Prairie Parkway Preliminary Engineering Study Update

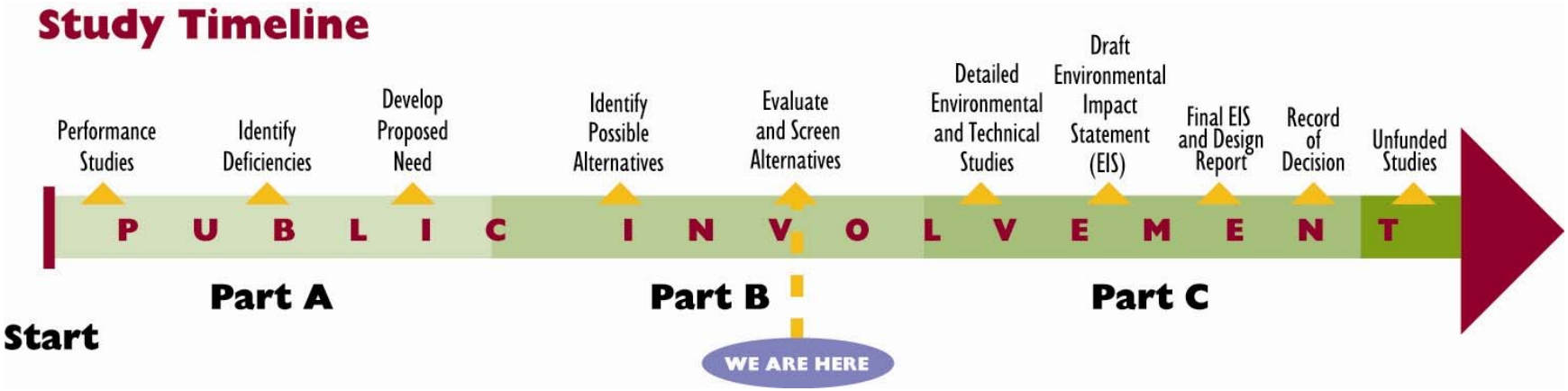
Public Information Meetings

May 10 & 11, 2005

Today's Meeting

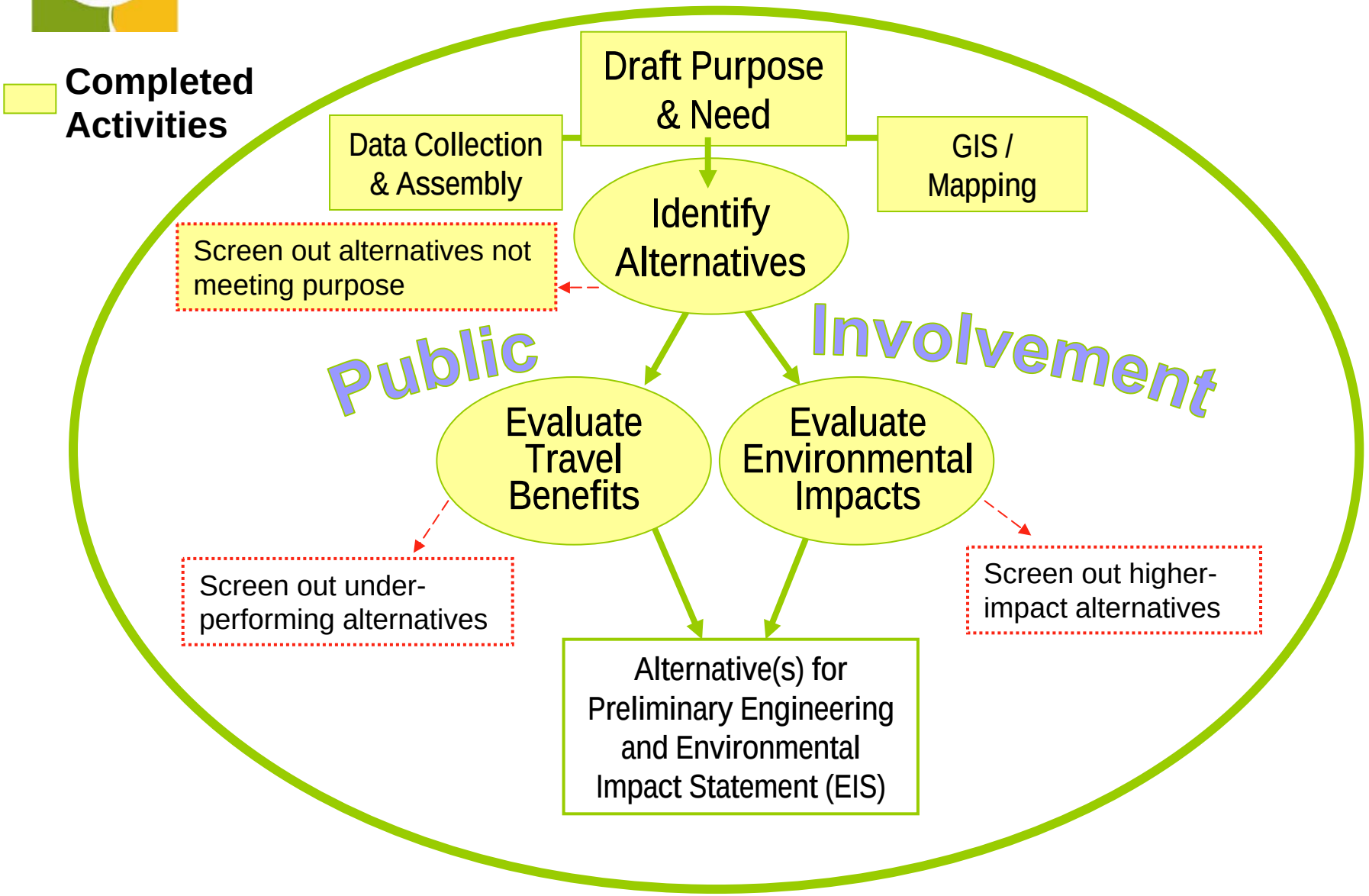
- Study Timeline and Part B Process
- Purpose and Need
- Identification of Alternatives
- Travel Benefits Evaluation
- Environmental Impact Evaluation
- Next Steps

