



COMBINED DESIGN REPORT

Volume 3 of 3
Appendix - B Agency Coordination
Appendix – C Public Involvement Meetings Summaries

ILLINOIS ROUTE 47 (FAP 326) Reed Road to US 14



P-91-101-07

McHenry County, Illinois

IDOT – Division of Highways – District One

September 2017

COORDINATION DOCUMENTATION

Appendix B: Agency Coordination

FHWA/IDOT Coordination Meeting Minutes	B-1
NEPA/404 Merger Meeting Minutes	B-2
Local Agency Meetings and Coordination	B-3
Agency Correspondence	B-4
Environmental Coordination	B-5
Utility Coordination	B-6
News Letters	B-7
Press Clippings	B-8
District Coordination	B-9

Appendix C: Public Involvement Meetings Summaries

Open House Public Meeting #1 (September 30, 2008)	C-1
Stakeholder Workshop #1 (February 13, 2009)	C-2
Stakeholder Workshop #2 (May 29, 2009)	C-3
Stakeholder Workshop #3 (October 6, 2009)	C-4
Public Meeting #2 (November 19, 2009) Stakeholder	C-5
Workshop #4 (August 23, 2011) Stakeholder	C-6
Workshop #5 (March 5, 2014)	C-7
Public Hearing (March 12, 2015)	C-8

APPENDIX B-1
FHWA/IDOT COORDINATION MEETING MINUTES

Agenda Item # 4

IL 47 – Reed Road to US 14
P-91-101-907
McHenry County
November 7, 2007

This was the initial presentation for this project. The purpose of the presentation was to introduce the project including an overview of existing conditions, discuss the CSS component, and to identify the level of Phase I documentation.

The project limits extend 7.5 miles along IL 47 from the northern limits of Huntley, IL to Woodstock, IL in rural McHenry County. Typically, the existing roadway cross section is one lane in each direction with shoulders. The land use abutting the roadway includes residential, commercial, industrial, and potential historic properties. Throughout the project, large residential subdivisions are planned with developers already providing turn lanes and median improvements at the entrances. The proposed improvement is anticipated to address geometric modifications through widening/reconstruction or reconstruction to meet the heavy travel demands projected for the year 2030 including a center median to accommodate turning vehicles, signal improvements, auxiliary lanes, and possibly additional through lanes. The intersection with IL 176 is located near the middle of the project and is included in the study. IDOT is not approaching this project with any preconceived notions of the ultimate improvement and will develop the consensus project purpose through the Context Sensitive Solutions (CSS) process.

The logical termini were discussed and agreed upon in concept. To the south, IL 47 will tie into the proposed five lane section at Reed Road and into the existing five lane section at US 14 at the northern limits. The logical termini will be revisited subsequent to the development of the consensus project purpose and need.

The public involvement program will be based upon the principles of CSS. CTE has developed an initial schedule of meetings which identifies the first public meeting to be held in the Spring of 2008, the second in Fall of 2009 and the Public Hearing in Summer 2010. Development of the Stakeholder Involvement Plan (SIP) will follow IDOT BDE Procedure Memorandum 48-06. FHWA requested that the SIP be presented at a coordination meeting for approval.

Several areas of environmental concerns are present along IL 47. Numerous wetlands are located along the corridor, including ones that are identified in the Advanced Identification of Wetlands, Lakes, and Streams Study (ADID). A few of these wetlands touch the existing two lane footprint and will likely be impacted. The Kishwaukee River and Headwaters are located near the northern limits of the project and will be involved with any improvements to structure crossing the river (SN 056-0025). A functioning aluminum foundry is located towards the northern limits of the project potentially involving contaminated soils. Several old farmhouses and brick gates are scattered along the corridor which may present cultural significance. IDOT will present the project at the NEPA/404 Merger Meeting on February 7th, 2008.

The project is anticipated to be processed as an ECAD. FHWA concurred with this direction, but may require an EA if the ECAD journal indicates significant impacts.

C. Lewis / M. Rempfer (CTE)

Agenda Item # 5

IL 47 – Reed Road to US 14
P-91-110-107
McHenry County
February 6, 2008

This was the second presentation for this project. The project was last presented on November 7, 2007. The purpose of the presentation was to revisit the logical termini from the previous meeting and to address FHWA comments on the draft Stakeholder Involvement Plan (SIP).

IDOT recently obtained design approval for the improvement of IL 47 from Kreutzer Road to Reed Road through the town of Huntley. It was agreed upon that the southern logical termini will match into the limits of the previous study at Reed Road.

For the northern termini, IDOT requested the study end at US 14 (southern limits of Woodstock) whereas US 14 was improved in 2003 with channelization improvements made to the IL 47 approaches. The FHWA requested additional information with respect to traffic volumes along IL 47 at US 14 and through the City of Woodstock north to Charles Road to ensure the project has independent utility and does not result in project segmentation. There was also concern that the proposal would increase traffic into the City, thereby compounding congestion.

FHWA requested that IDOT remove the Community Advisory Group (CAG) from the SIP. The project scope does not warrant a separate advisory group at this time. If the community involvement process warrants, the SIP can be revised at a later date to form the CAG. The FHWA presented other minor comments to the SIP and concurs with the document upon making the corrections as directed.

C. Lewis / M. Rempfer (CTE)

After the meeting, traffic figures along IL47 through Woodstock to Charles Road were provided. These figures showed that traffic dissipated north of US14. In addition, BDE materials that discuss logical termini decisions were presented to FHWA.

Agenda Item # 1

IL 47 – Reed Road to US 14
P-91-110-107
McHenry County
March 12, 2008

This was the third presentation for this project. The project was last presented on February 6, 2008. The purpose of the presentation was to further discuss the northern logical termini and to submit a revised Stakeholder Involvement Plan (SIP).

For the northern termini, it was requested the study match into the 5-lane section, just south of US 14 (southern limits of Woodstock). The proposed termini were shown to be of sufficient length to address environmental matters on a broad scope as the study extends between the two major population centers prior to the State line and US 14 is a crossroad with a functional classification equal or higher than IL 47.

Further, the proposed improvement study will not restrict consideration of alternatives for other reasonably foreseeable transportation improvements north of US 14. The land use along both sides of IL 47 between Huntley and Woodstock is experiencing rapid residential and commercial growth which will increase traffic in the corridor. Proposed improvements to IL 47 south of US 14 are intended to accommodate that growth and are not anticipated to distribute any greater amount of traffic into the City of Woodstock than would occur without the improvements. The proposed improvements are not necessarily intended to accommodate pass through traffic, but are intended to accommodate the traffic generated in the newly developing corridor. It is not anticipated that proposed improvements south of US 14 would force the need for improvements north of US 14.

Although future traffic will likely increase north of US 14 whether improvements south of US 14 were to occur, the location of the major employment and commercial destinations are south and east of the City of Woodstock. The major east-west crossroads along IL 47 through the center of Woodstock include IL 120, Country Club Road, and McConnell Road. The traffic from IL 47 in this roadway section disperses to the east along these east-west routes. Along IL 47, the ADT diminishes as traffic moves southward through town from a peak of 16,900 between IL 120 and Country Club Road down to 12,000 at US 14. Along IL 120, the ADT increases from 5,900 west of IL 47 to 9,800 east of IL 47. Similarly, Country Club Road and US 14 increase from 3,700 to 9,100 and 13,500 to 18,200 respectively from the west side of the City to the east side. These traffic patterns indicated that traffic is dissipating to the major east west cross roads south and/or east of the center of Woodstock. Therefore the proposed logical termini of the improvement study allow for a roadway of independent utility that will not restrict the consideration of alternatives for the reasonably foreseeable future.

The revised SIP was distributed which addresses FHWA comment as distributed at the previous meeting.

C. Lewis / M. Rempfer (CTE)

Agenda Item # 5

IL 47 – Reed Road to US 14
P-91-110-107
McHenry County
June 11, 2008

This was the fourth presentation for this project. The project was last presented on March 12, 2008. The purpose of the presentation was to discuss the logical termini, Stakeholder Involvement Plan (SIP) and the public involvement process.

IDOT BDE and FHWA concurred with the logical termini as presented. The southern termini will match into the limits of IDOT study P-91-195-99 at Reed Road. The northern termini will end south of US Route 14 matching into the existing 5-lane section. It was mentioned that IDOT BLRS is coordinating with the Village of Woodstock on a separate local-led Phase I Study to improve IL Route 47 from IL Route 120 to US Route 14. It was determined that the logical termini may need to be shifted slightly to the north of US Route 14 as the study progresses to ensure the two studies match.

IDOT BDE and FHWA concurred with the revised version of the SIP. IDOT District 1 and CTE are continuing to conduct project kickoff meetings with each of the municipalities along the corridor as well as with McHenry County. These meetings are for data collection purposes, introduction of the project and to discuss the CSS process and overall schedule. Each of the local agencies is completing a Community Context Audit Form. Upon receipt of each of the forms, a summary matrix will be compiled.

It was agreed that this project can proceed with preparations for the initial public meeting with a target date of early August 2008.

C. Lewis / M. Rempfer (CTE)

Agenda Item # 2

Preliminary Engineering
IL Route 47: Reed Road to US Route 14
P-91-101-07
McHenry County

November 19, 2008

This was the fifth presentation for this project. The previous presentation was on June 11, 2008. The purpose of the presentation was to provide a summary of Public Meeting #1 and identify next steps in the CSS process.

The initial Public Meeting was held on September 10, 2008. The public was notified of the Public Meeting through advertisement in two newspapers, announced on Project Website and over 400 invitations letters were sent to project stakeholders, property owners and environmental groups. The open house meeting presented an A/V presentation, the project brochure, an existing conditions aerial map, traffic and crash history and boards explaining the CSS process. The meeting was attended by 26 people. 22 comments were received of which all were in support of the project and expressed desire for the project to move forward. Additional outreach meetings are being scheduled over the next few months with various stakeholder groups to increase awareness of the project and develop a base for the stakeholder workshops.

A series of themed workshops will be held with stakeholders in early 2009. All identified stakeholders will be invited to each meeting with the theme stated in the invitation. The first workshop will define the workshop process, review the ground rules, define consensus, and review the existing conditions, traffic and accident history. The goal of the workshop will be to identify public concerns such as mobility needs, economic development, quality of life, safety, traffic congestion, and environmental issues. Project goals will be developed and the development of the Purpose and Need will be initiated.

C. Lewis / M. Rempfer (CTE)

AGENDA ITEM # 2

Preliminary Engineering
Illinois Route 47 – Reed Road to US 14
P-91-110-107
McHenry County

April 8, 2009

This was the 6th presentation of this project. The previous presentation was on November 19, 2008. The purpose of the presentation was to provide a summary of Public Meeting #1 and identify next steps in the Context Sensitive Solutions (CSS) process.

The first Stakeholder Workshop Meeting was held on February 13, 2009 from 10:00 a.m. to 12 p.m. The workshop was held at the Huntley Park District REC Center (12015 Mill Street, Huntley, IL) located approximately ¼ mile west of Illinois Route 47 (IL 47) and 1 1/3 miles south of the start of the study area. The purpose of the workshop was to introduce the Context Sensitive Solutions (CSS) process and obtain public input for the project's goals and objectives which will provide input for a purpose and need statement. The workshop consisted of a power point presentation and 2 group exercises. The power point presentation included an introduction to the project team, a brief description of CSS/Stakeholder Involvement Plan (SIP), and a brief project overview. The 2 group exercises were lead by a moderator from AECOM. The purpose of the exercises was to determine the project goals and objectives. The workshop obtained consensus on 4 project goals and objectives. The goals and objectives are: improve safety of IL 47, improve mobility on IL 47, protect the environment along IL 47, and accommodate economic development along IL 47. The meeting was attended by 19 stakeholders.

A Draft Purpose and Need Statement has been prepared and submitted. The submitted purpose was stated as "The purpose of the proposed action is to provide an improved transportation system for IL 47 from Reed Road to US 14. Improvements to this route are needed to address vehicular and pedestrian traffic safety, enhance traffic mobility and efficiency, and facilitate planned economic growth, while minimizing impacts to the environmental resources along the route." Need was documented for safety, mobility and economic development. The Draft Purpose and Need Statement will be reviewed and comments will be provided. BDE and FHWA suggested eliminating the following statement "while minimizing impacts to the environmental resources along the route." Since minimizing environmental impacts is the principle of the NEPA policies and is fundamental to the Phase I process and therefore does not need to be uniquely identified as a purpose or need.

A second Stakeholder Workshop is planned for the end of May. The purpose of the workshop will be to obtain public input for project typical section elements. The workshop will review the results of the first workshop, obtain consensus on Problem Statement, review Purpose and Need Statement, and have two group exercises to obtain stakeholder input into the alternates which will be developed.

A second Public Informational Meeting is anticipated in October 2009. The purpose of the meeting will be to present alternates developed based on the input obtained at the Stakeholder Workshops.

BDE and FHWA agreed with the project proceeding as discussed above.

C. Lewis – IDOT
M. Morse - IDOT

B. Smith – AECOM

J. Havel – AECOM

AGENDA ITEM # 4

Preliminary Engineering
Illinois Route 47 – Reed Road to US 14
P-91-110-107
McHenry County

June 10, 2009

This is the 7th presentation of this project. The previous presentation was on April 8, 2009. The purpose of the presentation was to provide a summary of Stakeholder Workshop #2 and identify next steps in the Context Sensitive Solutions (CSS) process.

The second Stakeholder Workshop Meeting for the Illinois Route 47 (IL 47) Study was held on May 29, 2009 from 10:00 a.m. to 12 p.m. The workshop was held at the Huntley Park District REC Center (12015 Mill Street, Huntley, IL) located approximately ¼ mile west of IL 47 and 1 1/3 miles south of the start of the study area. The meeting was attended by 17 stakeholders. The purpose of the workshop was to obtain consensus for the Project Problem Statement, review the Project Purpose and Need, discuss project transportation deficiencies, and to obtain public input into possible solutions to the deficiencies. The workshop consisted of a power point presentation and a group exercise. The power point presentation included a review of goals and objective set in the first Workshop, presentation of the Project Problem Statement, review the Project Purpose and Need, and presentation of project transportation deficiencies. Consensus was obtained on the Project Problem Statement and the stakeholders were encouraged to comment on the Project Purpose and Need by June 15, 2009. No comments have been received to date. The group exercise was lead by a moderator from AECOM. The purpose of the exercise was to obtain public input into possible solutions to the identified deficiencies. The exercise consisted of discussing how well project elements such as number of lanes, medians, edge treatments, and pedestrian/bicycle accommodations meet the project needs. Consensus was reached on the following project elements: 4 lanes are preferred, a barrier or wide grass median is preferred, a pave shoulder or paved shoulder with curb & gutter is preferred, and a bicycle path is preferred.

The next step is to prepare conceptual alternatives base on the collected data, public input, and engineering studies. Anticipated alternatives include: No Build, 4 lanes on current alignment, and 4 lanes on an alignment shifted to the east to minimize impacts to wetlands and residences. The alternatives will be “previewed” at a Stakeholder Workshop in September. The “preview” will help build public support and provide additional input for the alternatives.

A second Public Informational Meeting is anticipated in October 2009. The purpose of the meeting will be to present alternatives developed based on the input obtained at the Stakeholder Workshops.

BDE and FHWA agreed with the project proceeding as discussed above.

