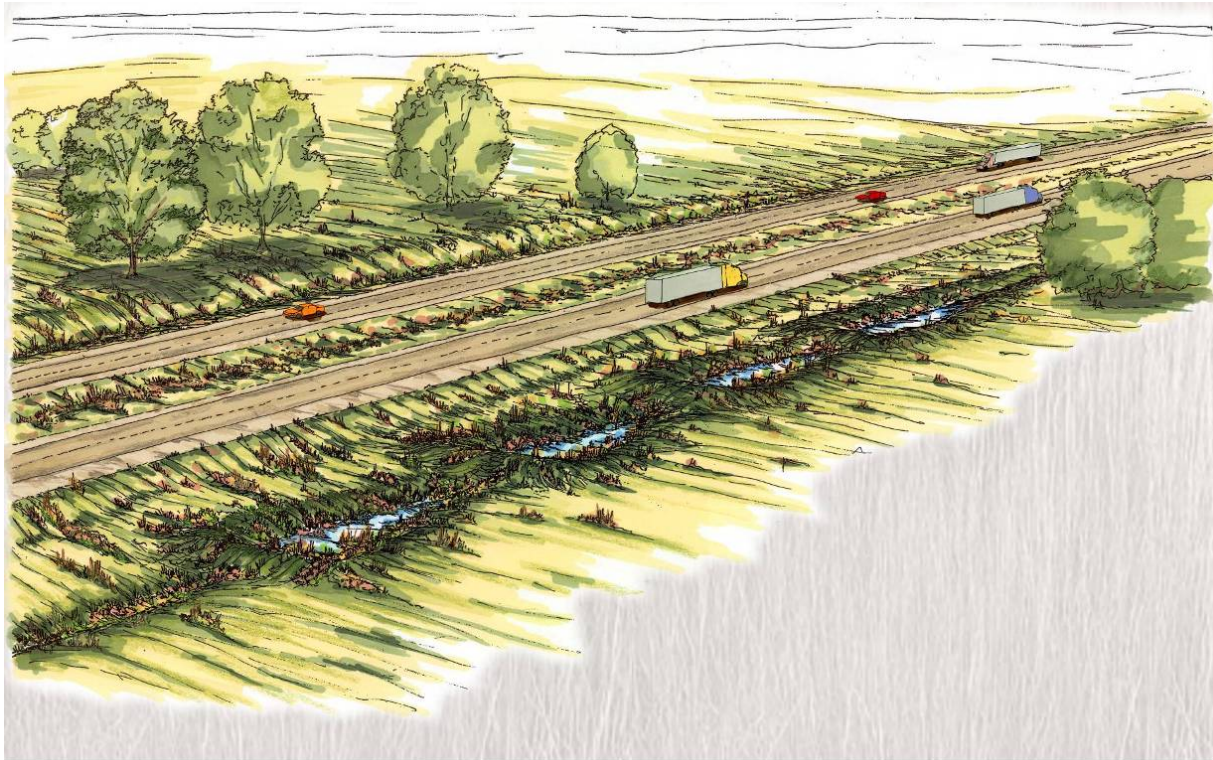


Preferred Alternative

- Environmental Impacts and Resources Affected (cont.)
 - Both alternatives will result in the relocation of 22 residences
 - Both alternatives impact less than 3 acres of wetlands
 - Water quality and water resource impacts similar, but impact different watersheds
 - Alternative B5 has greater compatibility with local land use plans



Reduce Impacts



- Mitigation for storm water impacts
- Provide for a multi-purpose trail
- Maintain Corridor Planning Group
- Make provisions for agricultural field tiles



Reduce Impacts



Fox River Bridge – looking southwest

- Provide aesthetic features
- Construct fish friendly water crossings
- Recreate forest and wetlands



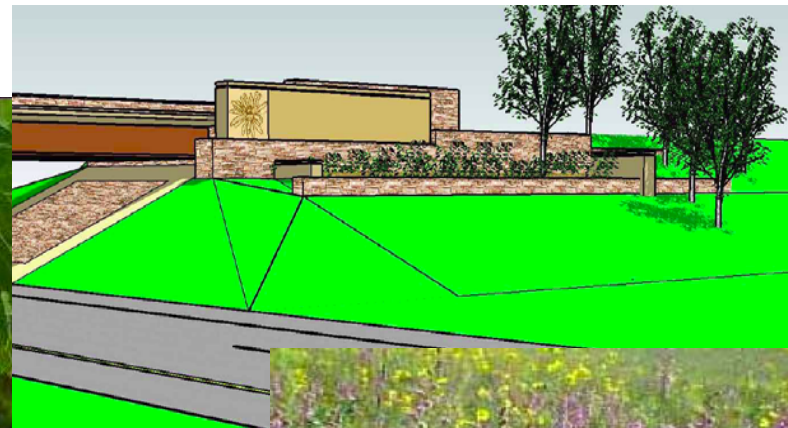
Corridor Themes

Mainline Corridor (region)

- Embankments
- Retaining walls
- Landscape treatment
- Interchanges

Local Design Feature (individual)

- Noise barriers
- Shared-use Path



Bridges (community)

- Vehicular
- Abutments
- Railings
- Gateways





Preferred Alternative

- Costs and right-of-way required

	Alt. B2 w IL-47 Widening	Alt. B5 w IL-47 Widening
Construction Cost	\$793,560,000	\$850,355,000
Right-of-Way & Other Land Cost	\$101,265,000	\$104,368,000
Total Cost	\$894,825,000	\$954,723,000
Right-of Way & Other Land	2,544	2,645



Next Steps

- Conduct road closure, PM2.5 (air quality) and Corridor Protection remapping public hearings in summer 2007
- Complete Final Environmental Impact Statement in fall 2007
- The Record of Decision (Federal authorization to proceed) expected in late 2007
- Land acquisition could start in 2008
- Depending on project readiness and funding availability, construction could start as soon as 2009



Contact Information

- George F. Ryan, Deputy Director of Highways
Rick Powell, Project Manager
IDOT – District 3
700 E. Norris Drive
Ottawa, IL 61350
Phone: 815-434-8423
Fax: 815-434-8553
- Website: www.prairie-parkway.com