



Illinois Department of Transportation

Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

August 30, 2007

Ms. Sharon Bond
12944 Walker Road
Yorkville, IL 60560

Prairie Parkway Preliminary Engineering Study
Various Counties
File #1453-111
Ref: 5.6.9.11.2 – 0067/0069

Dear Ms. Bond:

Thank you for your interest in the Prairie Parkway Preliminary Engineering Study.

This correspondence is in response to the following questions you submitted at the July 2007 Public Hearing.

1. Why did you change the original plan where the Prairie Parkway went over Walker Road rather than now Walker Road going over the Prairie Parkway?
It is more economically feasible to raise Walker Road over the Prairie Parkway even though the power lines may have to be raised slightly. To build the Prairie Parkway bridge over Walker Road would cost approximately \$6 or \$7 million, so the trade off is purely an economic issue.
2. I spoke with volunteer fireman from Newark and school employees and they indicated they did not accept the road closure plan, nor were they given a choice or alternative. The Department did not meet with all school personnel or volunteers; however, we did meet with the designee or representative of those groups. From those meetings we learned about the complexity of school bus routes and emergency services. The Department listened and maintained open dialogue and made changes based on recommendations from those meetings.

Please visit our website at <http://www.prairie-parkway.com> for the most current information on the development of this project.

Sincerely,

George F. Ryan, P.E.
Deputy Director of Highways
Regional Engineer

A handwritten signature in black ink that reads "Rick Powell".

By: Rick Powell, P.E.
Studies & Plans Engineer

cc: Ed Leonard, PB

1 DAVE BRADEN
 2 10781 Helmar Road
 3 Newark, IL 60541
 4 Dave Braden, B-r-a-d-e-n, 10781 Helmar
 5 Road, Newark, Illinois 60541.
 6 And I had a couple of questions, some
 7 of these I've asked before, but just want a little
 8 more clarification about the road closures; when the
 9 traffic studies were done, how many days they did
 10 them, what days they did them and what time of year
 11 they did them? I had a signature page of people that
 12 use that road. I believe it's over 100, and just
 13 wanted to know -- or let you know that people on
 14 Sundays use the road. This is mainly Helmar Road and
 15 Immanuel Road that I'm talking about. For Church,
 16 farmers use the roads to stay off of Route 47 to
 17 travel to and from their fields during time of
 18 harvesting and planting, and when you close these
 19 roads, you're going to be putting more traffic on
 20 Route 47. When traffic on Route 47 is blocked either
 21 by accidents, when they pave the road or weather
 22 conditions, people use these roads to travel north
 23 and south, and you're going to be making them go all
 24 the way around to get back on Route 47.

1 I also have a question about the
 2 pollution, the air quality from all the traffic
 3 that's going to be coming from the Beltway, and the
 4 runoff, when it rains, all the gasoline and fumes and
 5 stuff that will be going into the soil, how it's
 6 going to affect the wells around by us, the corn and
 7 the other crops that are growing there.
 8 Just seems like IDOT and future
 9 subdivisions are slowly choking out the importance of
 10 farming in the area, and I've heard comments in the
 11 paper and that that it's for the benefit of -- trying
 12 to think of the word -- money, and is farming a
 13 money-making industry in itself? And it's also used
 14 for growing our feed and livestock's feed.
 15 And the biggest thing is Route 47 can't
 16 even be upkept, and you're using more money to fix
 17 that than if you would have spent the money on your
 18 study on fixing Route 47, that's the same money, it
 19 would be fixed by now, and it needs to be widened
 20 through Yorkville and Sugar Grove north to 88 way
 21 before this Beltway is built. That's it.
 22 * * * * *
 23
 24



Illinois Department of Transportation

Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

September 20, 2007

Mr. David Braden
10781 Helmar Road
Newark, IL 60541

Prairie Parkway Preliminary Engineering Study
Various Counties
File #1453-111
Ref: 5.6.9.11.2 – 0028

Dear Mr. Braden

Thank you for your interest in the Prairie Parkway Preliminary Engineering Study.

This correspondence is in response to the following questions you provided to the court reporter at the July 2007 Public Hearing.