C. Lewis – IDOT
M. Morse - IDOT
B. Smith – AECOM
J. Havel – AECOM

Agenda Item # 5

Illinois Route 47
From Reed Road to US 14
P-91-110-107
McHenry County

October 7, 2009

This is the 8th presentation of this project. The previous presentation was on June 10, 2009. The purpose of the meeting is to present and discuss the results of Workshop #3 and the proposed alternatives to be presented at a Public Meeting.

IDOT and its consultant AECOM held Workshop #3 on October 6, 2009. The workshop included review of alternatives anticipated to be presented at the Public Meeting. The alternatives presented were produced based on input from stakeholders in Public Meeting #1 and Workshops #1 & #2. Each alternative presented in Workshop #3 was on a large scale aerial exhibit.

The two alternatives presented for the South End of the project (Reed Road to Hercules Road - 6.9 miles) would improve Illinois Route 47 (IL-47) to 2 lanes in each direction separated by a 42' grass median. Alternative 1 would remain centered about the current centerline and Alternative 2 would shift the improvements 33' to the east from Ackman Road to IL-176 (3.0 miles) to reduce impacts to residences and business on the west side of IL-47.

In addition, two alternatives were presented for the North End of the project (Hercules Road to US-14 – 0.9 miles). Both alternatives would improve IL-47 to include 2 lanes in each direction separated by a raised barrier median. Alternative 1 would provide a 22' median, shoulders, and sidewalk on both sides of the roadway and Alternative 2 would provide a 16' median, sidewalk on one side of the roadway, and a bicycle path on the other side.

The stakeholders response to the alternatives presented in Workshop #3 was very favorable.

The next step is to continue preparing exhibits and aerials for presentation at the Public Meeting. BDE and FHWA requested AECOM submit the plan exhibits and alternate description chapter to BDE for review before proceeding to the Public Meeting.

The exhibits and alternatives are anticipated to be presented at a Public Meeting scheduled for November 19, 2009.

BDE and FHWA agreed with the project proceeding as discussed above.

C. Lewis – IDOT
M. Morse - IDOT
B. Smith – AECOM
J. Havel – AECOM

AGENDA ITEM #4

IL 47 – Reed Road to US 14
McHenry County
P-91-110-107

December 9, 2009

This is the 9th presentation of this project. The previous presentation was on October 7, 2009. The purpose of this presentation was to provide a update on the Public Meeting and to discuss the next steps.

Public Meeting #2 was held on November 19, 2009. The meeting included review of alternatives developed to date. The alternatives presented were produced with input from stakeholders who volunteered to attend project workshops. An audio-visual presentation and exhibits were available for viewing by the attendees. The exhibits consisted of display boards describing the Context Sensitive Solutions Process (CSS), traffic data, accident data, and large scale plots of the alternatives. IDOT/AECOM Representatives were on hand to answer any questions regarding the improvement.

Two alternatives were presented for the South End (Rainsford Drive to Hercules Road - 6.9 miles) of the project. Both alternatives improve IL 47 to include 2 lanes in each direction separated by a 42' grass median. Alternative 1 would remain centered about the current centerline. Alternative 2 would shift the improvements 33' to the east from Ackman Road to IL 176 (3.0 miles) to avoid impact to residences and business on the west side of IL 47.

Two alternatives were presented for the North End (Hercules Road to US14 – 0.9 miles) of the project. Both alternatives would improve IL 47 to include 2 lanes in each direction separated by a raise barrier median. Alternative 1 would provide an 18' median, sidewalk on one side of the roadway, curb and gutter and a bicycle path on the other side. Alternative 2 would provide a 22' median, shoulders, curb and gutter and sidewalk on both sides of the roadway.

The primary concerns of the stakeholders via discussion or in written comments were accessibility, providing bike paths, runoff water quality, wetland impacts, tree removal, general geometric differences of Public Meeting's two alternatives vs. the IDOT SRA study, being a participant in further workshops, and ROW acquisition.

Of the 2 South Alternatives presented the majority of stakeholders, who had a preference, favored South Alternative 2. Of the North Alternatives presented the majority of stakeholders, who had a preference, favored North Alternative 2.

BDE & FHWA concurred with the combination of South Alternative 2 and North Alternative 2 as the preferred alternate.

This project was introduced to the NEPA/404 merger process in February 2008 as an ECAD unless journal indicates significant impacts. Since the project was not being processed as an EA or EIS it was discussed whether the project should remain in the NEPA/404 merger process. The USACOE, USFWS and the USEPA deferred making this decision until more information was gathered. The project was to remain in the NEPA/404 merger process until the wetland delineations are completed and the IDNR coordination takes place during the ESRF processing. We now have the wetland delineations and cultural information; we do not yet have the BRR. Currently, without avoidance or minimization efforts the wetland impacts are at approximately 20 acres. The project will be presented at this coming NEPA/404

February 2010 meeting. We will seek concurrence on the Purpose and Need. The alternatives discussion will be re-submitted to Central Office and FHWA for review. If possible, we will also seek concurrence on the alternatives discussion to be carried forward at the February meeting.

The next step for the study will be to obtain concurrence from the NEPA committee on the preferred alternate to be carried forward and to refine the preferred alternate through further geometric studies, FHWA and BDE review, along with a stakeholder workshop in early fall 2010.

The next public involvement will be to meet with locate agencies and stakeholders to discuss individual concerns.

BDE and FHWA agreed with the project proceeding as discussed above.

C. Lewis – IDOT

M. Morse - IDOT

B. Smith – AECOM

J. Havel – AECOM

S:\Gen\WP\p&es\CONSULT\CDL\IL 47 - US 14 to Reed\FHWA Meeting Minutes\2009 12 09 FHWA Minutes-
Revised.doc

Agenda Item # 10

Illinois Route 47 (FAP 326) – Reed Road to US 14
P-91-110-107
McHenry County

January 13, 2010

This is the 10th presentation of this project. The previous presentation was on December 9, 2009.

A discussion on whether the project should proceed under the NEPA/404 merger process took place. This project was previously introduced to the NEPA/404 merger process in February 2008 as an ECAD. Since the project was not being processed as an EA or EIS it was discussed at that time whether the project should remain in the merger process. The USACE, USFWS and the USEPA deferred making this decision until the delineations and biological reviews were received. We have since received the wetland delineations, special waste and cultural sign-offs; we have not yet received the BRR.

Currently, approximately 20 acres of wetlands are within the new proposed ROW of which approximately 18 acres are ADID. This should be considered as a worse-case scenario as no avoidance or minimization efforts have taken place. The majority of the ADID wetlands are designated as such due to flood control values and not ecological qualities. The Department would likely still need to mitigate at a ratio of 5.5 to 1.

Alternative alignments generally will not reduce wetland impacts. The existing alignment already bisects wetlands and shifting to one side or the other still incurs impacts. Exhibits were distributed that showed the existing alignment and the wetland delineations. The alignment shift to the east does avoid five residences.

There was a discussion of whether the project would continue as an ECAD or be elevated to an EA with the potential wetland impacts. A conference call was arranged to include additional staff to resolve the issue.

Post Meeting Conference Call (January 15, 2010)

The FHWA determined the project will proceed as an EA. The project will be presented at this coming NEPA/404 February 2010 meeting. The exhibits distributed in the FHWA coordination meeting should be used. Agricultural impacts should also be quantified. Although the alignment is within incorporated areas or unincorporated areas that are planned for development, the current land use should be evaluated.

The next step is to seek concurrence on the Purpose and Need at the NEPA/404 February 2010 meeting. The presentation should include environmental issues such as wetlands, agriculture, and displacements. If concurrence on Purpose and Need is achieved, concurrence on the alternatives to be evaluated further will be pursued at the subsequent NEPA/404 merger meeting in June.

BDE and FHWA agreed with the project proceeding as discussed above.

C. Lewis – IDOT
M. Morse - IDOT
B. Smith – AECOM
J. Havel – AECOM

Agenda Item # 4

Illinois Route 47 (FAP 326) – Reed Road to US 14
P-91-110-107
McHenry County

December 6, 2010

This is the 11th presentation of this project. The previous presentation was on January 13, 2010.

The purpose of the meeting was to review the power point slides which will be presented to USACE on December 17, 2010. The presentation is in response to a letter from USACE stating they did not concur with the alternatives to be carried forward for further study. AECOM read highlights from the power point presentation.

Information on several of the slides was discussed. Matt Fuller requested that slide #3 “Project Overview – Limits” be modified to delete discussion of traffic north of US 14. He requested that the slide focus on traffic south of US 14. The slide will be modified to focus on traffic south of US 14.

A discussion was also held on the need for an additional slide which addresses why IL 47 was chosen as the roadway to improve as opposed to another roadway, such as Dean Street. A slide will be added discussing land use in the project area. The slide will highlight that improving IL 47 is compatible with future land use while improving other roadways, such as Dean Street, is not compatible with future land use.

The next step is to present the power point to USACE for concurrence.

BDE and FHWA agreed with the project proceeding as discussed above.

C. Lewis – IDOT
M. Morse - IDOT
B. Smith – AECOM
J. Havel – AECOM

Agenda Item # 8

Illinois Route 47 (FAP 326) – Reed Road to US 14
P-91-101-07
McHenry County

June 8, 2011

This is the 12th presentation of this project. The previous presentation was on December 6, 2010.

AECOM provided a project update. This project has received concurrence for “Purpose and Need” and “Alternatives To Be Carried Forward” through the NEPA/404 merger process. An overview of the “Alternatives To Be Carried Forward” was given by AECOM. The project is split into 2 segments. The south segment is rural in nature and has a posted speed limit of 55 MPH. Two south alternatives have been developed. Both alternatives have 2 lanes in each direction separated by a 50 foot median (38 foot landscape, with 2-6 foot paved inside shoulders), 10 foot paved outside shoulders, a 10 foot multi-use path on one side, a 5 foot sidewalk on the other side, and open ditch drainage. Between Ackman Road and IL 176, South Alternative 2 shifts to the east to avoid residences while South Alternative 1 remains centered on the existing roadway. The north segment is urban in nature and has a posted speed limit of 40 MPH. Two north alternatives have been developed. Both alternatives have 2 lanes in each direction separated by a barrier median, curb and gutter, a 10 foot multi-use path on one side, a 5 foot sidewalk on the other side, and closed drainage system. North Alternative 1 has a 10 foot paved shoulder while North Alternative 2 does not.

A chart summarizing the Preliminary Impacts was reviewed. Both south alternatives have the same impact except South Alternative 1 displaces 8 residences while South Alternative 2 displaces only 1 residence. Both north alternatives have the same impact except North Alternative 1 impacts 2.7 acres of wetlands while North Alternative 2 impacts only 1.7 acres of wetlands.

There was a discussion of the preferred alternative. The alternatives have been presented to the public at Workshop #3 and Public Meeting #2. South Alternative 2 and North Alternative 2 were favored by the public. South Alternative 2 and North Alternative 2 have been identified as the Preferred Alternatives since they have lower impacts and are favored by the public. BDE and FHWA agreed with the selection of the Preferred Alternatives.

The next step is to start development of the Preferred Alternatives.

BDE and FHWA agreed with the project proceeding as discussed above.

C. Lewis – IDOT
M. Morse - IDOT
B. Smith – AECOM
J. Havel – AECOM

Agenda Item # 11

Illinois Route 47 (FAP 326) – Reed Road to US 14
P-91-101-07
McHenry County

February 8, 2012

This is the 13th presentation of this project. The previous presentation was on June 8, 2011.

AECOM provided a project overview and update. The project length is approximately 8 miles along IL 47 from Reed Road in Huntley to US 14 in Woodstock. 4 Stakeholder Workshops and 2 Public Meetings have been held. Concurrence on Purpose and Need has been received through NEPA/404 Merge Meetings. The current roadway is 1 lane in each direction with a rural cross section. Posted speed limit is 55 MPH except for the north 1 mile where the posted speed limit lowers to 40 MPH. The proposed improvements would be centered on the existing roadway, except from Ackman Road to IL 176 (approximately 3 miles) where the roadway is shifted east to avoid residences on the west side of IL 47. 4 typical section options were investigated to minimize impacts. The 4 options include:

- Option 1 – Rural 50 foot median with shoulders – It would provide 2 lanes in each direction separated by a 50 foot median. A sidewalk would be on one side of the roadway and a bicycle path would be on the other side. The inside lanes and inside shoulders would drain to the median. The outside lanes and outside shoulders would drain to a swale between the shoulder and a sidewalk/bicycle path. A ditch would be provided between the sidewalk/bicycle path and the ROW line.
- Option 2 – Rural 30 foot median with shoulders – This option is the same as Option 1 except the median is reduced to 30 feet.
- Option 3 – Rural 30 foot median with shoulders with curb and gutter at outside edge of shoulder – This option is the same as Option 2, the median is 30 feet wide with shoulders. However for the outside edge a curb and gutter is placed at the outside edge of shoulder and the swale is eliminated between the EOS and sidewalk/bicycle path. A ditch would be provided between the sidewalk/bicycle path and the ROW line.
- Option 4 – Urban 30 foot median. This option provides 2 lanes in each direction separated by a 30 foot median. Curb and gutter is provided at the median and outside edge. A sidewalk would be on one side of the roadway and a bicycle path would be on the other side. A ditch would be provided between the sidewalk/bicycle path and the ROW line.

A discussion was held in regard to the benefits of each Option. IDOT stated they will be proceeding with Option 3 as it had the lowest impacts and retained the safety aspects of the rural sections.

The next step is to continue development of the Preferred Alternative.

BDE and FHWA agreed with the project proceeding as discussed above.

C. Lewis – IDOT
M. Morse - IDOT
B. Smith – AECOM
J. Havel – AECOM

Agenda Item # 3

IL 47 (FAP 326) – Reed Road to US 14
P-91-101-07
McHenry County

July 11, 2012

Presentation - This is the 14th presentation of this project. The previous presentation was on February 8, 2012.

The purpose of the meeting was to provide a status of the project.

- Project Limits- Project is approximately 8 miles along IL 47 from Huntley to Woodstock.
- Public Involvement – Have held 4 Stakeholder Workshops and 2 Public Meetings.
- NEPA 404 Coordination – Have obtained concurrence on Purpose and Need, Alternatives, and the Preferred Alternative.

The description of the preferred alternative geometry was discussed. The preferred alternative will consist of two 12-foot lanes in each direction, 10-foot wide paved outside shoulders with curb and gutter at the outside edge of shoulder, and a depressed median providing 30-foot of separation between the opposing edges of pavement. The depressed median includes 6-foot wide paved inside shoulders and a 2-foot wide flat bottom ditch. Pedestrian and bicyclists will be accommodated on a 10-foot wide shared-use path on one side of the roadway and a 5-foot wide sidewalk on the other side of the roadway. The 30-foot median will still allow for dual left turns and also reduces wetland impacts. A cable guard rail will be provided in the median. The alignment will be shifted 27-foot from Ackman Road to IL Route 176 to avoid residential impacts.

The drainage plan will convey runoff to bioswales prior to entry into wetlands. An exhibit will be developed to show proposed locations of bioswales. These will not be designed however. The exhibit will have a caveat that the locations are potential and subject to change.

Next Steps include refining the geometry, drainage plan, appropriate BMPs, and further reduction of wetland impacts. A follow up meeting with the federal resource agencies will be set up by FHWA to review the latest plans prior to the holding of the Public Hearing.

