Major Milestones since 2002

- **Purpose and Need**
  Established – March 2005

- **Wide Range of Alternatives**
  Studied – Spring/Summer 2005

- **2 Detailed Alternatives**
  Chosen for Further Study – Fall 2005

- **Draft EIS**
  – November 2006

- **Preferred Alternative Selected**
  – June 2007

- **Corridor Protection amended**
  – November 2007

- **Record of Decision**
  – September 19, 2008

**Selected Alternative B5**
Purpose And Need

- Provide Regional North-South Mobility – Lack of regional options between I-55 and I-39 (about 50 miles)

- Address Local System Deficiencies – Regional traffic is diverting onto local facilities

- Improve Access to Regional Jobs – Imbalance between regional households and jobs

- Improve Safety – Higher volumes of traffic and inadequate facilities
2030 Regional Transportation Plan

- Widen IL 47 to 4 lanes – I-80 to I-88
  Projected 2030 ADT 13,000 to 48,000
- New Limited Access Highway from I-80 to I-88
  Projected 2030 ADT 23,000 to 50,000
- Other Anticipated Arterial Improvements
  US 34, US 6, I-80, I-88, WiKaDuKe, etc.
- Other Anticipated Transit Improvements
  STAR line, BNSF extension

Population of Grundy/Kendall/Kane Counties
496,000 (2000)
938,000 (2030)
Prairie Parkway Project Details

- 37 Miles of new limited access highway I-80 to I-88
- 12 Miles of new 4-lane construction of IL 47 I-80 to Caton Farm Road
- Two system interchanges – I-80 and I-88
- Five local interchanges - US 52, IL 47, IL 71, US 34, US 30
- Extensive use of stormwater management “best practices” – Detention basins, prairie plantings, infiltration, regulated outflow
Proposed Fox River Crossing
Funding Sources to Date

- National Corridor Funds (Phase I Study)
  $18.75 million* - 2002

- SAFETEA-LU NCIIP Funds (US 34 Interchange)
  $68.75 million* - 2005

- SAFETEA-LU NCIIP Funds (I-80 to I-88)
  $190 million* - 2005

- State funds for Corridor Protection
  $4.2 million - 2005

Total Available Funding, with state match: $281.7 million

*includes required state matching funds of 20%
Expenditures to Date

- Land Acquisition – Approx. 250 Acres
  - $20 million
- Phase I & Land Acquisition Engineering
  - $40.7 million – includes completion of current agreements by 2011
- Phase II Engineering
  - $400,000 – “start up” only

Approximately $180 million in remaining Federal earmark funds are available, which would require an additional 20% state match.
Current Program

- Land Acquisition – $1.5 million (FY 2010)
- Phase I Engineering - $0.9 million (FY 2010)

No other funding is shown in IDOT’s FY 2010-2015 program.
Remaining Work

- IL 47: Land Acquisition, Phase II Engineering, Utilities, Construction I-80 to Caton Farm Road
- Prairie Parkway: Remaining Land Acquisition, Phase II Engineering, Utilities and Construction I-80 to I-88

Total Unfunded Cost: Approximately $860 million in 2006 dollars

IDOT has chosen not to program remaining Federal earmark funding at the present time.
Remaining Work

Prairie Parkway
I-80 to I-88
Includes:
Remaining Land Acquisition
Phase II Engineering
Utilities
Construction

IL 47
I-80 to Caton Farm Road
Includes:
Land Acquisition
Phase II Engineering
Utilities
Construction
Add Lanes
US 34
Big Rock
Creek to
Eldamain
Road

Remaining Work

This section of US 34 was covered by the Prairie Parkway EIS. Phase II Engineering is started, and earmark funds may be used for remaining land acquisition and construction.
Rep. Foster (D-14th): Focus on improving existing facilities first

Balance of Prairie Parkway “unobligated” funding proposed to be shifted to widening IL 47

Would require an act of Congress to change current federal funding

Land Acquisition I-80 to I-88
- Full Acquisition
  - OR
- Willing Sellers and Protective
  - OR
- Protective and Hardship Only
Could ISTHA take over the project?

Tollway Board meeting on January 29, 2009 – Kendall County requested a feasibility study

ISTHA Resolution December 2007

Authorized to study and prioritize additional projects:

• Illiana
• Prairie Parkway
• Elgin-O’Hare
• Eisenhower add-lane
• IL 53 North Extension
• I-355 Extension to I-57
• Richmond-Waukegan
Future Connectivity?

- Replication of “Outer Encircling Highway” in Burnham-Bennett 1909 “Plan of Chicago”
- Projected 2030 daily traffic volumes from 37,000 to 92,000 along the route
- Illiana and Prairie Parkway are the only links with active engineering studies at the present time
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