1. For the Grade Separation/Road Closure Report – I provided a petition to IDOT to keep Helmar and Immanuel Road open, I believe over 100 signatures. I request clarification on the road closures mainly for Helmar and Immanuel Road. Also several other items including when the traffic counts/studies were done, how many days and when they did them. This is mainly for the proposed closures at Helmar Road and Immanuel Road.

Thank you for the petition from residents along Helmar Road, Immanuel Road and Lisbon Road. The petition is part of the Grade Separation/Road Closure Report and Road Closure Hearing documentation. IDOT is presently reviewing the subject documents prior to making a final determination.

Regarding your question on traffic counts/studies IDOT traffic counts are conducted every other year and the most current traffic data is for the year 2005. City, County and Township jurisdiction roadway traffic data is not collected as frequently. The raw field counts are entered into a database loaded with the current seasonal factors which are used to generate Average Daily Traffic (ADT). The seasonal factors are applied to provide consistent data since driving characteristics vary by season.

The Prairie Parkway Grade Separation/Road Closure evaluation used the year 2030 traffic projections and is based on travel simulations without and with Prairie Parkway including closures. The Grade Separation/Road Closure economic analysis compares the additional road user cost of

using the alternate route with the annualized grade separation costs. If the annual road user cost resulting from road closure is less than the annualized grade separation costs, then the grade separation was determined to not be cost effective, i.e. benefit/cost ratio is less than one. The computation of these costs is based on the traffic volumes (2030 average daily traffic), distribution of vehicular types (passenger cars, single unit trucks and semi-trucks) the additional distance traveled, vehicular operating costs and the annualized cost to construct a bridge. For Helmar Road the cost/benefit analysis indicated that the benefit to cost ratio was less than one and for Immanuel Road significantly lower than one.

The road user cost analysis is only one component of the Grade Separation/Road Closure Report. In addition to the economic analysis, other components include the qualitative/roadway system attributes and coordination/public involvement. The qualitative/roadway system component of the analysis takes into consideration factors such as the available capacity of adjacent roadways to carry additional traffic should a closure be proposed, travel pattern changes that would adversely affect access to emergency services, automobile/emergency vehicle access to hospitals, the planned functional use of the roadway, regional/local continuity issues and other identified social factors as appropriate. The coordination component involves meeting with counties, cities, villages, emergency services, schools, etc. and their feedback has been incorporated into the analysis.

To view or print a copy of the Grade Separation/Road Closure Report including all analysis and coordination please go to the Prairie Parkway web-site.

2. *During inclement weather or incidents on Illinois 47 people use these other roads to by-pass congestion and by closing these roads you are making them go all the way around to get back to Illinois 47.*

When incidents occur along Illinois 47 motorists continue to have the option of using either Plattville Road or Caton Farm Road. As part of the Illinois 47 improvement the proposed cross-section will provide for two-lanes in each direction, a 32 foot wide median and twelve foot wide shoulders. The additional lanes and twelve feet wide shoulder should contribute significantly to easing traffic congestion and improve safety along Illinois 47. In the interim although direct access along Helmar Road from the east will not be available to access the grain elevator at Illinois 47 farmers can use Plattville Road or Caton Farm Road to access Illinois Route 47.

3. *Illinois 47, why can't it be up-kept, IDOT is using more money to fix Illinois 47 than if you would have spent the money from your study on fixing Illinois 47, it would be fixed by now and it needs to be widened through Yorkville and Sugar Grove north to I-88.*

Regarding the upgrading of Illinois 47 through Yorkville and Sugar Grove studies for the addition of through lanes are either completed or presently funded. Regardless of the outcome of the Prairie Parkway study the section of Illinois 47 between Cross St. in Sugar Grove (just south of I-88) and Kennedy St. in Yorkville (just north of US-34) has been identified in IDOT's FY 2008-2013 Proposed Highway Improvement Program for a Preliminary Engineering Study to add-lanes. In addition an add-lanes study has been completed for Illinois 47 from Illinois Route 71 to US Route 34. The Prairie Parkway study includes the improvement of Illinois Route 47 from Caton Farm Road to north of I-80.