Study Timeline



IDOT is seeking public opinions before screening alternatives

Part B Process



Purpose and Need

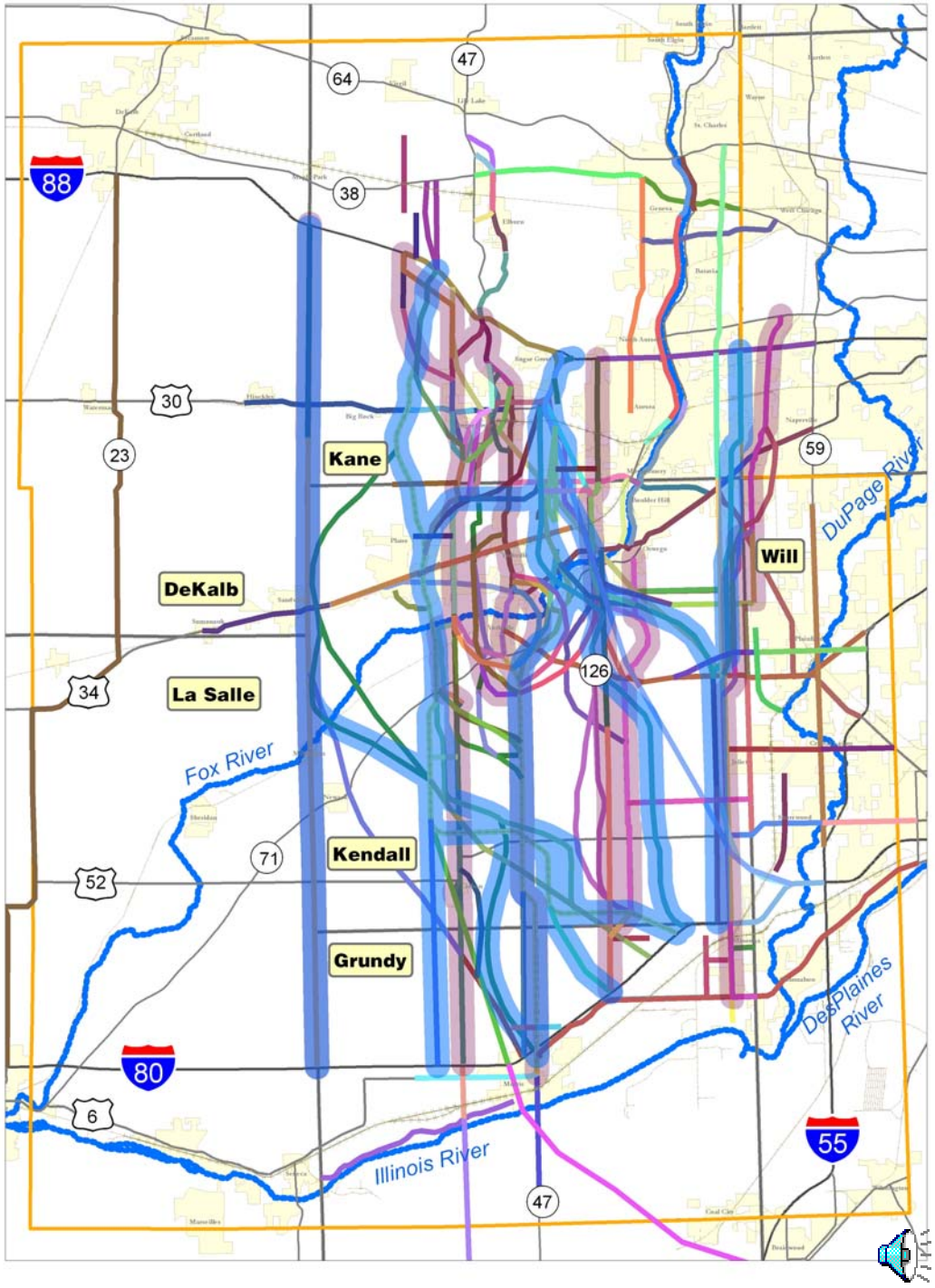
- Purpose: Identify an improvement(s) that will enhance north-south mobility between I-80 and I-88 and that will address the project need.
- Needs:
  - Improve regional mobility;
  - Address local system deficiencies;
  - Improve access from study area to regional jobs;
  - Improve safety.
- All alternatives are analyzed to determine how well they address needs as identified in the purpose and need statement.