BDE and FHWA agreed with the project proceeding as indicated above.

M. Morse - IDOT
B. Smith – AECOM

Agenda Item # 8

IL 47 – Reed Road to US 14
P-91-101-07
McHenry County
June 12, 2013

Agenda Items:

This is the 15th presentation of this project. The previous presentation was on July 11, 2012.

A project overview and update was presented. The Project is approximately 8 miles in length along IL 47 from the Village of Huntley to the City of Woodstock. 4 Stakeholder Workshops and 2 Public Meetings have been held. NEPA/404 concurrence has been obtained for the Purpose and Need, the Alternatives To Be Carried Forward, and the Preferred Alternative. The consultant submitted Preliminary Geometrics and received comments from IDOT.

In a continued effort to reduce impacts a curb and gutter has been added to the outside shoulder to reduce ROW needs. Revised typical sections for Rainsford Drive to Hercules Road (South Alternative) and Hercules Road to US Route 14 (North Alternative) were reviewed.

The South Preferred Alternative (Rainsford Road to Hercules Road) consist of two 12 foot lanes in each direction, 10 foot wide paved outside shoulders with a curb and gutter at the outside edge of shoulder, and a depressed median providing 30 feet of separation between the opposing edges of pavement. The depressed median includes 6 foot wide paved inside shoulders, cable guardrail, and a 2 foot wide flat bottom ditch. Pedestrian and bicyclists will be accommodated on a 10 foot wide shared-use path on one side of the roadway and a 5 foot wide sidewalk on the other side of the roadway. A 4 foot flat bottom ditch is proposed between the sidewalk/path and the right of way. The roadway centerline is shifted 27 feet to the east by way of a 38,200 foot radius reverse curve between Ackman Road and IL Route 176 (east leg) to minimizes the impact to the residential properties on the west side of IL Route 47 between Hawthorne Way and IL Route 176. From Rainsford Drive to Ackman Road and from IL 176 (east Leg) to Hercules Road the roadway remains on the existing centerline.

The North Preferred Alternative (Hercules Road to US 14) consist of two 12 foot lanes in each direction, separated by an 18 foot barrier median. Curb and gutter will be provided at both the median and outside edges of pavement. Pedestrians and bicyclists will be accommodated on 10 foot wide shared-use path on one side of the roadway and a 5 foot wide sidewalk on the other side of the roadway

A series of Municipal/Township Meetings have been held. In general all are supportive of the project and would like to see it built sooner than later. A summary of their concerns include:

- Village of Huntley – The Village is concerned about the Reed Road Intersection. The Village is concerned that the Reed Road lanes do not line

up across IL 47 and line of sight makes it hard to see lane markings traveling from west to east on Reed Road. Reed Road is a Village street which was constructed prior to IL 47. Approximately 150 feet of Reed Road was reconstructed when IL 47 was improved last year. IDOT will review crash history before deciding on a direction to proceed. A discussion of IL 47 between Reed Road and Rainsford was held. After some discussion it was decided that along IL 47 - Curb & gutter will be extended north from Reed Road to Rainsford, the same sidewalk treatment (7' at back of curb) south of Reed Road will be extended to Rainsford on the west side, the multi-use path will tie into the existing path on Rainsford where it parallels IL 47 to Reed Road.

- Village of Lake In The Hills – The Village was concerned about the alignment shift at Ackman Road, minor ROW widths, and wanted the Ackman Road extension to be highlighted in the report. All concerns will be addressed.
- Village of Lakewood – The Village is seeking approval to realign Pleasant Valley Road with the south IL 176 Intersection. The Village owns the property south of Pleasant Valley Road and west of IL 47. IDOT is discussing the realignment with Lakewood.
- City of Woodstock – The City does not approve of realigning Cobblestone Way. After some discussion it was decided to not realign Cobblestone and to add a left turn at Cobblestone, a left turn lane will not be provided at Dieckman.
- Dorr Township – no concerns.
- Grafton Township – meeting pending.

Next Steps – Address IDOT comments to Preliminary Geometrics; refine geometry and drainage; address appropriate BMPs; submit Draft Combined Design Report, EA, and LDS; as well as conduct Stakeholder Workshop and Public Hearing .

BDE and FHWA agreed with the project proceeding as indicated above.

C. Lewis, M. Morse - IDOT
J. Havel, C. Nash – AECOM

Agenda Item # 3

IL 47 – Reed Road to US 14
P-91-101-07
McHenry County
February 26, 2014

This is the 16th presentation of this project. The previous presentation was on June 12, 2013. The purpose of this meeting is to provide an update on the status of the project.

A project overview and update was presented. The project is approximately 8 miles in length along IL 47 from the Village of Huntley to the City of Woodstock. Four stakeholder workshops and two public meetings have been held. The fifth stakeholder workshop will be held on March 5, 2014. NEPA/404 concurrence has been obtained for the purpose and need, the alternatives to be carried forward, and the preferred alternative. The consultant submitted preliminary geometrics and received comments from IDOT, which have been addressed. The revised geometrics and hydraulic reports will be submitted to IDOT for review after the public hearing.

The draft combined design report was submitted to IDOT for review in January 2014. The environmental assessment (EA) was submitted to BDE and FHWA for review in January 2014. The biological clearance for the project is pending the review of the wetland impact evaluation forms.

FHWA and BDE stated that they have begun reviewing the EA. The comments on the EA are expected to be finished the week of March 3, 2014. FHWA anticipates a second round of comments on the EA will be necessary.

The public hearing was tentatively scheduled for mid-April 2014; however, if a second round of review/comments on the EA is necessary, the public hearing may need to be delayed.

Next Steps – Address IDOT comments on the draft combined design report, address BDE and FHWA comments on the EA and conduct stakeholder workshop and public hearing.

BDE and FHWA agreed with the project procedure as discussed above.

C. Lewis, K. Murphy, M. Morse - IDOT
K. Mawhinney, B. Smith – AECOM

The presentation of the meeting and a set of the drawings will be forwarded to Shawn Cirton electronically.

APPENDIX B-2
NEPA/404 MERGER MEETING MINUTES

NEPA/404 Agenda Item # 3

IL 47 – Reed Road to US 14
P-91-101-907
McHenry County
February 7, 2008

This was the initial presentation for this project. The purpose of the presentation was to introduce the project including an overview of existing conditions, discuss the CSS component, and to identify the anticipated impacts to wetlands and streams along the project.

The project limits extend 7.5 miles along IL 47 from the northern limits of Huntley, IL to Woodstock, IL in rural McHenry County. Typically, the existing roadway cross section is one lane in each direction with shoulders. The land use abutting the roadway includes residential, commercial, industrial, and potential historic properties. Throughout the project, large residential subdivisions are planned with developers already providing turn lanes and median improvements at the entrances. The proposed improvement is anticipated to address geometric modifications through widening/reconstruction or reconstruction to meet the heavy travel demands projected for the year 2030 including a center median to accommodate turning vehicles, signal improvements, auxiliary lanes, and possibly additional through lanes. The intersection with IL 176 is located near the middle of the project and is included in the study. IDOT is not approaching this project with any preconceived notions of the ultimate improvement and will develop the consensus project purpose through the Context Sensitive Solutions (CSS) process.

Environmental Survey Request Forms will be forwarded to central office for cultural, special waste and wetland investigations. Of particular note is the presence of ADID wetlands along existing IL 47. Seven ADID wetlands abut the route with several more in the project corridor. Of these, six are considered high functional value wetlands (likely stormwater storage) including the headwaters of the Kishwaukee River. Another ADID wetland near IL 176 is listed as having high quality wildlife habitat. The USACOE will provide data for this wetland.

It was asked whether the alignment could be shifted to avoid any of these wetlands. The alignment currently bisects many of the wetlands so there are already impacts to the wetlands. Furthermore any shift would likely cause greater impact to a portion or all of another ADID wetland.

The project is anticipated to be processed as an ECAD. Since this project is currently not being processed as an EA or EIS it was discussed whether the project should remain in the NEPA/404 merger process. The USACOE, USFWS and the USEPA deferred making this decision until more information is gathered. The project will remain in the NEPA/404 merger process until the wetland delineations are completed and the IDNR coordination takes place during the ESRF processing.

C. Lewis / M. Rempfer (CTE)

NEPA/404 Merger Meeting Summary September 9, 2009

IDOT District 1, McHenry County IL 47 from Reed Road to US 14 Environmental Assessment Purpose and Need
--

The purpose of the meeting, held at the FHWA Illinois Division Office, was to present IDOT/FHWA's Purpose and Need for the IL 47 Reed Road to US 14 Study, and to obtain concurrence from the participating agencies.

In August, FHWA distributed an information packet summarizing the Purpose and Need.

AECOM presented additional exhibits at the meeting to further support the projects needs of safety, capacity, mobility, and economic development.

PURPOSE AND NEED

The purpose and need was presented at the NEPA/404 meetings on February 18, 2010 and June 11, 2010, but concurrence was not received, because additional questions by USEPA and USACE needed to be addressed.

AECOM started by reviewing the limits of the project and the logical termini. The project extends approximately 8 miles from Reed Road to US 14. It connects the Village of Huntley with the City of Woodstock, both with populations of approximately 25,000 each. The project connects a 4 lane section being built south of Reed Road, which will complete a 4 lane section to I-90, to an existing 4 lane section at US 14.

Safety, one of the needs for improvement, was discussed. Approximately half of the crashes which occur within the project limits occur at the IL 176 split intersection, while the other half occur along the length of IL 47. Crashes along the length of IL 47 are due to the lack of capacity and lack of adequate turn lanes. The project would address these by adding through lanes and protected turn lanes as determined during alternative development.

The need for improvements based on lack of capacity and mobility was discussed. AECOM presented an exhibit summarizing traffic volumes along the IL 47. Based on 2007 traffic volumes, the route carries between 14,300 and 22,300 vehicles per day, averaging 17,100 vehicles per day over the length of the project. In 2030 the projected traffic levels are between 19,000 and 33,000 vehicles per day, averaging 25,400 vehicles per day over the length of the project. A two lane roadway can safely and efficiently accommodate between 14,000 and 18,000 vehicles per day. 2007 traffic volumes exceed 16,000 vehicles at most intersection along the project and by 2030 every intersection will exceed 18,000 vehicles per day.

AGENCY QUESTIONS AND COMMENTS

The USEPA (West) asked if the IL 176 intersection were realigned or improved would there still be a need for the improvements to the remainder of IL 47. AECOM stated that the current traffic volumes along the length of IL 47 are at a level which would require 4 lanes. Also if the improvements were made only at IL 176, safety issues at the IL 176 intersection would decrease but new safety issues would be created at the transitions between 2 and 4 lanes and along the rest of the corridor. An aerial was reviewed and approximate widening limits were estimated for improvements at IL 176 and for other developed areas. Only 2 sections each approximately 1.5 miles long would remain 2 lanes after the improvements were made. AECOM reviewed concept alternatives for realigning IL 176. All alternatives would have much

greater impacts to wetlands, farmland, and displacements than the current alignment. AECOM has performed preliminary capacity analysis which indicates the current alignment can be improved to have a LOS of B or C while the realigned intersection would have a LOS of C. USEPA (WEST) asked how safety would be addressed along the remainder of IL 47 outside the IL 176 intersection. AECOM stated during alternative development safety would be addressed by evaluating adding turn lanes and through lanes to increase capacity and mobility.

CONCURRENCE

The USEPA (West and Westlake), USFWS (Cirton), IDNR (Hamer) and FHWA (Fuller) gave concurrence with the Purpose and Need presented at the meeting.

**IDOT District 1, McHenry County
IL 47 from Reed Road to US 14
Environmental Assessment
Concurrence - Purpose and Need**

The purpose of the meeting was to present the Purpose and Need for the IL 47 Road Improvements from Reed Road to US 14, and to obtain concurrence from the agencies.

Purpose and Need

Land use in the IL 47 corridor is predominantly agricultural, with residential and some commercial. All of the municipalities along the route have plans for future development. Project planning for the IL 47 corridor has followed IDOT's Contact Sensitive Solutions (CSS) approach which includes input and concurrence with project planning from the local stakeholders. Stakeholders include Crystal Lake, Huntley, Lake-in-the-Hills, Lakewood, Woodstock, McHenry County, and several environmental groups including the Kishwaukee River Ecosystem Partnership, Land Conservancy of McHenry County, Openlands, and others. Stakeholder workshops have been on-going and were used to development a problem statement that included the following themes:

1. Safety, as related to capacity, rear end collisions, and bicycle crossings;
2. Mobility, including the need for signal coordination;
3. Desire to protect the environment, including concerns related to the Kishwaukee River watershed; and
4. Facilitate thoughtful economic growth.

The problem statement evolved into the current Purpose and Need as presented. A review of the Purpose and Need and a discussion of its contents ensued.

AGENCY QUESTIONS AND COMMENTS

The CSS process identified "thoughtful growth" as a component of economic development. Language in Section 1.2.3 includes the statement "IL Route 47 serves as a commercial corridor" and concern was expressed that "thoughtful growth" from the workshops was inadvertently translated to mean economic development throughout the entire corridor. Solid commercial development throughout the corridor with unmanaged access is not the desire of the communities. USEPA (West) requested clarification on how this would be avoided and requested a commitment from IDOT that development would be determined by the needs of the community and not commercial interests. IDOT/AECOM advised the FHWA that the intersection of IL 47 and IL 176 is planned to be a commercial center. Besides this intersection, most of the corridor is planned for residential development with some commercial directly adjacent to IL 47 with consolidated access. IDOT is working with the local communities and stakeholders to determine the most appropriate places for access, depending on zoning and planned development, in order to manage commercial development. Since IL 47 is a Strategic Regional Arterial (SRA) IDOT is planning on access with 1/4 mile spacing, and appropriate placement should accomplish the goal for planned development. The local communities are in support of IDOT's plan. The Purpose and Need will be revised to better describe planned or thoughtful growth.

USACE/USEPA (Chernich, West) requested the adjacent road improvement projects, both north and south of this corridor, be added to the Introduction of the Purpose and Need. South of Reed Road, an Environmental Assessment was previously completed, the roadway has been designed and construction will commence in Spring of 2010. North of US Route 14 a separate Environmental Assessment has been initiated that will study improvements to IL Route 47 from US Route 14 to Charles Road. In addition, an "Illinois Tomorrow" grant was awarded that provides a land use based study of the IL Route 47 corridor from within Kane County northward to the Wisconsin State line. This latter study is intended to evaluate current land use and provide a planning document that combines the comprehensive planning efforts of the communities along the corridor.

USFWS (Cirton) requested clarification on the role of mobility versus capacity in Section 1.2.2. If the vehicular crashes are due to lack of capacity, then capacity should have its own section within the Purpose and Need. IDOT/AECOM explained that the vehicle crashes were due to multiple reasons, including uncontrolled access, no turning lanes, vehicular traffic that doesn't allow for adequate spacing and sufficient time for turning vehicles. The Purpose and Need will be revised to clarify mobility versus capacity and the relationship to safety.