During the alternatives evaluation it was found that improving Illinois 47 as an isolated improvement only partially addressed the purpose and need element associated with local system deficiencies and did not adequately address improving regional mobility, access to jobs or safety. The preferred alternative best meets the purpose and need of the project and includes the B5 freeway alternate and the portion of Illinois 47 from Caton Farm Road to north of I-80.

4. *I also have a question about the pollution, air quality, and runoff.*

Your concerns for the environment are addressed in Sections 4.4 "Air Quality Impacts" and 4.8 "Water Resources/Quality Impacts" of the DEIS. Construction of the Parkway will not violate any of the National Ambient Air Quality Standards and existing water quality standards will be maintained.

Please visit our website at <http://www.prairie-parkway.com> for the most current information on the development of this project.

Sincerely,

George F. Ryan, P.E.
Deputy Director of Highways
Regional Engineer



By: Rick Powell, P.E.
Studies & Plans Engineer

cc: Ed Leonard, PB



Illinois Department of Transportation

Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

August 30, 2007

Ms. Kathy Braden
10781 Helmar Road
Newark, IL 60541

Prairie Parkway Preliminary Engineering Study
Various Counties
File #1453-111
Ref: 5.6.9.11.2 – 0071

Dear Ms. Braden:

Thank you for your interest in the Prairie Parkway Preliminary Engineering Study.

This correspondence is in response to the question you submitted at the July 2007 Public Hearing regarding revisiting the final documented proposed road closures if rapid growth in Kendall County affects traffic on the proposed closures.

If there is an area that demonstrated a higher than anticipated rate of growth before the Prairie Parkway is built, the road closure recommendations would be revisited.

Please visit our website at <http://www.prairie-parkway.com> for the most current information on the development of this project.

Sincerely,

George F. Ryan, P.E.
Deputy Director of Highways
Regional Engineer

A handwritten signature in black ink that reads "Rick Powell".

By: Rick Powell, P.E.
Studies & Plans Engineer

cc: Ed Leonard, PB

(Whereupon, the following paper was submitted for inclusion:)

MR. POPPEN: Scott Buening from the Village of Sugar Grove ask that I read in Resolution Number 2006-1107A. Resolution of the corporate authorities of the Village of Sugar Grove, Wheeler Road.

Whereas, the Illinois Department of Transportation, IDOT, has proposed a new outer belt, limited-access highway to be known as the Prairie Parkway which would connect Interstate 80 with Interstate 88; and

Whereas, IDOT has studied the proposed corridors, and has recorded a center line for such highway to prevent development from occurring within the proposed project area; and

Whereas, the preferred route proposed by IDOT would be located west of Sugar Grove's Village limits but within its one and a half mile planning jurisdiction; and

Whereas, as part of the highway proposal, certain roads are proposed for permanent closure where they intersect with the highway; and

Whereas, Wheeler Road is one of the

roads that is proposed to be closed; and

Whereas, Wheeler Road is an important element to the Village's overall transportation plan in that it will be a collector roadway; and

Whereas, Wheeler Road will be an important component in the development of business park and light industrial uses in the western area of the Village;

Whereas, permanent closure of this area will disrupt the road development and land use patterns and prevent adequate access to an area of primary economic development efforts of the Village; and

Whereas, permanent closure will create longer response times for emergency services due to the need for police and fire services to cross over the Prairie Parkway for emergency services; and

Whereas, the proposed highway has shown multiple road crossings in other areas of this proposed alignment, particularly at the south end of

Kendall County, and other highway projects such as I-355 southern extension have road crossings with similar spacing.

Now, therefore, be it hereby resolved

by the Board of Trustees of the Village of Sugar Grove, Kane County, Illinois as follows:

That the village supports keeping Wheeler Road open as a collector roadway for proper circulation, traffic distribution, public safety and to further the development of this area for economic development purposes.

That the village hereby requests that IDOT remove Wheeler Road from those roads shown to be closed and instead retain this as a grade-separated crossing with the proposed Prairie Parkway highway.

Passed and approved by the President and Board of Trustees of the Village of Sugar Grove, Kane County, Illinois, on the 7th day of November, 2006. Signed by P. Sean Michels, president of the village board of trustee, and Cynthia Welsch, village clerk of the Village of Sugar Grove.