Identification of Alternatives

- Identified deficiencies in Part A Transportation System Performance (TSP) report.
- Continued extensive public outreach to apply IDOT principles of Context Sensitive Solutions policy.
- Received public corroboration of need.
- Workshops and stakeholder meetings generated 150+ improvement suggestions.

Wide Range of Coverage

- Local and regional suggestions combined into regional transportation alternatives from I-80 to I-88, and evaluated over a wide area
- Road alternatives include:
  - New freeways/ expressways (blue)
  - Arterial road widenings (maroon)



Traffic Management and Transit

- Traffic Management
  - Car- and van-pool programs
  - Park-and-pool lots
  - Employer programs
  - Bicycle trails
  - Intersection, signal, turning and access improvements
- Public Transit
  - New bus services
  - Park-and-ride lots
  - Light rail service with reserved transit right-of-way in freeway corridors

Part B Approach

- Define travel benefits for each alternative.
  - Measure benefits in meeting purpose and needs.
- Layout potential corridors and adjust to minimize impacts.
  - Assess environmental impacts.

WE ARE HERE

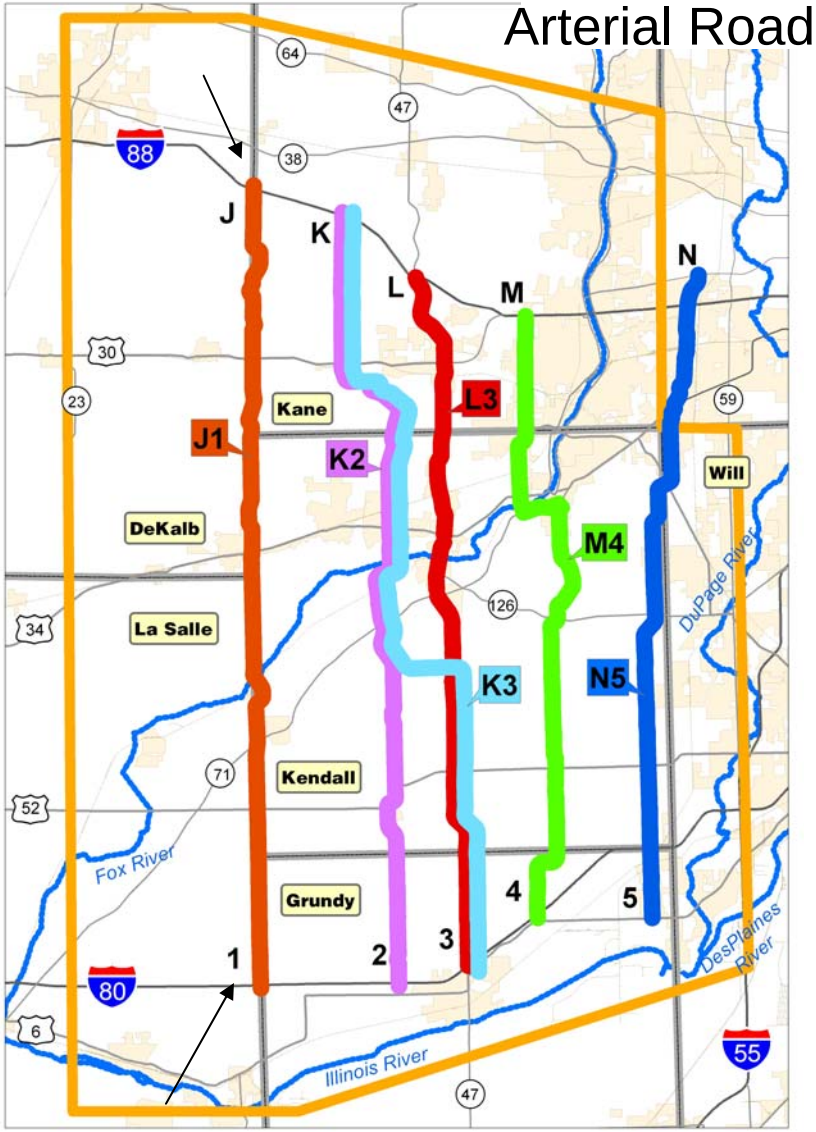
- Screen out less feasible alternatives; develop recommendation of alternative(s) for further study in the environmental impact statement (EIS) process.
- Recommended alternative(s) optimize travel benefits with manageable impact to the natural and built environment.

