

February 26, 2007

Diane O'Keefe, P.E.
Deputy Director of Highways
Regional Engineer, IDOT District 3
700 E. Norris Drive
Ottawa, IL 61350

Re: Prairie Parkway

Dear Ms. O'Keefe:

In light of the negligible projected regional transportation benefit (a .19 mph increase in average speed of B2 or B5 Alternatives over the No Action Alternative) stated in the Draft Environmental Impact Statement, my contention that the Prairie Parkway is a grossly unjustified project is reaffirmed. With Illinois taxpayer's footing \$1 billion of the price tag, that translates to over \$5 billion/1 mph of projected improvement.

Studies of other metropolitan areas comparing actual (not projected) traffic pre and post outerbelt construction have shown decreases in traffic speeds/increases in travel times. Additionally, associated sprawl cost the state and local governments, as population migration away from existing public infrastructure forced replication of that infrastructure.

Besides the additional traffic exiting onto arterial roads from its interchanges, the Prairie Parkway would force the closing of 13 east-west roads! Given the predominant east-west traffic flow, those roads need to be improved (not curtailed) in order to alleviate local congestion.

This project has had a pungent "stink factor" from the start- a project in search of justification. A company that builds roads (Parsons, Brinkerhoff) is involved in a needs analysis- does anyone really think they would conclude the Prairie Parkway was not needed? The "informational" materials distributed to the public have been expensive full color, marketing brochures. The list goes on even without adding Dennis Hastert's land sale profit and strongarming local officials.

Hopefully, IDOT will abandon the Prairie Parkway, so it can concentrate on more pressing traffic problems. Thank you for your time.

Sincerely,

Linda L. Hess