Illinois Department of Transportation

Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

September 19, 2007

Mr. Scott Buening
Village of Sugar Grove
10 Municipal Drive
Sugar Grove, IL 60554

Prairie Parkway Preliminary Engineering Study
Various Counties
File #1453-111
Ref: 5.6.9.11.2 – 0101

Dear Mr. Buening:

We are in receipt of your July 12, 2007 Public Hearing Testimony regarding the Village of Sugar Grove's Resolution as passed and approved by the Village President and Board of Trustees on the 7th day of November 2006 wherein you request that Wheeler Road be removed from the list of roads shown to be closed and instead be retained as a grade-separated crossing. As expressed in previous correspondence with the Village, Wheeler Road has no continuity to the west and is truncated to the east by the Aurora Airport. Our traffic modeling forecasts that Wheeler Road will carry a very limited volume of traffic in 2030 which is the design year for the project. In order for the Department to reconsider the closing of Wheeler Road, it would be helpful to have a better understanding of the future function and improvements /extensions of that roadway, especially as it relates to any planned improvements to connect to Illinois Route 47.

The Grade Separation/Road Closure Analysis compares the road user cost of an alternative route compared with the annualized grade separation costs. For Wheeler Road the annual road user cost is less than the annualized grade separation costs and therefore the grade separation was determined to not be cost effective, i.e. benefit/cost ratio is less than one.

In conclusion, IDOT is requesting a meeting with the Village of Big Rock and Village of Sugar Grove to further discuss the benefits and costs of the proposed Wheeler Road closure as well as potential options that may be implemented in the future to mitigate the subject closure. Mr. Rick Powell, Studies and Plans Engineer, District 3 will be contacting you to arrange a meeting. Again, we thank you for your comment. It is only through the sharing of information and perspectives that we can, collectively, arrive at a decision that will best serve the needs of your community.

Sincerely,

George F. Ryan, P.E.
Deputy Director of Highways
Regional Engineer

A handwritten signature in cursive script that reads "Rick Powell".

By: Rick Powell, P.E.
Studies & Plans Engineer

cc: Ed Leonard, PB



Illinois Department of Transportation

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Telephone 815/434-6131

August 30, 2007

Mr. Mark Christian
12693 Helmar Road
Newark, IL 60541

Prairie Parkway Preliminary Engineering Study
Various Counties
File #1453-111
Ref: 5.6.9.11.2 – 0050

Dear Mr. Christian:

Thank you for your interest in the Prairie Parkway Preliminary Engineering Study.

This correspondence is in response to the following questions you submitted at the July 2007 Public Hearing.

1. Is there help or funding available for the people for noise abatement? The Federal government has guidelines on when they will and will not participate in noise mitigation. It has been identified that the area of Lakewood Springs subdivision in Plano would qualify for a continuous noise wall on the western side of the Prairie Parkway. Most other noise receptors are either too far away or there is not enough of them clustered together to warrant noise abatement at this time. However, if Federal regulations change in favor of additional noise abatement the Department would revisit the issue before anything is built.
2. Who is going to tell people the fire department will be delayed due to road closures? The Department has been communicating and meeting with emergency services groups, school districts, counties and municipalities along the corridor. In addition, there is a Corridor Management Group, which is comprised of all communities, mayors and officials for the counties and municipalities within a three mile band around the corridor. Over the past two to three years the Corridor Management Group has guided, assisted and reviewed the overall plan to ensure their community needs are being met by the improvement.

Please visit our website at <http://www.prairie-parkway.com> for the most current information on the development of this project.

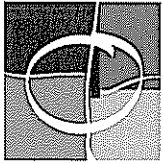
Sincerely,

George F. Ryan, P.E.
Deputy Director of Highways
Regional Engineer

A handwritten signature in cursive script that reads "Rick Powell".