Travel Benefits Evaluation

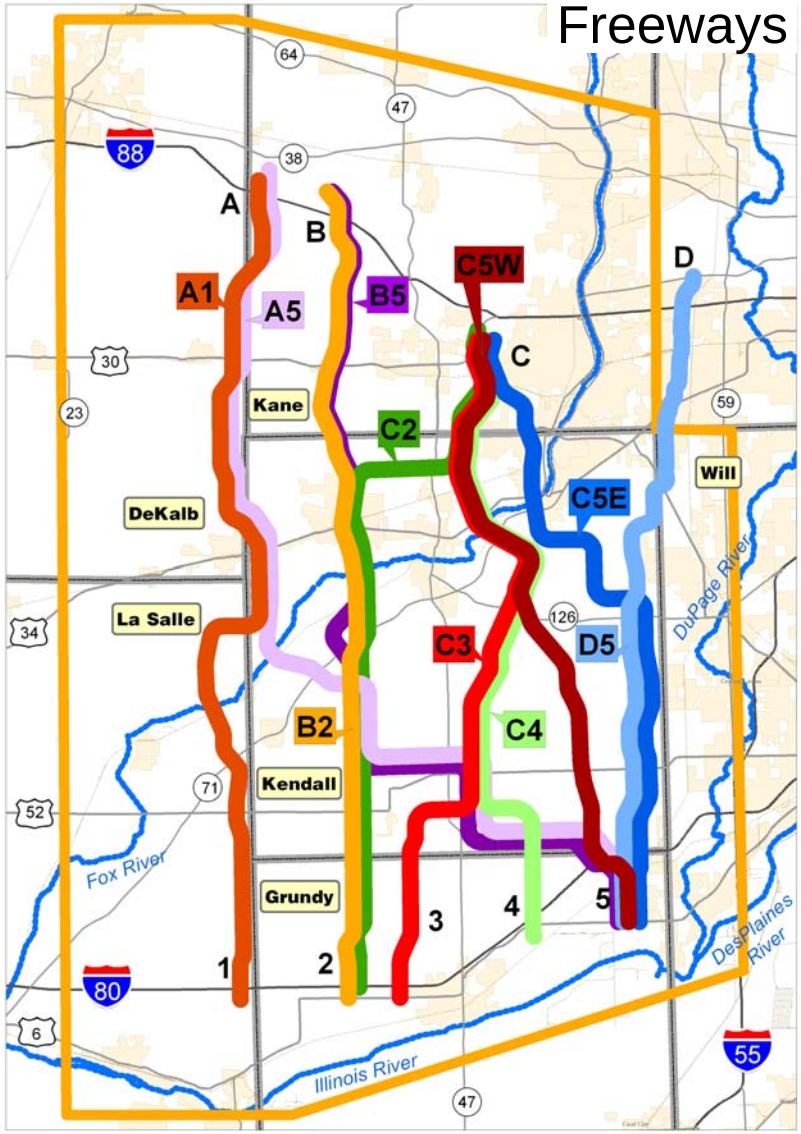
- Evaluation conducted to measure travel benefits of preliminary alternatives in meeting purpose and need.
- Used expanded and detailed Chicago Area Transportation Study (CATS) traffic model to forecast future traffic.
- 2030 baseline road network used as basis for comparison of changes caused by various alternatives.
- 2030 baseline network included existing road network and other committed (to be built) projects such as widening IL 47 through Yorkville and proposed Eldamain Fox River Bridge.

Stand Alone Arterial Road and Freeway Alternatives

Arterial Roads

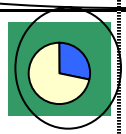
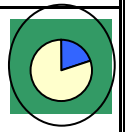


Freeways



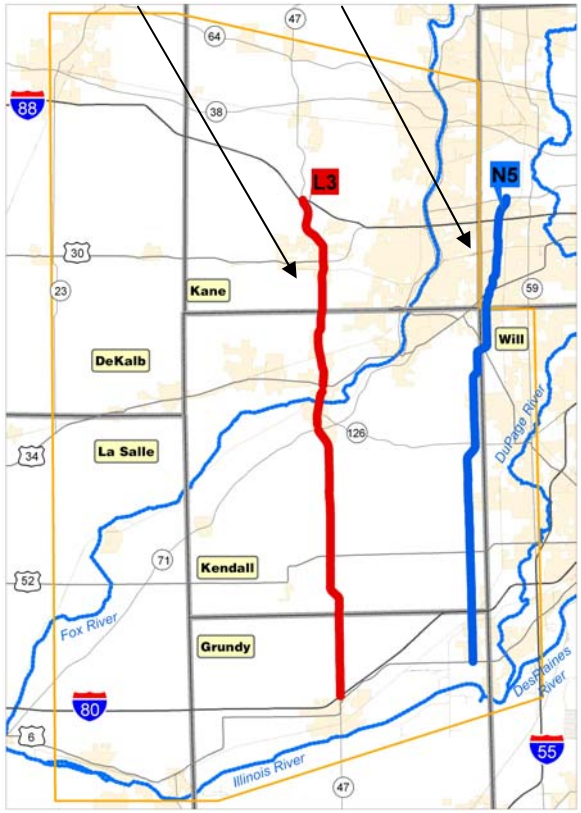
Travel Benefit Evaluation Ratings: Stand-Alone Alternatives

Rating Scale: 10 = best improvement, 1 = least improvement **Indicates top 2 ratings (best improvement)**