Further Discussion and Conclusion

Preliminary alternatives were briefly discussed. Based on the community and stakeholder meetings, the preferred alternative would generally be a four lane roadway with a landscaped median. Pedestrian accommodations were requested as well as paved shoulders in the rural section and curb and gutter in the urban section. Based on this, two preliminary alternatives have been identified; the first would share the current centerline with the widening being of equal width to both sides; the second would shift the center line towards the east. A preliminary impact table was distributed based on these two conceptual footprints to get an idea of what type of impacts would be encountered. Because no avoidance or minimization efforts have yet to take place, these should be considered worse case scenario impacts. IDOT/AECOM will evaluate these alternatives more closely to identify minimization opportunities. Avoidance and minimization measures could include replacement of culverts with bridges, narrowing of the right-of-way, etc. Complete avoidance of wetland impacts will not be possible in most cases as the wetlands are adjacent to both sides of the roadway. Bridging the headwaters of the Kishwaukee River in the northern portion of the project corridor would result in improved floodplain conditions, allow for animal passage and would reduce ADID wetland impacts.

USFWS (Cirton) and USACE (Chernich) requested a single sheet environmental resource map of the project corridor. A field meeting will be scheduled for the Spring of this year.

IDOT (Dees) advised that INHS has completed their fish survey of the project area. The Iowa darter was found at two locations within the project corridor. The darter was found in the headwaters of the Kishwaukee River in the northern portion of the project corridor, south of US 14; the second location was the Kishwaukee River in the central portion of the project corridor, south of IL 176. IDOT (Dees) will distribute the INHS report.

Cultural clearance has been obtained for the project. IDOT Central Office has signed off on this clearance.

As a result of the meeting, the following action items were identified.

1. Section 1.0 of the Purpose and Need will be revised to include the other IL 47 projects or studies north and south of this project.
2. The discussion of capacity will be separated from the mobility discussion in Section 1.2.2. if necessary or better clarification will be provided.
3. Section 1.2.3 of the Purpose and Need will be revised. The "commercial" reference to IL 47 will be deleted and the section will be re-written to include a commitment to facilitating "thoughtful commercial growth". A discussion of the Comprehensive Plans or zoning restrictions developed by the communities along the route will be included. References to future economic development will be changed to thoughtful economic development and the intent to incorporate development compatible to existing land use.
4. The USEPA (West) will draft a letter to Chicago Metropolitan Area Planning. FHWA, IL (Fuller) will distribute the letter upon receipt from USEPA.
5. IDOT/AECOM will provide a one page environmental resource map of the project area to USFWS and USACE.
6. IDOT (Dees) will distribute the INHS fish survey.

Concurrence

The attendees agreed in concept with the proposed revisions. The revised Purpose and Need and Alternatives to be Carried Forward will be presented for concurrence at a future NEPA-404 Merger Meeting.

include areas potentially affected by train noise and air emissions.

USEPA (West) noted that the proposed project improvements have the potential to bring more trains into the LaSalle Street stations. He inquired as to a potential increased noise issue at this station and wanted to make sure the study accounted for this. Doug Knuth noted that the noise model is being updated with new information to account for this condition.

USEPA (West), asked whether a public meeting had been held with the community. He noted that with the minority and low income populations in the study area, USEPA would encourage a well-designed outreach to the local Environmental Justice communities. Doug Knuth pointed out that one facet of our public involvement program would be to utilize the DBE subconsultant Ralph G. Moore and Associates to help inform and to involve the community during the NEPA process and to prepare the local community for possible future employment opportunities to come from the project should the Proposed Action be approved.

FTA (Kimmelman) asked what concerns have been raised so far in our local meetings. The request for a new METRA station was mentioned as an issue that has been raised at previous meetings with stakeholders; also the grade separation at 71st Street was a local request from the community. The Alderman in that community has a goal to promote economic development along 79th Street.

USEPA (Westlake) asked for a clarification of the name and location of these proposed grade separations. Bill Thompson, AAR CREATE Program Manager, provided clarification using a map of the CREATE projects.

FHWA (Fuller) asked if there were any other questions or issues to be addressed in the meeting. Hearing no further issues, he adjourned the meeting.

**IDOT District 1, McHenry County
IL 47 from Reed Road to US 14
Environmental Assessment
Concurrence – Purpose and Need
Concurrence – Alternatives to be Carried Forward**

The purpose of the meeting, held at the IDOT District 1 Offices was to present IDOT/FHWA's revised Purpose and Need and the Alternatives to be carried forward for the IL 47 Road Improvements from Reed Road to US 14, and to obtain concurrence from the agencies.

Purpose and Need

The proposed revisions from the February 2010 Merger Meeting were discussed. Generally these consisted of including a discussion of thoughtful economic growth, revising the mobility and capacity sections, and to cite the projects that are both north and south of this as well as the Illinois Tomorrow Grant corridor study.

AGENCY QUESTIONS AND COMMENTS

USEPA (West) requested clarification on the desire of stakeholder interest in environment and why a statement reflecting this sentiment was not included. In addition, parties have expressed concern to the agencies that environmental issues were not adequately being considered in the process, in particular the Kishwaukee River Watershed. Although environmental protection was a stakeholder concern it was not the primary one. There is a broad cross-section of Stakeholders and they include Crystal Lake, Huntley, Lake-in-the-Hills, Lakewood, Woodstock, McHenry County, developers, farmers and several environmental groups including the Kishwaukee River Ecosystem Partnership, Land Conservancy of McHenry County, Openlands, and others. Stakeholder workshops have been on-going and were used to development a problem statement that included the following themes:

1. Safety, as related to capacity, rear end collisions, and bicycle crossings;
2. Mobility, including the need for signal coordination;
3. Desire to protect the environment, including drainage and concerns related to the Kishwaukee River watershed; and
4. Facilitate thoughtful economic growth.

From this, the Purpose and Need was developed. FHWA and IDOT indicated there had been an environmental protection statement in a previous version. However, IDOT routinely and by policy and regulation, avoids and minimizes environmental impacts. Protection of the environment is not a need for the project, so the environmental statement was removed.

USEPA (West) indicated that given the resources along this route and the level of interest by the stakeholders and the agencies, that a statement indicating the project setting would be appropriate.

A separate environmental stakeholder meeting is being considered. However, the data is still being collected. Cultural resource and special waste clearances have been received for the project. The wetland delineations have been received but not the biological resource review from the IDNR/IDOT BDE. It was thought to be premature to meet when the IDNR data collection was incomplete. It was also noted that during the study process, environmental impacts are evaluated in a manner that could eliminate an alternative from further study. However, the existing IL 47 corridor and any proposed alternatives are all within the Kishwaukee River Watershed. Therefore, the watershed issue will not be a differentiator; all alternatives including the no-action fall within the watershed.

USACE (Chernich) asked if multi-modal uses would be considered. Bicycle/pedestrian accommodations are considered as part of the project, are illustrated on the exhibits and will be discussed during the alternatives portion of the presentation. All of the communities have expressed the desire to have bicycle/pedestrian accommodations.

Alternatives to be Carried Forward

Preliminary alternatives were presented. Based on the community and stakeholder meetings, the preferred alternative would generally be a four lane roadway with a landscaped median and bicycle/pedestrian accommodations. Based on this, two preliminary alternatives have been identified; the first would share the current centerline with the widening being of equal width to both sides; the second would shift the center line towards the east. Generally, the wetland

impacts are similar under both build scenarios. The eastern shift alignment avoids several homes however. The two build alternatives to the north end of the project have reduced right of way requirements. The narrower of the two would likely impact fewer ADID wetlands. Other details of the alignments were discussed; preliminary impacts were considered to be worst-case scenario; no minimization efforts have been investigated as we do not yet have concurrence.

AGENCY QUESTIONS AND COMMENTS

USFWS (Cirton) recognized that numerous wetlands were adjacent to the existing roadway and asked if the project team had looked outside the corridor for a parallel route that may have fewer impacts. To the west there are large wetland complexes including an ADID site, and the Pleasant Valley Conservation Area, a McHenry County Conservation District Holding. To the east there are wetlands and housing developments. A new alternative in these areas would incur greater impacts and the existing alignment has already had some impact on the local resources.

USACE (Hall) asked about the median width and was it required to be 50'. It was explained that this width included two 6' shoulders and a 38' landscaped median. The median width is considered to be the minimum allowable for safety clearance and to provide turning lanes at crossroads.

USACE (Chernich) asked if the project could be elevated to an EIS. The project started as an ECAD, and was recently elevated to and EA due to the anticipated wetland impacts. Other impacts have not been identified or fully evaluated. As such, and due to the project being an existing as opposed to being on new alignment, it will continue to be pursued as an EA. If conditions change, the project could be elevated in the future.

Further Discussion and Conclusion

As a result of the meeting, the following action items were identified.

1. A sentence or two will be added to the Purpose and Need to indicate the study is within the environmentally sensitive Kishwaukee River Watershed. The Purpose and Need will then be re-circulated via email to the participants for concurrence. Concurrence can be provided via email prior to the next Merger Meeting.
2. Concurrence on the Alternatives could not be provided as this would circumvent the Purpose and Need Concurrence. This will be considered in the next Merger Meeting.

**IDOT District 1, McHenry County
IL 47 from Reed Road to US 14
Environmental Assessment
Concurrence – Purpose and Need**

The purpose of the meeting was to present IDOT/FHWA's Purpose and Need for the IL 47 Reed Road to US 14 Study, and to obtain concurrence from the participating agencies. In August, FHWA distributed an information packet summarizing the Purpose and Need. AECOM presented additional exhibits at the meeting to further support the projects needs of safety, capacity, mobility, and economic development.

PURPOSE AND NEED

The purpose and need was presented at the NEPA/404 meetings on February 18, 2010 and June 11, 2010, but concurrence was not received, because additional questions by USEPA and USACE needed to be addressed.

AECOM started by reviewing the limits of the project and the logical termini. The project extends approximately 8 miles from Reed Road to US 14. It connects the Village of Huntley with the City of Woodstock, both with populations of approximately 25,000 each. The project connects a 4 lane section being built south of Reed Road, which will complete a 4 lane section to I-90, to an existing 4 lane section at US 14.

Safety, one of the needs for improvement, was discussed. Approximately half of the crashes which occur within the project limits occur at the IL 176 split intersection, while the other half occur along the length of IL 47. Crashes along the length of IL 47 are due to the lack of capacity and lack of adequate turn lanes. The project would address these by adding through lanes and protected turn lanes as determined during alternative development.

The need for improvements based on lack of capacity and mobility was discussed. AECOM presented an exhibit summarizing traffic volumes along the IL 47. Based on 2007 traffic volumes, the route carries between 14,300 and 22,300 vehicles per day, averaging 17,100 vehicles per day over the length of the project. In 2030 the projected traffic levels are between 19,000 and 33,000 vehicles per day, averaging 25,400 vehicles per day over the length of the project. A two lane roadway can safely and efficiently accommodate between 14,000 and 18,000 vehicles per day. 2007 traffic volumes exceed 16,000 vehicles at most intersection along the project and by 2030 every intersection will exceed 18,000 vehicles per day.

AGENCY QUESTIONS AND COMMENTS

The USEPA (West) asked if the IL 176 intersection were realigned or improved would there still be a need for the improvements to the remainder of IL 47. AECOM stated that the current traffic volumes along the length of IL 47 are at a level which would require 4 lanes. Also if the improvements were made only at IL 176, safety issues at the IL 176 intersection would decrease but new safety issues would be created at the transitions between 2 and 4 lanes and along the rest of the corridor. An aerial was reviewed and approximate widening limits were estimated for improvements at IL 176 and for other developed areas. Only 2 sections each approximately 1.5 miles long would remain 2 lanes after the improvements were made. AECOM reviewed concept alternatives for realigning IL 176. All alternatives would have much greater impacts to wetlands, farmland, and displacements than the current alignment. AECOM has performed preliminary capacity analysis which indicates the current alignment can be improved to have a LOS of B or C while the realigned intersection would have a LOS of C. USEPA (WEST) asked how safety would be addressed along the remainder of IL 47 outside the IL 176 intersection. AECOM stated during alternative development safety would be addressed by evaluating adding turn lanes and through lanes to increase capacity and mobility.

CONCURRENCE

The USEPA (West and Westlake), USFWS (Cirton) and IDNR (Hamer) gave concurrence with the Purpose and Need presented at the meeting.

NEPA/404 Merger Meeting Summary December 17, 2010

<p>IDOT District 1, McHenry County IL 47 from Reed Road to US 14 Environmental Assessment Alternates to BE carried Forward</p>

The purpose of the meeting, held at the USACE Chicago Office, was to present AECM/IDOT/FHWA's alternates to be carried forward for the IL 47 - Reed Road to US 14 Study, and to obtain concurrence from the participating agencies for the presented alternatives.

The Purpose and Need was presented at the NEPA/404 meetings on February 18, 2010, June 11, 2010, and September 9, 2010. Concurrence was received at the September 9, 2010 NEPA/404 Merge Meeting.

ALTERNATES TO BE CARRIED FORWARD

AECOM presented a power point presentation to provide an overview of the project and to present the alternates to be carried forward.

AECOM started by reviewing the limits of the project and the logical termini. The project extends approximately 8 miles along IL 47 from Reed Road to US 14. It connects the Village of Huntley with the City of Woodstock, both having populations of approximately 25,000 each. The project connects a 4 lane section being built south of Reed Road, which will complete a 4 lane section to I-90, to an existing 4 lane section at US 14.

AECOM reviewed existing conditions and land use along the project. The future land use along IL 47 is over 50% commercial. IL 47 serves to connect existing and future commercial centers along the corridor. Therefore, improving IL 47 would be consistent with land use plans for the area. A comparison was made to Dean Street which has a future land use of 84.8% residential and no commercial or industrial.

Safety, one of the needs for improvement, was discussed. Approximately half of the crashes which occur within the project limits occur at the IL 176 split intersection, while the other half occur along the length of IL 47. Crashes along the length of IL 47 are due to the lack of capacity and lack of adequate turn lanes. The project would address these by adding through lanes and protected turn lanes as determined during alternative development.

The need for improvements based on lack of capacity and mobility was discussed. AECOM presented an exhibit summarizing traffic volumes along IL 47. Based on 2007 traffic volumes, the route carries between 14,300 and 22,300 vehicles per day, averaging 17,100 vehicles per day over the length of the project. In 2030 the projected traffic levels are between 19,000 and 33,000 vehicles per day, averaging 25,400 vehicles per day over the length of the project. A two lane roadway can safely and efficiently accommodate between 14,000 and 18,000 vehicles per day. 2007 traffic volumes exceed 16,000 vehicles at most intersection along the project and by 2030 every intersection will exceed 18,000 vehicles per day.

The Context Sensitive Solutions (CSS) process was reviewed. A group of stakeholders made up of representatives from local agencies, resource agencies, interested groups, business owners, and residents has volunteered to participate in a series of workshops. Three stakeholder workshops have been held to date. Workshop #1 identified project goals and objectives. Workshop #2 Obtained consensuses for the Purpose and Need and the preferred project elements (4 lanes, barrier or landscaped median, paved shoulders or curb and gutter, bicycle accommodations) Workshop #3 provided input during alternate development. This input was used to develop project alternatives.

AECOM presented the two alternates which have been developed for the southern portion of the project, Rainsford Drive to Hercules Road. Both alternates provide 2 lanes in each direction, turn lanes, a grassy median, paved shoulders and 10' multi-use paths on both sides of the roadway. Alternate 2 would be the same as Alternate 1 except from Ackman to the south leg of IL 176 the roadway would be shifted to the east to avoid homes on the west side of the roadway. Alternate 2 was favored by all who attended the workshops and public meetings.

