

TRI COUNTY CHAMBERS REGIONAL ROAD PROJECT PRIORITIES



Chillicothe Area Chamber of Commerce
East Peoria Chamber of Commerce
Morton Chamber of Commerce
Pekin Area Chamber of Commerce
Peoria Area Chamber of Commerce
Washington Chamber of Commerce

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Transportation infrastructure is one of the key factors in determining the economic health of a region. While the Peoria/Pekin area is blessed with a major navigable waterway, an above average freight rail system and a remarkable airport complex, the region is underserved with respect to four lane highway facilities connecting us with major Midwestern population centers.

Many regions with similar and smaller populations enjoy the benefits of significantly better highway service as compared to the Tri-County area. Addressing this deficiency is critical if we expect to successfully compete with other metropolitan areas in Illinois and the Midwest.

The area chambers believe strongly that work must begin immediately to convene a wide range of area interests and reach a consensus on the highest priorities of regional infrastructure projects to allow the state and federal delegations adequate time to secure the necessary funding. Additionally, we stand ready to work with any appropriate convener in such a process.

The projects listed below are divided into two categories – major regional projects and additional regional projects. The major projects are of the nature that require very significant funding, much of which will need to come from the federal government. Within this category there are some projects that are underway or on-going and require monitoring, while others are either not as secure or don't yet have any funding commitment at all. Projects in the additional regional projects category, while still expensive and significant, do not require the same level of funding.

There is no prioritization of this list by design. There is one exception to that however. All of the Chambers have agreed that the completion of the Eastern Bypass is the top overall road priority on this list.

➤ **Major Regional Projects**

- **Completion of the Eastern Bypass around the Peoria metropolitan area including an Illinois River crossing near Mossville.** Because of the interdependence of all the communities within the tri county area, the completion of the loop connection, started with I-474, is the number one transportation priority for the business community. Part of that connection is a river crossing joining the growth areas in north Peoria and Chillicothe with the east side of the river to accommodate the flow of both employees and goods. Estimated Cost: \$800M (Includes Bridge Crossing over Illinois River). The passage of the Federal Highway bill (SAFETEA_LU) allocated \$2.4M dollars in engineering and land acquisition funds to the project. This allocation requires a \$600,000 state match. A Corridor Study using the \$3.0M is underway and should be completed by Winter 2009. A complete Phase I engineering study is estimated at ~\$10M.
- **Diagonal interstate quality connection from the Peoria area to the Chicagoland area.** In combination with the 336 project below, this type of connection is critical for the area to be able to access established and emerging markets from Canada to Mexico. Better road systems with the Peoria communities at a mid-point will allow for economic growth. Estimated Cost: \$700 M.
- **336 from Peoria to Macomb.** Development of a 4-lane highway connection between Peoria and Macomb and connecting to 336 from Macomb to Quincy. A Phase I/Corridor study is underway for this project. A preferred alignment has been selected and work continues on finalizing the draft EIS for a Public Hearing in Spring 2008. Once a hearing has been held, the detailed environmental and engineering reports should be ready for final approval in approximately 1 year. Estimated Cost: \$700M. The recent passage of the Federal Highway bill (SAFETEA_LU) allocated \$7.2M dollars in engineering. This allocation requires a \$1.8M state match.
- **Upgrade of the northern corridor along existing IL Route 29 connecting to I-80.** The IL Route 29 Study currently being finalized by IDOT will provide a 4-lane, 65 mph highway with a bypass and access at Chillicothe and Henry. A public hearing was held in June of 2006 and final approval is anticipated by spring 2008. The upgraded facility will be beneficial to both the northern growth sections of Peoria and the communities north of Peoria. The recent passage of the Federal Highway bill (SAFETEA_LU) allocated \$1.6M dollars in engineering and land acquisition. This allocation requires a \$400,000 state match Estimated Cost: ~\$600M