		TRAFFIC MANAGEMENT + TRANSIT ALTERNATIVES		ARTERIAL ALTERNATIVES					FREEWAY ALTERNATIVES				
				West County Line	Dauberman/ Eldamain/ Saratoga	IL 47	Orchard/ Grove/ Brisbin	Wikaduke	West County Line	Recorded Corridor	Recorded South	Powerline - IL56/ W Yorkville Bypass	East Corridor
	2030 Baseline	Tfc Mgt	+ Transit	J1	K2	L3	M4	N5	A1	B5	B2	C2	C5W
					K3	*K3*				*A5*			*C3, C4, C5E*
REGIONAL MOBILITY													
Additional Capacity (Lane Miles)													
Arterials	0	0	0	93	98	75	63	47	--	--	--	--	--
Freeways	0	0	0	--	--	--	--	--	**145**	**142**	128	128	93
Regional Travel													
Miles of Travel	3	2	2	3	3	1	1	1	**10**	7	**8**	**8**	7
Hours of Travel	3	3	2	3	3	2	2	1	**7**	**6**	5	4	**7**
Type of Travel **Local** **Regional**													
ADDRESS LOCAL SYSTEM DEFICIENCIES													
Study Area Travel (Non-US/State Roads)													
Miles of Travel	1	1	1	**7**	**7**	3	4	5	**7**	4	**6**	5	4
Hours of Travel	1	2	2	3	**5**	4	4	1	**7**	3	3	1	4
ACCESS TO REGIONAL JOBS													
Transportation Improvements Only													
<=30 minutes	1	2	2	4	3	5	2	3	5	**7**	5	**6**	**7**
<=40 minutes	1	1	1	2	2	3	2	3	4	**6**	5	5	**7**
<=60 minutes	1	1	1	3	3	3	2	3	4	**6**	**5**	**5**	**6**
<=90 minutes	1	2	1	2	3	2	3	4	4	**6**	**5**	**6**	**6**
SAFETY													
Crashes													
Regional	3	2	2	3	3	1	1	1	**10**	7	**9**	8	7