By: Rick Powell, P.E.
Studies & Plans Engineer

cc: Ed Leonard, PB



Prairie Parkway Study

Planning for the Region's Future

July 2007 Air Quality, Corridor Protection and Road Closure Public Hearing Comment Form

The Hearings are being held to present the Project-Level Hot-Spot Conformity Analysis for Fine Particulate Matter (PM 2.5), Road Closures, and Corridor Protection. For each, the purpose of the Hearings is to present information, obtain feedback, request comments, and record testimony. These studies, and the information presented for the Public Hearings will reflect the preferred alternative of constructing the Prairie Parkway B5 freeway Alternative (I-80 to I-88), and widening Illinois Route 47 from Caton Farm Road south to I-80. The B5 build alternative is being advanced as the Department's Preferred Alternative. These hearings and associated testimony will be included as part of the Prairie Parkway Final Environmental Impact Statement, including additional on-going evaluations/studies based on previous public involvement activities.

We ask for your comments on the topics discussed at today's Prairie Parkway Study meeting. Please place your comment forms in the box marked **COMMENTS**; fax to (815) 434-8553; or tape closed, stamp and mail. At today's Public Hearing you also have the option of having a court reporter record your comments or participate in the formal Q & A session beginning at 6:30 pm. In addition to the previous commenting options, the Study website (www.prairie-parkway.com) also accepts comments.

Please send comments related to this meeting by August 13, 2007.

Yorkville Sugar Grove

(Please check meeting location attended)

Comments/Questions:

Concerning the road closures for the Prairie Parkway. Why not build overpasses for each road that was closed. As one of the state's people told me when this first started we are the state and we can do anything, so you can get the money to do it. These roads ~~that~~ were put in for a reason. Then on my part I don't see why you don't extend the road from Walker road to my south fence line. My crop rows lay east to west for erosion control. You stopped at my north fence. My lawyer + land planner said it was short sided on your part. And they also thought the state should buy the land up to Com Ed. I do not want to have a sliver of land between Com Ed + the state. They suggested a machinery underpass. It seems you want to stop expansion in my corner.

(Name and address are required for IDOT to send response, and for comment to be part of the official record. Please Print)

Name Bruce Devick

Affiliation Self

Address 10801 W. Helmer Road

City/State Newark, Ill. Zip Code 6054

Phone No. 815 695-5432

E-Mail Address _____

Please add my name to the mailing list:



Illinois Department of Transportation

Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-0697
Telephone 815/434-6131

October 4, 2007

Mr. Bruce Devick
10801 West Helmar Road
Newark, IL 60541

Prairie Parkway Preliminary Engineering Study
Various Counties
File #1453-111
Ref: 5.6.9.11.2 – 0125 / 0129 (Web Email #44382)

Dear Mr. Devick:

Thank you for your interest in the Prairie Parkway Preliminary Engineering Study.

This correspondence is in response to the following questions you submitted on the Comment Form from the July 2007 Public Hearing and from the IDOT Web Email Response System

1. *I was just interested in finding out why my name was not on the new aerial map? My wife was but mine was left off.*

It was an oversight on our part, we apologize for the omission.

2. *Why not build over-passes for each road that is proposed to be closed?*

The Grade Separation/Road Closure Evaluation is an economic analysis where the additional road user cost of using the alternate route is compared with the annualized cost of constructing a grade separation. If the annual road user cost is less than the annualized grade separation costs, then the grade separation was determined to not be cost effective. The computation of these costs is based on the traffic volumes (2030 average daily traffic), distribution of vehicular types (passenger cars, single unit trucks and semi-trucks) the additional distance traveled, vehicular operating costs and the annualized cost to construct a bridge.

The road user cost analysis is only one component of the Grade Separation/Road Closure Report. In addition to the economic analysis, other components include the qualitative/roadway system attributes and coordination/public involvement. The qualitative/roadway system component of the analysis takes into consideration factors such as the available capacity of adjacent roadways to carry additional traffic, travel pattern changes that would adversely affect access to emergency services, automobile/emergency vehicle access to a hospital, the planned

functional use of the roadway facility, continuity that cannot be provided by adjacent roadways and other social factors as appropriate. The coordination component involves gathering input from counties, cities, villages, emergency services, schools, etc. Public involvement activities include feedback from the public via comments received at informational meetings, public hearings, website, etc.