➤ **Additional Regional Road Projects**

- **Upgrade and widen Route 8 from East Peoria to Washington** - A four phase 5-lane improvement to replace 2-3 lane roadway connecting East Peoria and Washington. Areas adjacent are highly developed with both residential and commercial and this is the only direct link between the two communities. Construction for the phase one from Rosedale to Farm Creek in East Peoria is complete. Plan preparation is underway for phase two from Farm Creek to Sunrise and phase three from Sunrise to Briargate both of which are funded in the FY 2007 to 2012 highway program. Construction for the fourth and final phase from Briargate to Business Route US 24 is currently unfunded. The recent passage of the Federal Highway bill (SAFETEA_LU) allocated \$762,056 in engineering. This allocation requires a \$190,514 state match. Estimated cost to complete the final phase is \$23M.
- **Connection between Route 29 and I-474 Veteran's Drive Corridor** – Design is underway and half of the right of way has been acquired, with construction scheduled for 2009 for the section from Illinois Route 29 to Commercial Drive. IDOT has agreed to a route designation change on this section, which would make this Illinois Route 9 and Court Street a city street when improvements to both are completed. For the section from Broadway to I-474, a corridor which includes the Interchange Justification Study at I-474 is nearly complete. Estimated Completion Cost: \$30M
- **Improvement on Route 40 (Knoxville) from Route 6 to Cedar Hills** – Construction for Segment 1 from IL 6 to Mossville Road is underway with a contract completion date of November 2008. Segment 2 from Mossville to Cedar Hills Drive is fully funded in the FY 2007 to 2012 Highway Program. The proposed improvement increases existing predominately 2-lane to a 5-lane rural facility. Given the degree of construction and development in the area, this is a critical project to complete as quickly as possible.
- **US 150 Improvements from Orange Prairie to Kickapoo Edwards Road** – The existing roadway is a 2-lane facility. Due to close proximity to 4-lane freeways (Illinois 6 and I-74), the area west of Illinois 6 has high growth potential for both residential and commercial development. Planned developments will accelerate additional development and traffic growth in the future. Upgrading this corridor to four lanes would enhance access for the region. An Illinois Tomorrow Grant application to fund a corridor study on the extension of Orange Prairie Road north of US 150 has been submitted. The intersection of US 150 and the extension of Orange Prairie Road to the north are in the project area. Estimated Cost: \$30M
- **Airport Road Extension from Tuscarora Road to Rt. 24/9 Intersection** - Discussions between the City of Pekin, the Village of Bartonville, Peoria County, and others have been underway regarding the need for the

approximate one-mile extension of Airport Road. This long range multi-phase improvement will extend Airport Road south from the intersection of Airport Road and Pfeiffer Road to State Route 9 in Pekin. This would shorten the time and distance between several communities and the Greater Peoria Regional Airport. Hanson Engineering has completed a study to analyze the feasibility, future intersections, lane configurations, and right-of-way requirements. Estimated Cost: \$25M

- **Widening of Route 9 in Pekin to I-155** - Traffic counts have increased dramatically on Pekin's east side as a result of commercial developments and the opening of a segment of Veterans Drive. Upgrading the Route 9 corridor to 4 lanes would greatly improve access for the region south and east of Pekin. Estimated Cost: \$55M
- **Pioneer Parkway Extension to Illinois 91** - This extension will create an east-west arterial street containing multiple lanes and an interchange with Illinois Route 6 to serve growth in the northwestern areas of the City of Peoria. The Pioneer Parkway Extension is a high priority for the City of Peoria. It will address the transportation needs in Growth Cells 2 & 3 in northwest Peoria. Currently, there are no 'east to west' corridors between War Memorial Drive and Alta Road. The Pioneer Parkway Extension has been driven by community planning. This extension has been recommended in several of the city's past "Thoroughfare Plans," the first being in 1972. A Phase I (location and design) study is currently underway. Estimated Cost: \$40M
- **Study of need for I-74 interchange between Morton and Washington** - Improved access to Interstate 74 for the communities in the North/Central Tazewell and Southern/Western Woodford counties has long been viewed as the most effective way of improving their access to - and from - the economic capital of the Greater Peoria/Pekin area. A study is needed to determine if a new interchange with I-74 at Tennessee Avenue, Washington Blacktop, or Deer Creek Road is justified and if it is, which is the most appropriate location. Improved access to Interstate 74 for the communities in the North/Central Tazewell and Southern/Western Woodford counties has long been viewed as the most effective way of improving their access to - and from - the economic capital of the Greater Peoria/Pekin area. An Illinois Tomorrow Grant Application for this project has been submitted. This study needs to coordinate with the completion of the Eastern Bypass. Estimated Cost: \$150K
- **Technology Boulevard and Heritage Drive Alignment in East Peoria** - Create a new west Washington Street alignment between the Michel Bridge and North Main Street to assist with the redevelopment of the 65-acre Caterpillar property. This project, including the Edmund Street extension and

a widened Camp Street from Riverside Drive to North Main Street, will decrease excessive congestion at the four corners, facilitate traffic from I-74 to the Bob Michel Bridge and into downtown Peoria, provide the impetus for downtown development in East Peoria and (in combination with the project above relating to improvements on Route 8) eventually provide a 4-lane connection from downtown Peoria to Washington. Funds have repeatedly been included in various capital bills but no significant funding has yet been appropriated. Estimated Cost: \$17M

For more information contact any of the following Chambers.

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