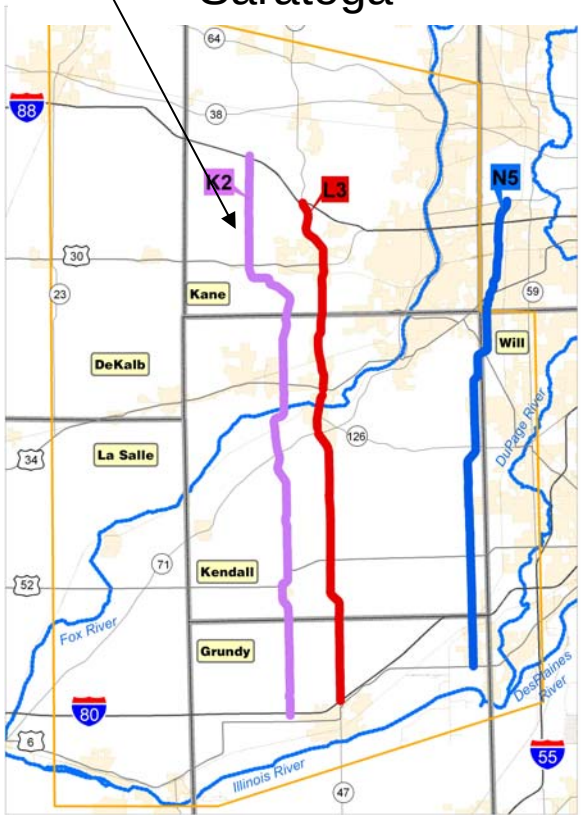
Combinations: Arterial Roads

IL 47 and WiKaDuKe



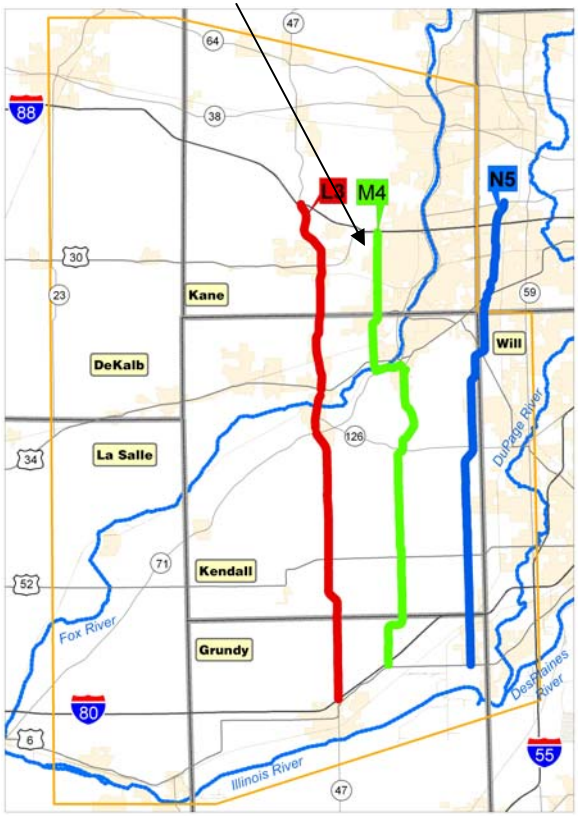
Arterials L3 and N5

IL 47, WiKaDuKe and Dauberman/ Eldamain/ Saratoga



Arterials L3, N5 and K2

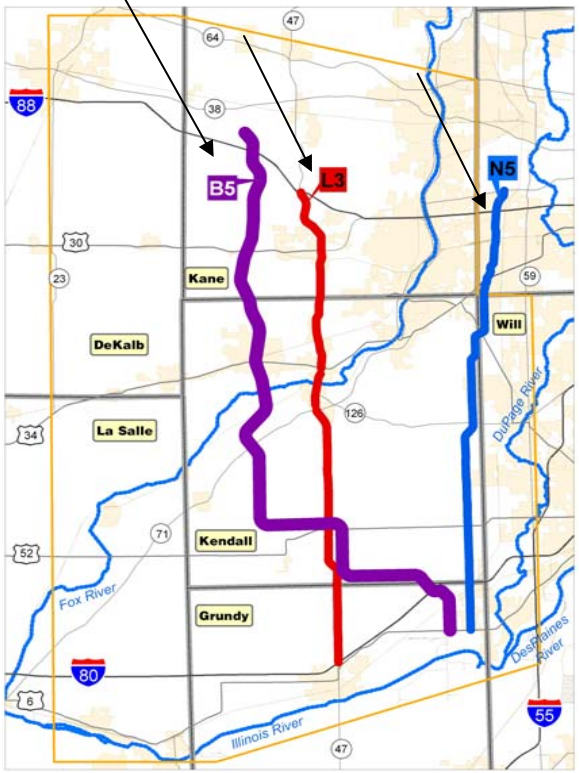
IL 47, WiKaDuKe and Orchard/ Grove/ Brisbin



Arterials L3, N5 and M4

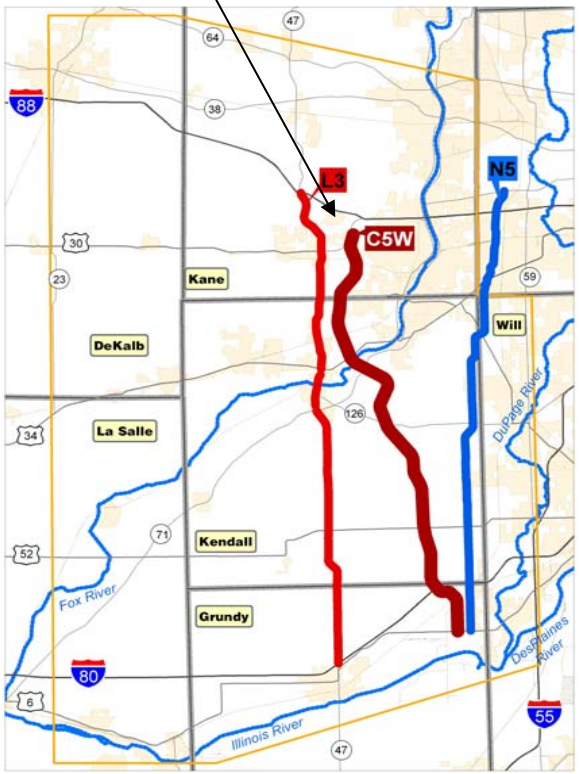
Combinations: Arterial Roads and Freeways