A closure occurs only if the economics do not support the construction of an overpass and there are no significant qualitative reasons to keep the roadway in service.

3. *I don't see why you don't extend the proposed road from Walker Road to my south fence line? Its seems you want to stop expansion in my corner.*

The roadway you are referring to is a service drive. Service drives connect with a public street or road at one end only and are constructed to provide access to properties which would otherwise be landlocked or denied access. In this instance we are providing a very long field entrance.

Similar to the economic analysis discussed above for the grade separation/road closure analysis, if the cost of constructing a service drive is greater than the cost of the parcel, IDOT purchases the parcel. Given the size of your parcel the service drive is far more economical than an acquisition.

4. *The state should buy the land up to the ComEd right-of-way. I do not want to have a sliver of land between Com Ed and the State right-of-way.*

The small sliver of right-of way you have identified between the ComEd towers and the Prairie Parkway right-of-way is only 15 to 20 feet in width totaling just over an acre. At your option, IDOT will purchase this right-of-way as an uneconomical remnant.

Please visit our website at <http://www.prairie-parkway.com> for the most current information on the development of this project.

Sincerely,

George F. Ryan, P.E.
Deputy Director of Highways
Regional Engineer



By: Rick Powell, P.E.
Studies & Plans Engineer

cc: Ed Leonard, PB

August 12, 2007

IDOT District 3
700 E. Norris Drive
Ottawa, IL 61350

Although I was unable to attend your mid-July public hearing, count me as one of the many who support improving Route 47, rather than squandering taxpayer dollars on the ill-conceived Prairie Parkway. Below are questions and comments regarding the Prairie Parkway:

1. What was the estimated cost of widening Route 47 from Route 88 to Route 71? From Route 71 to Route 80? Estimated costs of constructing grade separations on Route 47 at Routes 30, 34, 71 and 52 and Jericho and Galena Roads?

2. To minimize the number of slow-downs or stoppages for vehicles entering and exiting, additional curb-cuts and/or cross roads on routes such as Route 34, 71, 52 and 47 should be limited to only one every 2 miles and frontage roads required of developers. These measures would cost taxpayers nothing, yet actually help traffic flow. These requirements should also enforced within 2 miles of all sprawlway interchanges,

3. Projected traffic counts used in determining road closures appear to underestimate future level and location of population growth and development. The Helmar and Church Road closures come to mind immediately.

4. What is your estimate on the number of aggregate person-hours of dela construction of the Prairie Pathway cause? Ongoing maintenance? Texas Traffic Institute studies have shown that even if projected person hours "saved" by constructing new roads are realized, they do not compensate for the person hours lost by motorists during the road's construction and subsequent maintenance.

Based on your projected .27 mph increase in average travel speed from 27.44 mph to 27.71 mph and assuming overestimates of 35 miles of driving per day (all on roads magically benefiting from the sprawlway) and 365 days of driving per year, my total travel time "savings" would be 4½ hours per year, if IDOT's projections are realized. Several years ago, I was delayed by road construction for 4½ hours in ONE DAY.

5. Why was a road building company (Parsons, Brinkerhoff) selected to perform a needs analysis? Did anyone really think a road builder would conclude a road was not needed? (These two questions were ignored by IDOT when asked previously). What other companies bid to perform the needs analysis? When will a valid (unbiased) needs analysis be conducted? Will Parsons, Brinkerhoff and any companies with common ownership be precluded from bidding or otherwise being

awarded any of the construction or other work on the Prairie Pathway, since it would be a blatant conflict of interest?

6. How much does IDOT spend to produce each full-color "Directions", complete with pictures of wildflowers, farms and other "warm and fuzzy" images (which, if anything, would be destroyed by the sprawlway)? How much would it cost to produce a less glitzy, less promotional, but more informational and accurate version? Will future "Directions" contain an accurate depiction- pictures of outerbelts in other cities during rush hour showing the standstill traffic, backlogged interchanges and jammed feeder roads? Please, tell- don't sell.

In short, focus your efforts on Route 47, not the sprawlway.

Sincerely,

Linda L. Hess
124 Sears St
Plano, IL 60545
plano Hess22@aol.com

cc: Senator Lauzen

