



Illinois Department of Transportation

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**THE ILLINOIS DEPARTMENT OF TRANSPORTATION
APPROVES REVISED PRAIRIE PARKWAY
CORRIDOR PROTECTION MAP**

OTTAWA, Ill. –The Illinois Department of Transportation (IDOT) announced today the approval of the revised Corridor Protection Map for the proposed Prairie Parkway. The Prairie Parkway is a future transportation facility that will serve regional traffic providing a link between Interstate 80 and Interstate 88 through Grundy, Kendall and Kane counties.

This revised Corridor Protection Map reflects the results of the Prairie Parkway Preliminary Engineering Study that began in late 2002. The revised Corridor Protection Map represents the preferred alternative for the Prairie Parkway that was announced by IDOT on June 1, 2007, which was Alternative B5 with IL-47 widening. Alternative B5 begins in the south at I-80 near Minooka and jogs northwest until just south of Caton Farm Road, at which point it traverses north to cross the Fox River and connect to I-88 near Kaneville. IL-47, which is part of the preferred Alternative B5 but is not included in the Corridor Protection, will be widened to four lanes from Caton Farm Road south to I-80. This revised Corridor Protection Map includes several significant alignment modifications and differs from the original Corridor Protection Map approved in July 2002.

The Corridor Protection Map is used to help preserve the corridor for this future transportation facility. Corridor Protection is a legal process established by the Illinois State Legislature. The property owners of properties located within the Corridor Protection Map will be required to notify IDOT before incurring any development costs or making improvements to their property. Once notified, IDOT has the opportunity to acquire the property to protect the corridor.

Public hearings for the proposed revised Corridor Protection Map were held July 11 and 12, 2007 in Yorkville and Sugar Grove. As a result of public comments and in-depth engineering and environmental studies, the corridor was selected because of the following factors:

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- **Strong local and other governmental support.** When local governments indicated a preference for one of the two "build" alternatives identified in the study, it was overwhelmingly in support of Alternative B5, with nine local governments in favor of it, versus one for the other build alternative.
- **Its ability to meet the purpose and need of the project:** To improve future regional mobility, address local system deficiencies, improve access to regional jobs and improve safety.
- **It minimizes the number and extent of environmental impacts.** The recorded corridor is more compatible with local land use plans, following the boundaries of planned development areas. It avoids segmenting agricultural areas in south Kendall County that local land use plans want to preserve. In addition, the corridor has already been adopted in several local land use plans.

The Department filed the Corridor Protection Map in the office of the recorder for Grundy, Kendall and Kane counties. Now that the corridor has been filed, certified letters will be sent to all affected property owners.

Copies of the approved Corridor Protection Map and the Record of Hearing will be available soon at the public libraries in the communities of Yorkville and Sugar Grove. The information will also be available online by visiting www.prairie-parkway.com, and on the Department's website at www.dot.il.gov/dist3/d3.html, and at the Department of Transportation District 3 Office located at 700 East Norris Drive in Ottawa.

IDOT will complete the Prairie Parkway Final Environmental Impact Statement and Design Report. The Record of Decision, which is the Federal authorization to proceed with the project, is expected in late 2007 or early 2008. Land acquisition could start in 2008, and construction for a portion of the corridor could start as soon as 2009.

The Prairie Parkway Preliminary Engineering Study began in late 2002. Throughout the process, IDOT has placed a high priority on extensive public involvement as an important aspect to guide the study. IDOT has made significant realignments to the corridors throughout the study area that resulted from public involvement and other findings.

Further information regarding the Prairie Parkway Study can be found at www.prairie-parkway.com.

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