AECOM presented 4 concept level alternates (Alternates A, B, C, & D) to realign the IL 176 intersection to align with the existing south IL 176 intersection, 1 concept level alternate (Alternate E) to realign the IL 176 intersection to align with the existing north IL 176 intersection, 1 concept level alternate (Alternate F) to realign the IL 176 intersection to meet halfway between the north and south IL 176 intersections, and 2 concept level alternates (Alternates G & H) which maintained the current split of the IL 176 intersection. A chart summarizing adverse travel, construction cost, wetlands, displacements, ROW, stream crossings, and level of service (LOS) was reviewed. The alternates which had the lowest cost, fewest impacts, and best LOS are Alternates G and H. Both alternates would maintain the split IL 176 intersection.

AECOM presented the two alternates which have been developed for the northern portion of the project, Hercules Road to US 14. Both alternates provide 2 lanes in each direction, turn lanes, and a raised barrier median. Alternative 1 would provide paved shoulders and 5' sidewalks on both sides of the roadway. Alternate 2 would be the same as Alternate 1 except the shoulders would be eliminated and a 10' multi-use path would be provided on one side of the roadway while a sidewalk would be provided on the other side of the roadway. Alternate 2 was favored by all who attended the workshops and public meetings.

The criteria to evaluate the alternatives would include evaluating environmental impacts, evaluating accessibility, evaluating ability to meet identified project needs, evaluating property impacts, and cost.

AGENCY QUESTIONS AND COMMENTS

A discussion was held on the logical termini of the project. All agreed that the proposed limits of the project extending along IL 47 from Reed Road to US 14 were acceptable.

A discussion was held on the concept alternatives for realigning IL 176. All agreed alternates which realigned the IL 176 intersection would have much greater impacts to wetlands, farmland, and displacements, and would also have a lower LOS than maintaining the current split alignment. USACE (Hall) questioned how the safety of the IL 176 intersection would be addressed. AECOM stated that safety would be addressed by adding additional capacity with additional through lanes and by adding turn lanes. In general, the safety of an intersection would be expected to improve with the improvement of the intersection operations.

A discussion was held on the use of Dean Street north of IL 176 in place of improving IL 47. All agreed that using Dean Street would not be compatible with land use along Dean Street and improving IL 47 would better serve the existing and future development in the area. Improving both IL 47 and utilizing Dean Street as a couplet was also discussed. All agreed that the use of Dean Street as a couplet with IL 47 would not be acceptable due to the adverse travel it would introduce.

A discussion was held on the alternatives outside the IL 176 intersection. All agreed that the proposed alternates along IL 47 from Reed Road to US 14, excluding the IL 176 intersection were acceptable.

CONCURRENCE

The USEPA (West and Westlake), USFWS (Cirton), USACE (Hall) and FHWA (Fuller) gave concurrence with the proposed project termini.

The USEPA (West and Westlake), USFWS (Cirton), USACE (Hall) and FHWA (Fuller) gave concurrence with the proposed alternates along IL 47 from Reed Road to US 14, excluding the IL 176 intersection.

The USEPA (West and Westlake), USFWS (Cirton), USACE (Hall) stated they would give concurrence for the alternates to be carried forward if the discussion of how the alternates address safety at the IL 176 intersection was expanded in Chapter 3 and if crash diagrams for the IL 176 intersection were provided for review. AECOM will provide crash diagrams and revise Chapter 3, FHWA will distribute to the agencies.

**IDOT District 1, McHenry County
IL 47 from Reed Road to US 14
Environmental Assessment
Concurrence – Preferred Alternative
ESA – “No effect” determination**

DECISIONS:

Concurrence on the preferred alternative was given by IDNR, USFWS, USEPA, and USACE.

NEXT STEPS:

IDOT to provide meeting minutes to the agencies from the latest workshop, attendee list, comments, and responses.

Prior to EA approval, project team to meet with the agencies to discuss conceptual mitigation approaches to be included in the EA to be released to the public. Meeting to occur outside of normally scheduled NEPA-404 merger meetings.

Resource agencies would like to be notified/highlighted workshops that have special environmental emphasis so they can choose to participate.

DISCUSSION:

The purpose of the meeting was to present IDOT/FHWA's Preferred Alternative for the IL 47 Reed Road to US 14 Study, and to obtain concurrence from the participating agencies.

On May 7, 2012 FHWA distributed Chapter 3 Alternatives that summarized the Preferred Alternative. USACE provided some preliminary discussion comments during the interim and a revised Chapter 3 was distributed at the meeting.

PREFERRED ALTERNATIVE

A step-by-step presentation was provided that described how the proposed Preferred Alternative was selected.

Rainsford Drive to Hercules Road (South Alternative)

Five alternatives, including the No-Build, were developed for Section 2, Rainsford Road to Hercules Road. An impact evaluation was performed for each alternative. The Revised South Alternative 2 had the lowest environmental impacts and least displacements. Based on this evaluation Revised South Alternative 2 was recommended as the preferred alternative. The improvements consist of two 12 foot lanes in each direction, 10 foot wide paved outside shoulders with a curb and gutter at the outside edge of shoulder, and a depressed median providing 30 feet of separation between the opposing edges of pavement. Cable guardrail is provided in the median as a safety measure in areas where speed limit is greater than 45 mph. The depressed median includes 6 foot wide paved inside shoulders and a 2 foot wide flat bottom ditch. Pedestrian and bicyclists will be accommodated on a 10 foot wide shared-use path on one side of the roadway and a 5 foot wide sidewalk on the other side of the roadway. A 4 foot flat bottom ditch is proposed between the sidewalk/path and the right of way. The roadway centerline is shifted 27 feet to the east by way of a 38,200 foot radius reverse curve between Ackman Road and IL Route 176 (east leg) to minimize the impact to the residential properties on the west side of IL Route 47 between Hawthorne Way and IL Route 176. From Rainsford Drive to Ackman Road and from IL 176 (east Leg) to Hercules Road the roadway remains on the existing centerline.

Revised South Alternative 2 meets the project Purpose and Need by addressing vehicular and pedestrian safety, enhancing traffic mobility and capacity, and facilitating planned economic growth. It is

recommended as the preferred alternative since it has the lowest wetland impacts and least number of displacements. Revised South Alternative 2 will be further refined to develop Best Management Practices (BMPs) to minimize impacts. BMPs which will be investigated include collecting and slowing runoff from the roadway, treatments at wetlands, and native plant usage to provide a filtering media for runoff.

Hercules Road to US Route 14 (North Alternative)

Three alternatives, including the No-Build, were developed for Section 3, Hercules Road to US Route 14. An impact evaluation was performed for each alternative. Both North Alternatives have similar impacts. Based on this evaluation North Alternative 2 was chosen as the preferred alternative. The improvements consist of two 12 foot lanes in each direction, separated by an 18 foot barrier median. Curb and gutter will be provided at both the median and outside edges of pavement. Pedestrians and bicyclists will be accommodated on 10 foot wide shared-use path on one side of the roadway and a 5 foot wide sidewalk on the other side of the roadway

North Alternative 2 meets the project Purpose and Need by addressing vehicular and pedestrian safety, enhancing traffic mobility and capacity, and facilitating planned economic growth. It is recommended as the preferred alternatives since it had the lowest to businesses and the lowest impacts to wetlands. North Alternative 2 will be further refined to develop BMPs to minimize impacts. BMPs which will be investigated include collecting and slowing runoff from the roadway, treatments at the Kishwaukee Headwaters and other wetlands, and native plant usage to provide a filtering media for runoff.

AGENCY QUESTIONS AND COMMENTS

There was a question from USFWS and USACE regarding Stakeholder Workshop #4 "Environmental Workshop" and if the agencies could have a copy of the workshop summary and sign-in sheet. A copy of IDOT's response letter to KREP will also be provided.

The agencies agreed on the selection of the Preferred Alternative. However, as this is the last concurrence point, there was concern that the project will proceed without further developing BMPs. The next time the federal agencies would see documentation would be at the Section 404 permit submittal. FHWA pointed out the agencies have an opportunity for comment when the EA was circulated. It was proposed to have a follow-up meeting to allow for a final review and comment held prior to a Public Hearing.

CONCURRENCE

The USACE (Hall), USEPA (West), USFWS (Cirton), IDNR (Hamer) and FHWA (Fuller) gave concurrence on the Preferred Alternative as presented. FHWA will organize a follow-up meeting with the agencies to review progress on the Preferred Alternative and the process of addressing BMPs prior to the EA distribution.

**IDOT District 1, McHenry County
IL 47 (Reed Road to US 14)
Environmental Assessment
Information, BMP Presentation**

DECISIONS:

No decisions requested or made.

NEXT STEPS:

Detailed design elements will be forwarded during the design phase of the project.

DISCUSSION:

The purpose of the meeting was to present proposed conceptual BMPs for the Preferred Alternative for the IL 47 Reed Road to US 14 Study.

AECOM presented a summary of the project and the status. The project study proposes to widen eight miles of IL Route 47 from Reed Road in Huntley to U.S. 14 in Woodstock to two lanes in each direction. A draft Environmental Assessment has been prepared and is undergoing review by the FHWA and BDE. The project has gone through the NEPA/404 merger process and has received concurrence at all levels through the Preferred Alternative.

As a follow up to the June 2012 NEPA/404 Merger Meeting, BMP locations have been proposed along the route. Typical concept drawings have been developed for the BMPs as bioswales. Handouts were distributed showing the proposed bioswale locations and concept typical drawings. The grass medians are too narrow to include bioswales, but they will be planted with a native mix. The medians will however, drain under the roadway to ditches then to the bioswales. Proposed bioswale locations were chosen based on proximity to sensitive resources such as wetlands and waterways as well as local topography and drainage patterns. Actual locations and appropriate type will be finalized and confirmed in the design phase.

AGENCY QUESTIONS AND COMMENTS

The USACE indicated they would be looking for a 1” runoff capture rate for the bioswales. This is going to be the standard of the federal guidelines during permitting. They requested the bioswales design element concepts be forwarded and a description of how the bioswales were designed. Since they are only concept plans now, the information used to develop the concepts will be provided and the details of the design elements will be forwarded during the design phase of the project.

The USFWS asked if there were any wildlife crossing specific to the Blanding’s turtle included in the project. IDOT will provide the Biological Resources Review detailing the locations of Threatened and Endangered species to Shawn Cirton and he will follow-up with the McHenry County Conservation District regarding the presence of the Blanding’s turtle in the project area.

The presentation of the meeting and a set of the drawings will be forwarded to Shawn Cirton electronically.

Meeting Minutes

Subject	Environmental Drive Through
Date	July 15, 2010
Time	1:30 PM
Location	IL Route 47
Attendees	Yvette Shiu, US EPA Norman West, US EPA Matt Fuller, FHWA Vanessa Ruiz, IDOT Steve Schilke, IDOT Joe Havel, AECOM Cheryl Nash, AECOM
Prepared	July 19, 2010
Prepared by	Joe Havel
Distribution	Attendees

An environmental drive through was conducted on July 15, 2010 to review the IL Rt. 47 project corridor between Reed Road in Huntley, IL and US 14 in Woodstock, IL. The environmental drive through was conducted to review the project alternatives and environmental constraints within the corridor. The following items were discussed:

1. Beginning at the southern end of the project corridor and traveling north, Steve Schilke and Joe Havel provided background information on the communities found in the project corridor and potential planned road improvements and developments.
2. Environmental issues discussed included:
 - a. The project corridor crosses tributaries to the Kishwaukee River in several locations, as well as the headwaters of the River in the northern portion of the corridor.
 - b. IDOT advised US EPA that where bridges currently exist on IL Rt. 47, the roadway improvement plans will ensure that IL Rt. 47 remains as a bridge at these locations. Efforts will be made to open up the bridges as much as possible in order to improve access for wildlife and floodwaters.
 - c. Joe Havel advised that the project corridor has approximately equal amounts of wetlands on both the east and west side of IL Rt. 47, so shifting the alignment will not result in the avoidance of wetland impacts.
 - d. Vanessa Ruiz advised that IDOT will provide mitigation for any wetland impacts in accordance with State/IWPA mandates. These mitigation ratios are more stringent than those required by the U.S. Army Corps of Engineers. For ADID or other high quality sites, IDOT will provide mitigation at a ratio of 5.5:1. Mitigation is proposed to occur at a USACE approved wetland bank site. The US EPA reminded IDOT that before mitigation is acceptable, avoidance and minimization must first be attempted.

- b. Woodstock has communicated that they have future plans to extend Hercules Road west of IL Rt. 47.
- c. Most of the northern portion of the IL Rt. 47 corridor has been slated for big box retail development; Woodstock has prepared conceptual plans to coordinate access.
- d. Norman West requested information on how road improvement and local community plans coordinate with Chicago Metropolitan Agency for Planning (CMAP) regional plans. Specifically, how do communities' road improvement plans support overall regional planning? Joe Havel advised that IDOT has instituted the Context Sensitive Solutions (CSS) planning process whereby IDOT coordinates with local communities and conducts extensive public involvement in order to arrive at roadway improvement plans that best serve the community. In following the CSS planning process, roadway improvements are more likely to not conflict with CMAP regional plans.
- e. Norman West asked how the local communities development, the cumulative impacts from entrances constructed to developed parcels, and the access these entrances provide for additional development can be reconciled with CMAP's plan to keep 33% of the metropolitan area as open space. Mr. West asked how the FHWA and IDOT will help local communities ensure that local development occurs in such a way that it is sustainable, controlled, and minimizes natural resource impacts. There is often a conflict of interest between economic development and resource impacts; smart growth is done in such a way that it is sustainable and the indirect and cumulative impacts do not result in significant losses. The most that can be done is ensure that appropriate natural resource permits such as those received from the U.S. Army Corps of Engineers and/or Illinois Environmental Protection Agency are obtained for all of local development projects.
- f. Steve Schilke advised the Illinois legislature has amended the Illinois Highway Code with a Public Act to address the need for "complete street" design throughout the state. This act states that bicycle and pedestrian ways shall be given full consideration within the project limits. The revised policy requires the State to have an 80% cost participation and 20% local participation for the construction of Pedestrian and Bicycle accommodations. In the urban areas of the IL Rt. 47 project corridor, sidewalks will be placed on one side of the route, and bike paths on the opposite side. In the more rural areas, the shoulders will be designed with sufficient width to accommodate bicycles. The CSS process for the IL Rt. 47 project revealed that the community desired bicycle paths and/or sidewalks.

Action items:

1. US EPA requested that the project plans be updated to include the location/boundaries of all of the permitted subdivisions or developments in the project corridor. (Kirk Homes subdivision near Lucas Road, with retail adjacent to roadway; sports complex; etc.)
2. US EPA would like to review concepts considered for the IL Rt. 47 / IL Rt. 176 intersection, especially as related to safety.
3. IDOT to verify if the SRA for IL Rt. 176 includes four lanes and a divided highway. Subsequent to the meeting IDOT verified that the current preliminary SRA report for IL Rt. 176 proposes a four lane cross section; two 12' lanes in each direction divided by a 38' grass median. The draft SRA report also maintains the existing alignment , two "tee" intersections, at the intersection of IL Rt. 47.