IL 47, WiKaDuKe and Recorded Corridor Freeway



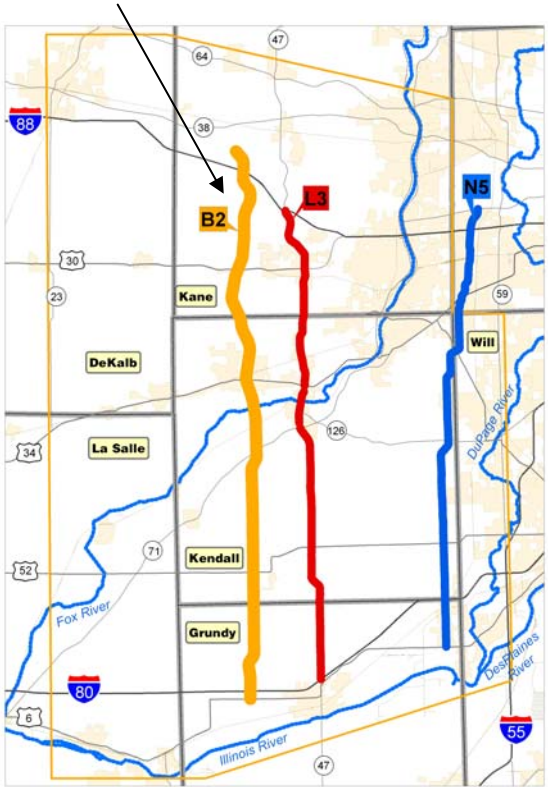
Arterials L3 and N5 and Freeway B5

IL 47, WiKaDuKe and East Corridor Freeway



Arterials L3 and N5 and Freeway C5W

IL 47, WiKaDuKe and Recorded Corridor Freeway South



Arterials L3 and N5 and Freeway B2

Travel Benefit Evaluation Ratings: Combinations

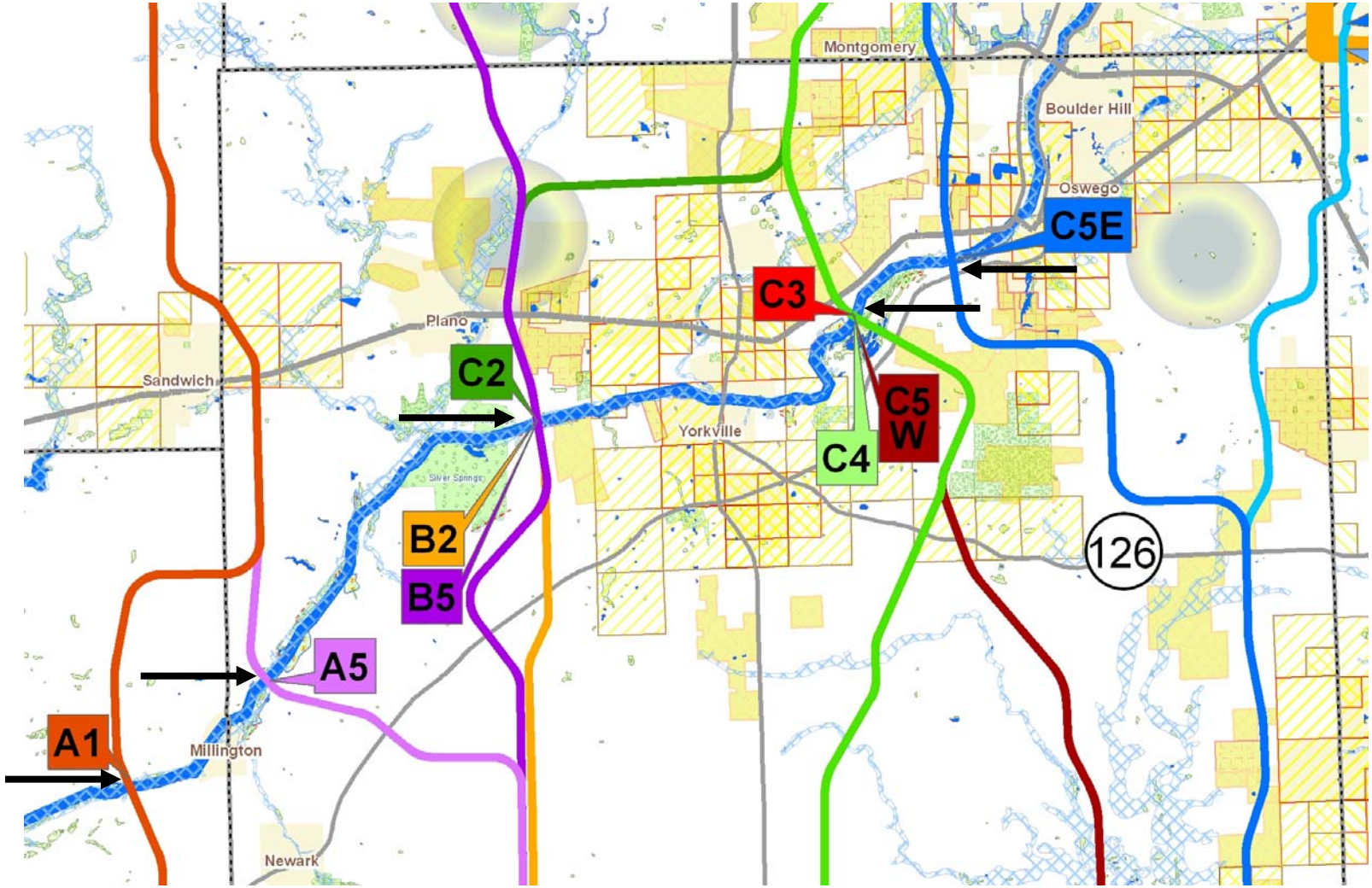
Rating Scale: 10 = best improvement, 1 = least improvement **Indicates top 2 ratings (best improvement)**

		ARTERIAL ROAD COMBINATIONS								ARTERIAL ROAD / FREEWAY COMBINATIONS								
		IL 47+Wikaduke		IL 47+Wikaduke +Dauberman/ Eldamair / Saratoga			IL 47+Wikaduke +Orchard/Grove/ Brisbin			IL 47+Wikaduke +Recorded Corridor			IL 47+Wikaduke+East Corridor			IL 47+Wikaduke +Recorded South		
	Base 2030	L3	N5	L3	N5	K2	L3	N5	M4	L3	N5	B5	L3	N5	C5W	L3	N5	B2
REGIONAL MOBILITY																		
Additional Capacity (Lane Miles)																		
Arterials	0	105		172			168			105			105			105		
Freeways	0	0		0			0			142			92			128		
TOTAL	0	105		172			168			**247**			197			**233**		
Regional Travel																		
Miles of Travel	3	1		2			1			7			**10**			**8**		
Hours of Travel	3	4		5			4			**10**			**10**			**7**		
ADDRESS LOCAL SYSTEM DEFICIENCIES																		
Study Area Travel (Non-US/State Roads)																		
Miles of Travel	1	7		**9**			**10**			**10**			**10**			**10**		
Hours of Travel	1	6		**9**			7			**10**			8			7		
ACCESS TO REGIONAL JOBS																		
Transportation Improvements Only																		
<=30 minutes	1	5		7			6			**10**			**10**			7		
<=40 minutes	1	5		5			6			**9**			**10**			7		
<=60 minutes	1	5		7			6			**10**			**10**			**8**		
<=90 minutes	1	5		7			7			**10**			**10**			**9**		
SAFETY																		
Crashes																		
Regional	3	1		2			2			8			**10**			**9**		