60039027.203.1

Rt. 47 Field Visit 7/15/10

Cheryl Nash	AECOM	cheryl.nash@aecom.com
Yvette Shiu	US EPA	shiu.yvette@epa.gov
Norm West	OS EPA	west.norman@epa.gov
Matt Fuller	FIWA	Matt.Fuller@dot.gov
Vanessa Ruiz	IDOT	Vanessa.Ruiz@illinois.gov
Steve Schilke	IDOT	Steven.Schilke@illinois.gov
JOE HAVEL	AECOM	joe.havel@aecom.com

APPENDIX B-3
LOCAL AGENCY MEETINGS AND COORDINATION

MEETING MINUTES
IL 47 – FROM US14 TO REED ROAD
MCHENRY COUNTY
JOB No. P-91-101-07
PTB 142-033

Meeting Date	November 21, 2008	Type	Internal	Team	Progress	Other
Date of Issuance	December 4, 2008		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Stakeholder

Attendees

Quinn Keefe	Woodstock Chamber of Commerce - Executive Director
Rita Slawek	Huntley Chamber of Commerce - Executive Director
Sandy Oslance	Lake In The Hills Chamber of Commerce - Executive Director
Brenda Slavik	Lake In The Hills Chamber of Commerce - Member
Jim Henley	Huntley Chamber of Commerce - Member
Cary Lewis	IDOT
Joe Havel	CTE

Location Huntley Chamber of Commerce Office Hall (11:00 AM)

Purpose: The purpose of the meeting was to initiate contact between Huntley Chamber of Commerce, Lake-In-The-Hills Chamber of Commerce, Woodstock Chamber of Commerce, and the Study Team.

Discussion:

1. Introductions
 - a. Purpose of meeting and welcome
 - b. Attendee introductions
 - c. Pass around sign-in sheet

2. Discuss CSS Process
 - a. View A/V Presentation
 - b. Discuss CSS Process
 - c. The following volunteered to participate in Stakeholder Workshops
 - Quinn Keefe
 - Brenda Slavik
 - Brenda suggested using the Huntley Chamber of Commence Office to hold Workshops.

3. Review Project Limits
 - a. View 1"=200 existing condition aerial
 - b. Identify any areas of concern
 - Flooding occurs at Union Road
 - Many accidents occur at Union Road
 - Traffic backs up at many locations
 - c. Identify any know future development.
 - The entire corridor is zoned for commercial Development.
 - A large commercial development is planed for N/W corner of IL 47 and Hercules Road.

- A large commercial development is planed for corner of IL 47 and Lucas Road.
4. Community Questionnaire was reviewed. CTE requested that the forms be completed and returned to IDOT by 12/15/2008.

Submitted By:
CTE
Joe Havel
Project Manager

The above represents the writer's understanding of the discussions and a complete and accurate record of the decisions and agreements made. Amendments to this record shall be made in writing to the author.

cc: Attendees
CTE File No.:60039027, 203.1

MEETING MINUTES
IL 47 – FROM US14 TO REED ROAD
MCHENRY COUNTY
JOB No. P-91-101-07
PTB 142-033

Meeting Date	November 21, 2008	Type	Internal	Team	Progress	Other
Date of Issuance	December 4, 2008		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Stakeholder

Attendees

Jack Freund Grafton Township - Road Commissioner:
 Cary Lewis IDOT
 Joe Havel CTE

Location Grafton Township (1:30 PM)

Purpose: The purpose of the meeting was to initiate contact between Grafton Township and the Study Team.

Discussion:

1. Introductions
 - a. Purpose of meeting and welcome
 - b. Attendee introductions

2. Discuss CSS Process
 - a. Discuss CSS Process
 - b. Jack volunteered to participate in Stakeholder Workshops

3. Review Project Limits
 - a. View 1"=200 existing condition aerial
 - b. Identify any areas of concern
 - Flooding near Union Road
 - Fog near Union Road
 - Poor soils near Conley Road
 - c. The Township does not have any storm sewer or other utilities with in the project limits.
 - d. The following roadways are under Grafton Township jurisdiction:
 - Conely Road
 - Foster/Union Road
 - Ballard Road
 - Hawthorne Way

4. Community Questionnaire was reviewed. CTE requested that the forms be completed and returned to IDOT by 12/15/2008.

Submitted By:

CTE

Joe Havel
Project Manager

The above represents the writer's understanding of the discussions and a complete and accurate record of the decisions and agreements made. Amendments to this record shall be made in writing to the author.

cc: Attendees
CTE File No.:60039027, 203.1

**MEETING MINUTES
US14 TO REED ROAD
MCHENRY COUNTY
JOB No. P-91-101-07
PTB 142-033**

Meeting Date	12/6/07	Type	Internal	Team	Progress	Other
Date of Issuance	12/12/07		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Stakeholder

Attendees

John Isbell	City of Woodstock, Dir. Of Public Works, City Engineer
Marty Morse	IDOT
Cary Lewis	IDOT
Joe Havel	CTE
Brian Smith	CTE
Matt Rempfer	CTE
Gary Overbay	Civiltech

Location Woodstock City Hall (9am)

Purpose: This was the initial introduction to the project to the City of Woodstock, the CSS policy and methods. The purpose of the meeting was to discuss stakeholders, and to invite any information the City can provide to the project team.

Discussion:

1) Introductions:

2) Review Overall Project:

a) Project Limits:

It was asked why the northern limit of the study is at US14. The programming of the project requires logical termini for FHWA funding purposes. IL47 has been studied in segments from I-90 northward. The initial scoping of the project identified the southern terminus matching into the proposed 5-lane cross section at Reed Road. The logical terminus on the northern end was set at US14 with the intent of matching into the existing 5-lane cross section which had been recently improved.

The City indicated that they would have liked the project to have extended northward to McConnell Road, just north of the Union Pacific RR tracks. The constriction of IL47 at the RR tracks has been a limiting factor in the future widening of the route. The City's number one priority for the corridor is for the widening of the RR bridge over IL47. Subsequent to the meeting, it was noted that IDOT's long range planning does include Phase I for IL 47 from US14 to Charles lane, and will include the RR bridge.

b) CSS Process:

The CSS process was discussed. CTE indicated that a Stakeholder Involvement Plan is being developed for the project. The Plan will be a mechanism to coordinate with and obtain concerns of the Stakeholders.

c) Possible Stakeholders:

The City suggested possible stakeholders were Openlands, McHenry County Defenders, CMAP, the Kishwaukee River Partnership, Sierra Club, McHenry County Land

Foundation, local businesses, the owners of the Harley Davidson/Farm and Fleet property at Davis Road, Kirk Homes, and the developer of the large scale initiative across from Novean Parkway.

3) Schedule

a) Timeline:

This project is currently funded for Phase I study. Phase II and Phase III engineering are not included in the current 5 year program

IDOT anticipates a 36 month schedule for Phase I.

b) CSS Schedule:

A Stakeholder group is being developed over the next couple of months. We intend to meet with this group and determine their interests and needs. There would then be a Public Information Meeting, tentatively set for March of 2008.

4) Community Context Audit Form

The Community Context Audit Form was reviewed and discussed. The City was requested to fill out and submit the Form to CTE within the next month. Other Stakeholders will also be filling out the form to identify community characteristics that make a project unique to its residents and users. During the Stakeholder Meetings the Forms will be reviewed and discussed in order to progress towards project consensus when defining the project Purpose and Need. Consensus was discussed in the meeting as meaning "when a majority of the stakeholders agree on a particular issue, while the dissenting remainder of stakeholders agrees its input has been heard and duly considered and that the process as a whole was fair".

The City prefers an (sub)urban cross section (no grass median) with curb and gutter. They would like this type of section throughout their planning limits (to IL176). The SRA shows a rural cross section. IDOT indicated that speed limits, which are set by state law, may dictate what type of cross section is used in some areas. Speed limit is currently 50 mph through the majority of the project limits.

5) Available Relevant Data

a) Existing Plans: Not discussed

b) Existing Studies: The City indicated related studies are currently being prepared.

§ A feasibility study from Country Club Road down to McConnell Road has been largely completed and is in draft form.

§ A feasibility study has been completed for the widening of the RR bridge (grade separation) over IL47. A formal Phase I study is going to commence within six months. It is the City's plan to have this study completed within the next 6 months

§ In final review now is a Woodstock Feasibility Planning study which includes IL47 from Charles Road down to just south of the north leg of IL176. Those are the planning limits of the City; the corporate limits are a more reduced limit of that length.

§ There was also an SRA Study that included the IL176 intersection. The SRA proposed a realignment of IL 176; the City formally supported the recommendations of that study with regard to IL176.

§ There is an upcoming planning study. This study is funded by a grant from Illinois Tomorrow, and will be led by Kane County. That study will study the IL 47 corridor

through both Counties up to the Wisconsin State line. That planning study is for land use, economic development, and roadway improvements.

- c) Proposed Improvement Plans: Kirk Homes is currently developing the area on the west side of Lucas Road. They also own all quadrants of the IL47/Lucas Road intersection. Gewalt-Hamilton conducted the traffic study that could be made available.

Another large scale development is proposed to start construction in 2008 and planned to be 800,000 sq ft. It will likely require a signalized intersection and dual left turn lanes at Hercules Road south of Novean Parkway.

- d) Comprehensive Plan: The Comprehensive Plan 2002 is located on the City's website
- e) Zoning Map: The City's Zoning Map is on the website.
- f) Other Information: There is no known history of flooding along the Route north of IL176. Utilities (sewer and water) are currently in place along IL47 south to Hercules Road; there are plans to extend these another 600' south. Kirk homes also may receive City sewer and water. Developments have committed to dedicated right of way along the route. There may be a realignment of the Dieckman and Cobblestone Way crossroads.

Action Items Resulting from This Meeting:

- a) The City of Woodstock will provide copies of the Feasibility Studies.
- b) CTE will coordinate with Kirk Homes/Gewalt-Hamilton to obtain Traffic Impact Study for IL47/Lucas Road
- c) The City of Woodstock will fill out the Community Context Audit Form and return to CTE.

Submitted:

CTE

Name: Matt Rempfer

Title: Project Engineer

The above represents the writer's understanding of the discussions and a complete and accurate record of the decisions and agreements made. Amendments to this record shall be made in writing to the author.

cc: Attendees
CTE File No.:60039027, 203.1

**MEETING MINUTES
US14 TO REED ROAD
MCHENRY COUNTY
JOB NO. P-91-101-07
PTB 142-033**

Meeting Date	1/16/08	Type	Internal	Team	Progress	Other
Date of Issuance	1/22/08		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Stakeholder

Attendees See Attendance Roster

Location IDOT – Claims Conf. Room (9:45am)

Purpose: To discuss CMAP’s ongoing Kishwaukee River watershed study.

Discussion:

The Chicago Metropolitan Agency for Planning (CMAP) study is being funded by through the IEPA Grant 319 program and analyzes the effects of non-point source pollutants on the Kishwaukee River watershed. Much of the watershed is currently unprotected; the purpose of the study is to characterize pollutants within the 36,000 acre watershed and recommend ways to reduce, control or prevent non-point source pollution. The study is not regulatory and is not binding. The completion date is tentatively set for July 2008. The study is available online at www.cmap.illinois.gov/kishwaukee.aspx.

CMAP, together with collaborating members of the Kishwaukee River Ecosystem Partnership (KREP), is conducting watershed planning processes in three subwatersheds of the Kishwaukee River basin. CMAP is coordinating the overall project with additional oversight from the Natural Land Institute. Partnering municipalities are Lakewood, Crystal Lake, and Woodstock. Other groups include the IEPA, local wastewater treatment plants, IDNR, the MCCD as well as others.

The Upper Kishwaukee River is currently impaired and presents the possibility of a worsening condition with expected land use change. The overall object of the watershed plan is to recommend BMPs that reduce the causes of current impairments to a specified target point and to recommend techniques that would prevent further degradation. Ultimately, with the inclusion of environmentally sensitive practices can de-list the watershed as being impaired. The headwaters are the most important resource to protect.

The project will identify sites currently in agricultural use that will likely remain in production and those that most likely will be converted to urban uses by the design year (2030). Agricultural Best Management Practices (BMPs) will be identified as well as urban BMP retrofits. The IL 47 roadway, at the present time, is not considered to be major pollutant contributors in this watershed. Items that may be applied to the IL47 study would likely include the minimization of stream crossings, growth impact management, and using BMPs and related practices to reduce or eliminate environmental impacts.

Action Items Resulting from This Meeting:

A copy of the final report will be supplied to IDOT upon completion for inclusion of proposed BMPs into the proposed drainage plans.

Submitted:
CTE

Name: Matt Rempfer
Title: Project Engineer

cc: Attendees
CTE File No.:60039027, 203.1

ATTENDANCE ROSTER

BUREAU OF PROGRAMMING

PROJECT/TOPIC: IL47: Kishwaukee River Watershed Study

DATE: 1/16/08

TIME: 945 AM

LOCATION: Schaumburg

ROOM: CLAIMS CR

	NAME (Please Print)	REPRESENTING	PHONE NUMBER
1	Cary Lewis		()
2	Mat [unclear]	IDOT- PROGRAMMING	(847) 705-4107
3	meteli gerami	IDOT- Hydraulics	(847) 705-4574
4	Ilgaz Ilger	ZIM GROUP	(312) 727 0914 x3#
5	SANTOS PATISTA	IDOT- Hydraulics	(847) 705-4764
6	Ed Yousif	CTE	(312) 373-6768
7	AGAR SHIRANI	IDOT- HYDRAULICS	(847) 705-4765
8	NAT Rampson	CTE	(312) 373-6792
9	Brian Smith	CTE	(312) 373-6654
10	JESSE ELAM	CMAA	(312) 386-8688
11	TIM LOFTVS	CMAA	(312) 386-8666
12			()
13			()
14			()
15			()
16			()
17			()
18			()
19			()
20			()

MEETING MINUTES
IL 47 – FROM US14 TO REED ROAD
McHENRY COUNTY
JOB No. P-91-101-07
PTB 142-033

Meeting Date	April 16, 2008	Type	Internal	Team	Progress	Other
Date of Issuance	April 22, 2008		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Stakeholder

Attendees

Carl Tomaso Village Manager - Huntley
 Dave Johnson Assistant Village Manager - Huntley
 Bill Geegan Village Engineer - Huntley
 Marty Morse IDOT
 Cary Lewis IDOT
 Joe Havel CTE
 Brian Smith CTE

Location Huntley Village Hall (10:00 AM)

Purpose: This was the initial meeting with the Village of Huntley to introduce the Phase I project and to discuss the policy and methods of Context Sensitive Solutions (CSS) that will be utilized on the project. The meeting purpose was to have the Village provide potential project stakeholders and to initiate data gathering for the project.

Discussion:

1. Introductions
 - a. Introductions – The meeting started with self introductions.
 - b. Sign-in Sheet - All in attendance signed the sign in sheet.

2. Review Overall Project
 - a. Review project limits – The initial scoping of the project identified the southern terminus matching into the proposed 5-lane cross section at Reed Road. The logical terminus on the northern end was set at US14 with the intent of matching into the existing 5-lane cross section which had been recently improved.
 - b. Review Context Sensitive Solution (CSS) process – The CSS process was reviewed. CSS is a process designed to reach consensus of key stakeholders. Consensus was discussed in the meeting as meaning “when a majority of the stakeholders agree on a particular issue, while the dissenting remainder of stakeholders agrees its input has been heard and duly considered and that the process as a whole was fair”. IDOT retains final say over all decisions.
 - c. Identify possible stake holders – The Village identified the following as possible stakeholders: property owners, businesses, schools, developers, Police Department, Fire Department, Park District, Huntley Chamber of Commerce, and McHenry County Defenders.

3. Review Schedule
 - a. Overall timeline – The Phase I portion of the project is anticipated to last 3 years. The project does not have construction funding.
 - b. Initial CSS schedule – IDOT and CTE intend to meet with each of the municipalities and county individually. After the initial meeting group meetings

may be arranged to discuss general topics. The first public informational meeting is anticipated for sometime in summer of 2008.

4. Discuss "Community Context Audit Form"
 - a. The Community Context Audit Form was reviewed and discussed.
 - b. The Village will fill out the form and return it to CTE within the next month.

5. Review/Collection/Confirmation of Available Relevant Data
 - a. Existing Plans – The Village will send copies of utility atlases to CTE.
 - b. Existing Corridor Studies - The Village indicated the only Study they knew of was the Corridor Feasibility Study extending from the Wisconsin Border into Kane County.
 - c. Existing Cross Road Studies – The Village indicated the only Study they knew of was the extension of Ackman into Lake-In-The-Hills and roadways which are part of ongoing developments.
 - d. Proposed Improvements – Plans for current developments along the corridor have been submitted to IDOT for permitting purposes. The Village has no plans to extend any water or sewer lines within the IL-47 corridor.
 - e. Comprehensive Plan - The Village provided CTE with a copy of their 2002 Comprehensive Plan.
 - f. Zoning Map: The Village provided CTE with a copy of their 2002 Zoning Map.

6. Other Information
 - a. Access Control – The Village considers access control one of the key elements of the project. They would like to see frontage roads and shared access points for the developments along the project.
 - b. IL-176/IL-47 Intersection Development – The Intersection of IL-176 and IL-47 is being considered as a site for a future large scale commercial/retail development. Huntley, Woodstock, Lakewood, and Crystal Lake have or are considering boundary agreements for the intersection.
 - c. IL-176/IL-47 Intersection Alignment – The Village would like to see consideration given to realigning the east and west legs of IL-176 so they are not off set. The Village was informed that a feasibility level study of the intersection is included in the Phase I project.
 - d. Other Roadway Upgrades - The Village would like the project team to consider adding lighting to the roadway and pedestrian facilities/accommodations.
 - e. The Village suggested that previous by-pass studies be included in the study for informational purposes,

Action Items Resulting from This Meeting:

- a) The Village to provide a copy of Utility Atlases to CTE.
- b) The Village to fill out the Community Context Audit Form and return to CTE by the middle of May.

Submitted By:
CTE
Joe Havel
Project Manager

The above represents the writer's understanding of the discussions and a complete and accurate record of the decisions and agreements made. Amendments to this record shall be made in writing to the author.

cc: Attendees
CTE File No.:60039027, 203.1

MEETING MINUTES
IL 47 – FROM US14 TO REED ROAD
McHENRY COUNTY
JOB No. P-91-101-07
PTB 142-033

Meeting Date	April 28, 2008	Type	Internal	Team	Progress	Other
Date of Issuance	May 1, 2008		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Stakeholder

Attendees

Sue Ehardt	McHenry County Planning
Marty Morse	IDOT
Cary Lewis	IDOT
Joe Havel	CTE
Brian Smith	CTE

Location McHenry County Planning Office (1:30 PM)

Purpose: This was the initial meeting with the McHenry County Planning (MCP) to introduce the Phase I project and to discuss the policy and methods of Context Sensitive Solutions (CSS) that will be utilized on the project. The meeting purpose was to have McHenry County Planning provide a list of potential project stakeholders and to initiate data gathering for the project.

Discussion:

1. Introductions

- a. Introductions – The meeting started with self introductions.
- b. Sign-in Sheet - All in attendance signed the sign in sheet.

2. Review Overall Project

- a. Review project limits – The initial scoping of the project identified the southern terminus matching into the proposed 5-lane cross section at Reed Road. The logical terminus on the northern end was set at US14 with the intent of matching into the existing 5-lane cross section which had been recently improved.
- b. Review Context Sensitive Solution (CSS) process – CSS is a process designed to reach consensus of key stakeholders. Consensus was discussed in the meeting as meaning “when a majority of the stakeholders agree on a particular issue, while the dissenting remainder of stakeholders agrees its input has been heard and duly considered and that the process as a whole was fair”. IDOT retains final say over all decisions.
- c. Identify possible stake holders – The County identified the following as possible stakeholders: McHenry County Land Conservancy, McHenry County Conservation District, Pete Austin McHenry County Administrator (regarding the County Campus expansion), IDNR, McHenry County Defenders, Grafton Township, Seneca Township, Algonquin Township, and Doore Township.

3. Review Schedule

- a. Overall timeline – The Phase I portion of the project is anticipated to last 3 years. The project does not have contract plan preparation, land acquisition or construction funding at this time.
 - b. Initial CSS schedule – IDOT and CTE intend to meet with each of the municipalities and county individually. After the initial individual meetings group meetings may be arranged to discuss general topics. The first public informational meeting is anticipated for sometime in the summer of 2008.
4. Discuss “Community Context Audit Form”
- a. The Community Context Audit Form was reviewed and discussed.
 - b. MCP will send the completed form to CTE by the end of May.
5. Review/Collection/Confirmation of Available Relevant Data
- a. Existing Plans – MCP has no existing utilities or facilities along IL 47.
 - b. Existing Corridor Studies – MCP has no existing corridor studies along IL 47.
 - c. Existing Cross Road Studies – MCP has no existing cross road studies along IL 47.
 - d. Proposed Improvements – MCP has no plans for proposed improvements along IL 47.
 - e. Comprehensive Plan - MCP will provide CTE with a copy of their 2010 Comprehensive Plan.
 - f. Zoning Map: MCP provided CTE with a copy of their current Zoning Map.
6. Other Information
- a. Storm Water – The County will provide a copy of their storm water ordinance. Huntley, Woodstock, Crystal Lake, Lakewood, and Lake in The Hills are all certified storm water communities and therefore review their own permits.
 - b. Conservation Districts handle bike and other trails.

Submitted By:
CTE
Joe Havel
Project Manager

The above represents the writer’s understanding of the discussions and a complete and accurate record of the decisions and agreements made. Amendments to this record shall be made in writing to the author.

cc: Attendees
CTE File No.:60039027, 203.1

MEETING MINUTES
IL 47 – FROM US14 TO REED ROAD
McHENRY COUNTY
JOB No. P-91-101-07
PTB 142-033

Meeting Date	April 28, 2008	Type	Internal	Team	Progress	Other
Date of Issuance	May 6, 2008		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Stakeholder

Attendees

Joe Korpalski	McHenry County Division of Transportation
Wally Dittrich	McHenry County Division of Transportation
Jeff Young	McHenry County Division of Transportation
Marty Morse	IDOT
Cary Lewis	IDOT
Joe Havel	CTE
Brian Smith	CTE

Location McHenry County Division of Transportation (11:00 AM)

Purpose: This was the initial meeting with the McHenry County Division of Transportation (MCDOT) to introduce the Phase I project and to discuss the policy and methods of Context Sensitive Solutions (CSS) that will be utilized on the project. The meeting purpose was to have MCDOT provide a list of potential project stakeholders and to initiate data gathering for the project.

Discussion:

1. Introductions

- a. Introductions – The meeting started with self introductions.
- b. Sign-in Sheet - All in attendance signed the sign in sheet.

2. Review Overall Project

- a. Review project limits – The initial scoping of the project identified the southern terminus matching into the proposed 5-lane cross section at Reed Road. The logical terminus on the northern end was set at US14 with the intent of matching into the existing 5-lane cross section which had been recently improved.
- b. Review Context Sensitive Solution (CSS) process – The CSS process was reviewed. CSS is a process designed to reach consensus of key stakeholders. Consensus was discussed in the meeting as meaning “when a majority of the stakeholders agree on a particular issue, while the dissenting remainder of stakeholders agrees its input has been heard and duly considered and that the process as a whole was fair”. IDOT retains final say over all decisions.
- c. Identify possible stake holders – MCDOT identified the following as possible stakeholders: Township Road Commissioners, CMAP, PACE, McHenry County Bike Club, McHenry County Defenders and potentially the Kishwaukee Valley Water Association.

3. Review Schedule

- a. Overall timeline – The Phase I portion of the project is anticipated to last 3 years. The project does not have contract plan preparation, land acquisition or construction funding at this time.

- b. Initial CSS schedule – IDOT and CTE intend to meet with each of the municipalities and the County individually. After the initial individual meetings group meetings may be arranged to discuss general topics. The first public informational meeting is anticipated for sometime in summer of 2008.
4. Discuss “Community Context Audit Form”
 - a. The Community Context Audit Form was reviewed and discussed.
 - b. The completed form was given to CTE.
5. Review/Collection/Confirmation of Available Relevant Data
 - a. Existing Plans – MCDOT has no existing utilities or facilities along IL 47.
 - b. Existing Studies - MCDOT provide copies of “Room For Growth, Room For Open Space” Dated October 2002, McHenry 2020 Unified Plan Dated February 2006, and McHenry County Transit Plan Dated August 2005.
 - c. Existing Cross Road Studies – MCDOT indicated the only Study they knew of was the extension of Ackman Road into Lake-In-The-Hills. Algonquin and Harmony Roads are designated freeways with plans to extend west of the project area.
 - d. Proposed Improvements – MCDOT has no plans for proposed utilities or facilities along IL 47.
 - e. Proposed Studies – MCDOT indicated the only Study they knew of was the Corridor Feasibility Study extending from the Wisconsin Border into Kane County funded by the “Illinois Tomorrow” grant.
 - f. Comprehensive Plan - The Comprehensive Plan should be obtained from McHenry County Planning.
 - g. Zoning Map - The Zoning Map should be obtained from McHenry County Planning.
6. Other Information
 - a. ROW Preservation – MCDOT stated that they and all Municipalities along IL 47 had prepared and sent a letter to IDOT stating the intent and desire to protect the IL 47 corridor and preserve ROW as outlined in the IL 47 SRA Report. MCDOT will send a copy of the letter to CTE.
 - b. Traffic - In the County’s opinion the traffic forecasted by CMAP is low. MCDOT is in the process of performing their own traffic study. It should be complete in the fall of 2008. It is to include sub-regional studies. Additionally, there are also updated traffic figures for the IL 47 /I 90 Interchange that will influence the subject corridor. MCDOT will send CTE a copy of the study when it is finished.
 - c. Rail Yard Expansion - There are plans to expand a rail freight yard in Woodstock. The expanded yard would increase truck traffic on IL 47.

Submitted By:
CTE
Joe Havel
Project Manager

The above represents the writer's understanding of the discussions and a complete and accurate record of the decisions and agreements made. Amendments to this record shall be made in writing to the author.

cc: Attendees
CTE File No.:60039027, 203.1

O:\P60039027\200_Correspondence\203_Meetings\203.1_Agenda_Notes_Minutes\Stakeholder\m2008 0428 MCDOT Kickoff_Final.doc

MEETING MINUTES
IL 47 – FROM US14 TO REED ROAD
McHENRY COUNTY
JOB No. P-91-101-07
PTB 142-033

Meeting Date	April 28, 2008	Type	Internal	Team	Progress	Other
Date of Issuance	May 6, 2008		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Stakeholder

Attendees

Catherine Peterson	Village of Lakewood Village Administrator
Paul Ruscko	Village of Lakewood Public Works Director
Marty Morse	IDOT
Cary Lewis	IDOT
Joe Havel	CTE
Brian Smith	CTE

Location Village of Lakewood Village Hall (1:30 PM)

Purpose: This was the initial meeting with the Village of Lakewood to introduce the Phase I project and to discuss the policy and methods of Context Sensitive Solutions (CSS) that will be utilized on the project. The meeting purpose was to have the Village provide potential project stakeholders and to initiate data gathering for the project.

Discussion:

1. Introductions

- a. Introductions – The meeting started with self introductions.
- b. Sign-in Sheet - All in attendance signed the sign in sheet.

2. Review Overall Project

- a. Review project limits – The initial scoping of the project identified the southern terminus matching into the proposed 5-lane cross section at Reed Road. The logical terminus on the northern end was set at US14 with the intent of matching into the existing 5-lane cross section which had been recently improved.
- b. Review Context Sensitive Solution (CSS) process – The CSS process was reviewed. CSS is a process designed to reach consensus of key stakeholders. Consensus was discussed in the meeting as meaning “when a majority of the stakeholders agree on a particular issue, while the dissenting remainder of stakeholders agrees its input has been heard and duly considered and that the process as a whole was fair”. IDOT retains final say over all decisions.
- c. Identify possible stake holders – The Village identified the following as possible stakeholders: Sierra Club, IEPA, key property owners and McHenry County Defenders.

3. Review Schedule

- a. Overall timeline – The Phase I portion of the project is anticipated to last 3 years. The project does not have construction funding. The Village expressed there desire for the project to move along as quickly as possible.

- b. Initial CSS schedule – IDOT and CTE intend to meet with each of the municipalities and county individually. After the initial meeting group meetings may be arranged to discuss general topics. The first public informational meeting is anticipated for sometime in summer of 2008.
4. Discuss “Community Context Audit Form”
- a. The Community Context Audit Form was reviewed and discussed.
 - b. The Village will send the completed form to CTE by the end of May.
5. Review/Collection/Confirmation of Available Relevant Data
- a. Existing Plans – The Village has no existing utilities or facilities along IL 47.
 - b. Existing Corridor Studies - The Village provided copies of the IL 47 SRA Report dated August 1995 and a copy the IL 176 SRA Report dated October 2004.
 - c. Existing Cross Road Studies – The Village indicated the only Study they knew of was the extension of Ackman Road into Lake-In-The-Hills.
 - d. Proposed Improvements – The Village has no plans for proposed utilities or facilities along IL 47.
 - e. Comprehensive Plan - The Village provided CTE with a copy of their current Comprehensive Plan.
 - f. Zoning Map: The Village provided CTE with a copy of their current Zoning Map.
6. Other Information
- a. Water Treatment Expansion – The Village recently expanded their water treatment plant. A copy of the Anti-Degradation Report can be obtained from Huff & Huff.
 - b. IL 176 Intersection – The Village expressed their desire to see the IL 176 at IL 47 intersection realigned to provide more efficient traffic movements.
 - c. Openlands prepared a bike path plan for the Village; CTE can obtain a copy.
 - d. The Village is environmentally as well as pedestrian friendly. They would like to see an overpass or underpass to facilitate and promote pedestrian access.