Environmental Impact Evaluation

- Identified environmental features. Critical environmental issues include Fox River, agricultural sites, developments/ displacements, threatened and endangered species (T&E), parks, and natural areas.
- Started with locations from initial alternatives.
- Performed iterative conceptual layout process to reduce impacts.
- Compared environmental impacts of alternatives.
- Focused on Fox River crossing evaluation because of environmental sensitivity.

Fox River Crossings



Map includes water features, development, parks and other natural environment features, and threatened and endangered species sites.

Environmental Impact Evaluation Ratings: Potential Fox River Crossing Locations

Rating Scale: 10 = least impacts, 1 = most impacts **Indicates bottom 2 ratings (worst impacts)**

Fox River Crossings, Freeway Alternatives	A1	A5	B5	C4	C5E
			B2, C2	*C3, C5W*	
Footprint Length = 8000'	W. Millington	E. Millington	W. Yorkville	E. Yorkville	Orchard
NWI Wetlands	6	**1**	10	**1**	**1**
Floodplains (FEMA)	8	7	7	10	**1**
Streams - CLASS A & B	10	10	**1**	10	10
Water Bodies	10	10	7	7	**1**
Parks / Nature Preserves / Natural Areas					
Open Space, Conservation Areas, Forest Preserves, Parks	10	10	10	**1**	10
Natural Areas (IDOT)	6	10	10	6	**1**
Special Use					
CERCLIS	10	10	10	**1**	**1**
Landfills	10	**1**	10	10	10
Quarries	10	10	10	10	**1**
Affected Buildings/Property (Estimated)					
Houses	10	10	9	7	**1**
Farmstead Areas	3	**1**	6	10	3
Centennial Farms	10	10	10	**1**	10
Developments					
Open/Under Construction	10	10	10	10	**1**
Planned/Proposed/Concept	10	10	10	**1**	10
Compatibility With Land Use Plans	Medium	Medium	High	**Low**	**Low**
Cost (Length of Bridge)	Low	Low	Low	**High**	Medium
Number of categories above that the corridor has the greatest impact	**0**	**3**	**1**	**7**	**9**

West of Yorkville | East of Yorkville

Environmental Impact Evaluation Ratings: Full Corridor Freeway Alternatives

Rating Scale: 10 = least impacts, 1 = most impacts **Indicates bottom 2 ratings (worst impacts)**

Entire Footprint, Freeway Alternatives	A1	A5	B2	B5	C2	C5W	C4	C3	C5E	D5
Fox River Crossing Location	W. Millington	E. Millington	W. Yorkville			E. Yorkville			Orchard	None
Length (miles)	38	46	36	43	33	28	29	32	31	29
NWI Wetlands	7	7	9	8	3	1	1	1	8	10
Floodplains	4	2	4	2	6	2	4	2	1	10
Streams - Class A & B	10	10	7	7	7	10	10	9	10	10
Parks / Nature Preserves / Natural Areas	10	10	10	10	9	6	6	6	1	10
Threatened & Endangered (IDOT)	10	10	6	6	1	3	3	3	3	6
Affected Buildings/Property (Estimated)										
Houses	10	10	10	10	10	9	9	9	7	1
Farmstead Areas	7	5	3	4	6	7	10	4	5	1
Developments										
Specific - Known boundaries										
Open/Under Construction	10	10	10	10	2	2	2	2	1	8
Planned/Proposed/Concept	10	10	10	10	5	1	1	1	3	5
Proximity - By Section #										
Open/Under Construction	10	9	10	10	5	5	6	6	1	8
Planned/Proposed/Concept	10	9	9	8	1	1	2	1	2	8
Compatibilty with Land Use	5	5	8	8	6	3	3	3	3	3
Cost	2	1	2	1	3	4	3	2	4	6
Number of categories above that the corridor has the greatest impact	**2**	**3**	**3**	**3**	**6**	**9**	**7**	**10**	**9**	**3**

West of Yorkville | East of Yorkville

Next Steps

1. Listen and incorporate public comments on the evaluation of the alternatives.

2. Develop recommendations for alternative(s) for further detailed engineering and the environmental impact statement (EIS) analysis.

WE WANT YOUR OPINIONS

ON THE ALTERNATIVES

Prairie Parkway Preliminary Engineering Study Update

Please visit the exhibits and complete your comment form.

The question and answer session will begin at 6:30 PM

Prairie Parkway Website: www.prairie-parkway.com