Submitted By:
CTE
Joe Havel
Project Manager

The above represents the writer’s understanding of the discussions and a complete and accurate record of the decisions and agreements made. Amendments to this record shall be made in writing to the author.

cc: Attendees
CTE File No.:60039027, 203.1

MEETING MINUTES
IL 47 – FROM US14 TO REED ROAD
McHENRY COUNTY
JOB No. P-91-101-07
PTB 142-033

Meeting Date	May 2, 2008	Type	Internal	Team	Progress	Other
Date of Issuance	May 7, 2008		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Stakeholder

Attendees

Dan Olson	Village of Lake In The Hills – Director of Community Development
Fred Mullard	Village of Lake In The Hills - Public Works Director
Marty Morse	IDOT
Cary Lewis	IDOT
Joe Havel	CTE
Brian Smith	CTE

Location Village of Lake In The Hills Village Hall (1:30 PM)

Purpose: This was the initial meeting with the Village of Lake In The Hills to introduce the Phase I project and to discuss the policy and methods of Context Sensitive Solutions (CSS) that will be utilized on the project. The meeting purpose was to have the Village provide potential project stakeholders and to initiate data gathering for the project.

Discussion:

1. Introductions
 - a. Introductions – The meeting started with self introductions.
 - b. Sign-in Sheet - All in attendance signed the sign in sheet.

2. Review Overall Project
 - a. Review project limits – The initial scoping of the project identified the southern terminus matching into the proposed 5-lane cross section at Reed Road. The logical terminus on the northern end was set at US14 with the intent of matching into the existing 5-lane cross section which had been recently improved.
 - b. Review Context Sensitive Solution (CSS) process – The CSS process was reviewed. CSS is a process designed to reach consensus of key stakeholders. Consensus was discussed in the meeting as meaning “when a majority of the stakeholders agree on a particular issue, while the dissenting remainder of stakeholders agrees its input has been heard and duly considered and that the process as a whole was fair”. IDOT retains final say over all decisions.
 - c. Identify possible stake holders – The Village indicated that there are three landowners that could be stakeholders. These included the Fox Ridge Farm (east side of I47), the forty acre parcel owner on the west side that included the horse track, and the owner of another parcel near Conley Road. This last parcel is outside of the Village, but within the planning limits so would be included. Another stakeholder could be the Kishwaukee River EcoPartnership. This group is active in Boone and Ogle Counties, but interested in the McHenry County area as well.

3. Review Schedule

- a. Overall timeline – The Phase I portion of the project is anticipated to last 3 years. The project does not have design or construction funding. The Village expressed their desire for the project to move along as quickly as possible.
- b. Initial CSS schedule – IDOT and CTE intend to meet with each of the municipalities and county individually. After the initial meeting group meetings may be arranged to discuss general topics. The first public informational meeting is anticipated for sometime in summer of 2008.

4. Discuss "Community Context Audit Form"

- a. The Community Context Audit Form was reviewed and discussed.
- b. The Village will send the completed form to CTE by the end of May.

5. Review/Collection/Confirmation of Available Relevant Data

- a. Existing Plans – The Village has no existing utilities or facilities along IL 47.
- b. Existing Corridor Studies - The Village is not aware of any existing corridor studies for IL 47.
- c. Existing Cross Road Studies – The Village indicated the only Study they knew of was the extension of Ackman Road.
- d. Proposed Improvements – The Village has no plans for proposed utilities or facilities along IL 47.
- e. Comprehensive Plan - The Village provided CTE with a copy of their current Comprehensive Plan.
- f. Zoning Map: The Village provided CTE with a copy of their current Zoning Map.

6. Other Information

- a. The Village is very pedestrian friendly. They want the project team to bike paths throughout. They indicated it would be beneficial to have bicycle facilities along I47.
- b. Another Study that should be reviewed is by Conservation Design Forum. They conducted the "Room for Growth / Room for Open Space" Report in 2002.

Submitted By:

CTE

Joe Havel

Project Manager

The above represents the writer's understanding of the discussions and a complete and accurate record of the decisions and agreements made. Amendments to this record shall be made in writing to the author.

cc: Attendees
CTE File No.:60039027, 203.1

Meeting Agenda

Project: IL 47 – Reed Road to US 14
Project #: PTB – 142-033
Date/Time: June 11, 2013 1:30 PM
Location: Huntley Village Hall

Purpose: The purpose of the meeting is to review IL 47 Preliminary Geometrics, drainage, and cost sharing between Village of Huntley, and IDOT.

1. Introductions– Those in attendance gave a brief self introduction.
2. Review overall project – Cary Lewis provided a brief history of the project.
3. Review preliminary geometrics– Preliminary Geometrics were sent to the Village prior to the meeting and were discussed at the meeting. The following items were discussed (see attached letter):
 - a. The Village would like right turn lanes at all dedicated roadways along IL 47. The location of right turns will be reviewed.
 - b. The Village would like curb and gutter along IL 47 between Rainsford and Reed Road. Curb and gutter will be added at the edge of pavement.
 - c. The Village would like to include pedestrian signals along the roadway. Warrants for pedestrian signals will be reviewed.
 - d. The Village would like their pedestrian and bicycle accommodations at Ackman Road, Talamore Blvd, Rainsford Drive and Reed Road connected to the IL 47 accommodations. The proposed accommodations will be connected to the existing at Ackman and Talamore. The sidewalk will be extended to Reed Road (same configuration as south of Reed Road). The multi-use path will be connected to the path at Rainsford which is located along a berm east of and parallel to IL 47; it will not be duplicated along IL 47.
 - e. The Village inquired if stop control pedestrian signage would be installed along multi-use paths. Signing plans are developed in Phase II.
 - f. The Village inquired if the Ackman and Talamore Intersections have been designed to accommodate future signals. A note will be added to the plans which states “Future Ackman (or Talamore) extension by others”. And a design note will be added to coordinate with the Villages for possible extension of Ackman/Talamore.
 - g. The Village noted that many field entrances were not show on the plans. The location of field entrances will be checked and added.
 - h. The Village stated an existing 8” to 10” storm sewer / field tile runs from the NW corner of Reed Road at IL 47 to the culvert at station 379+00. The Village will send drawings to document the locations.
 - i. The Village noted that Rainsford has a right and left turn lane. The plans will be updated.
 - j. The Village noted that the Com Ed/communication lines will need to be relocated.
 - k. The right-in right-out at station 379+00 is not shown. Entrance will be added.
 - l. Existing Village street lights in Village ROW will need to be relocated in Ackman and Talamore medians.
 - m. The Village inquired if driveways will be concrete or HMA. Generally they are replaced in-kind. Final decision will be made in Phase II.

4. Review preliminary drainage - The Village stated an existing 8" to 10" storm sewer / field tile runs from the NW corner of Reed Road at IL 47 to the culvert at station 379+00. The Village will send drawings to document the locations

5. Review pedestrian and bicycle accommodations - The Village would like their pedestrian and bicycle accommodations at Ackman Road, Talamore Blvd, Rainsford Drive and Reed Road connected to the IL 47 accommodations. The proposed sidewalk and multi-use path will be connected to the existing at Ackman and Talamore. The sidewalk will be extended to Reed Road. The multi-use path will be connected to the path at Rainsford which is located along a berm east of IL 47.

6. Discuss cost sharing - Cary Lewis stated that as the project nears completion a Letter of Intent will be sent to the Village which will spell out costs the Village would be required to pay as part of the project. The following items were discussed:
 - a. Sidewalk – The Village would be required to pay 20% of cost of sidewalk, if they agree during the Phase I Study. If they do not agree until after the study, a shelf would be constructed but the Village would be required to pay 100% of the cost to pave the sidewalk. The Village indicated they may be interested in the sidewalk, but would need to discuss it with their board.
 - b. Multi-Use Path – The Village would be required to pay 20% of cost of path, if they agree during the Phase I Study. If they do not agree until after the study, a shelf would be constructed but the Village would be required to pay 100% of the cost to pave the path. The Village indicated they may be interested in the path, but would need to discuss it with their board.
 - c. Lighting – The Village would be required to pay 100% of the cost of lighting. The Village indicated they do not have lighting and do not foresee adding it.
 - d. Utility Relocation – The Village would be required to pay 100% of the cost to relocate any utilities they own within the existing state ROW. The Township indicated they do not have any utilities within the existing state ROW.

Sign-In

Preliminary Geometrics Meeting

Project: IL 47 - Reed Road to US 14
 Project #: PTB - 142-033

Date/Time: 6/11/2013 1:30

Location: Huntley Village Hall

Name	Representing	Phone	Email
JOE HAVER	AECOM	312-373-6702	joe.haver@aecom.com
AGAR SHIRANI	IDOT-HYDRAULICS	847-705-4765	AGAR.SHIRANI@ILLINOIS.GOV
Cary Lewis	IDOT-PDES	847-705-4724	Cary.Lewis@illinois.gov
Mayor Suss	VOH	847-515-6200	C.Suss@huntley.il.us
Dawn Johnson	VOH	847-515-5244	djohnson@huntley.il.us
KEITH SCHAEDEL	VOA	847-515-5285	KSCHAEDEL@HUNTLEY.IL.US
LISA ARMOUR	VOH	847-515-5254	larmour@huntley.il.us
Maxwell Mosse	IDOT	847-205-4107	Maxwell.Mosse@IDOT.ILLINOIS.GOV



VILLAGE OF HUNTLEY

4. The Village found areas of proposed pedestrian ways not connected to existing facilities located within an immediate proximity to the ROW. The Village believes pedestrian connectivity for our residents should be maintained following the completion of the project. Existing pedestrian facilities terminate at the existing IDOT ROW at the intersections of Ackman Blvd, Talamore Blvd, Rainsford Drive and south of the project's reconstruction limits. The Village believes the sidewalk and multiuse path should be extended from the pedestrian facilities at Reed Road to the proposed project beginning at station 368+95. If left uninstalled this 600 foot stretch of roadway will be the only section left void of a pedestrian way from Kreutzer Road to IL Rt. 14 upon completion of the project.
5. Are there plans for IDOT to install any pedestrian signage along the multiuse path for stop control at intersections?
6. Have the intersections at Talamore Blvd & Ackman Blvd been adequately designed to accommodate future warranted signalization with minimal disruption to traffic flow?
7. Multiple locations of existing farm field access currently provided due to the existing rural section are not shown on the plans. In most instances access from Rt. 47 is the only viable option for to access these properties and access driveways must be maintained.
8. An existing 8-10" storm sewer/drain tile runs north from the northwest corner of Reed Road and outlets as a 10" clay pipe at approximate station 379+00 LT. This pipe has served as a means of draining the property on the northwest corner of Reed Road and the Village is concerned with how IDOT plans to convey storm water with the likely elimination of this storm sewer/drain tile.
9. The plans show a single turn lane for westbound Rainsford Drive. Current configuration has a dedicated left and dedicated right turn lane.
10. ComEd /communication overhead and underground facilities will require relocation as part of the project.
11. The right in/out at approximately station 367+00 RT is currently not shown as an existing condition. Have these movements been taken into consideration with the overall plan? (Rosati property)
12. The existing Village street lights located within the Village ROW at the intersection of Ackman Blvd & Talamore Blvd will require relocation. Existing street lights are located within the existing landscape medians of Ackman Blvd and Talamore Blvd.
13. Will the residential driveway material be concrete or HMA?

Sincerely,


Lisa Armour

Assistant Village Manager

cc: Dave Johnson, Village Manager
Keith Schaedel, Project Manager
Greg Sanders, Christopher B. Burke Engineering, Ltd.

10987 Main Street • Huntley, Illinois 60142 • 847-515-5200
www.huntley.il.us



VILLAGE OF HUNTLEY

June 11, 2013

Illinois Department of Transportation
Bureau of Programming
201 West Center Court
Schaumburg, IL 60106

Attention: Cary D. Lewis, Associate Consultant Engineer Studies

Subject: Preliminary Geometry, IL Rt. 47 Reed Road to IL Rt. 14

Dear Cary,

The Village of Huntley has reviewed the supplied typical sections and draft plan and profile sheets for the above referenced IDOT project. The below comments reflect our initial review of the supplied information. The comments below have been generated with the information made available via your email dated 3/19/13. The Village looks forward to providing additional comments once provided with plans further detailing the specifics of the design.

Village reviewed the plans to the extent of which the proposed improvements conjoin the Village planning limits from the projects beginning at station 360+00 to station 466+00.

1. The current dedicated right turn lane for northbound IL Rt. 47 traffic at Rainsford Drive is being eliminated. Northbound traffic on IL Rt. 47 has always maintained a dedicated right turn lane onto Rainsford Drive since its original construction. Rainsford Drive serves as the only western access to the substantial residential subdivision immediately east of the proposed improvements. The Village believes maintaining a dedicated northbound right turn lane at this location and at all dedicated public streets for a major arterial roadway like IL Rt. 47 is essential to provide safe travel for the motoring public.
2. The plan and profile sheets indicate the absence of curb and gutter off of the paved shoulder on both the east and west sides of Rt 47 from Reed Road to Rainsford Drive. If left uninstalled this 1100 foot stretch of roadway will be the only section without C&G from south of the Rt. 47/I-90 interchange to Rt. 14 following the completion of these improvements. In order to maintain the continuity of the corridor, to ensure positive pavement drainage and provide separation from adjacent multiuse path/sidewalks the Village believes the B-6.24 C&G should be installed from the northern radii at Reed Road.
3. The Village is concerned with the lack of an east-west pedestrian crossing at any point to allow for pedestrians to access either the multiuse path from the western side of Rt. 47 or the sidewalk from the eastern side of Rt. 47. Understanding that pedestrian crossings are best and most easily served at signalized intersections, given the distance in-between proposed signals, the Village would like to discuss potential locations for pedestrian signals.

Meeting Minutes

Project: IL 47 – Reed Road to US 14
Project #: PTB – 142-033
Date/Time: May 14, 2013 10:00 AM
Location : Woodstock City Hall

Purpose: The purpose of the meeting is to review IL 47 Preliminary Geometrics, drainage, and cost sharing between Woodstock and IDOT.

1. Introductions - Those in attendance gave a brief self introduction.
2. Review overall project – Cary Lewis provided a brief history of the project.
3. Review preliminary geometrics – Preliminary Geometrics were sent to the City prior to the meeting and were discussed at the meeting. The City stated they only had one concern with the proposed geometrics. The City did not want to realign Cobblestone to line up with Dieckman. The City is in negotiations with the Harley Davidson business owner about redeveloping the former Kmart/Sears property on the NE corner of Cobblestone and IL 47. Their tentative plans would call for remodeling the Kmart/Sears property and building a storage/repair facility on the south side of Cobblestone. A discussion on providing access to Cobblestone and Dieckman was held. If Cobblestone is not realigned a left turn would be allowed at either Cobblestone or Dieckman, but not both due to IL 47 being a Strategic Regional Arterial (SRA). Additional discussion was held on the need to realign Cobblestone for drainage reasons (see discussion below). The City stated they would be meeting with Harley Davidson on May 15, 2013 to discuss their plans for redevelopment. Note: The City confirmed after the meeting with Harley Davidson, Harley Davidson would not be purchasing the property south of Cobblestone.
4. Review preliminary drainage – Ed Yousif provided an overview of the proposed drainage utilizing the Proposed Drainage Plans which were sent to the City prior to the meeting. Ed described that both stormwater detention and compensatory flood plain storage are being provided on the property south of realigned Cobblestone. Cobblestone must be relocated to provide enough area for both detention and compensatory storage. The City inquired about providing relief for flooding in the property north of Dieckman and west of IL 47. Ed stated that currently IL 47 drains to the property, but under proposed conditions IL 47 will drain by storm sewer to the detention south of Cobblestone. Ed Yousif also mentioned that area has experienced flooding problems in the past, and IDOT's approach was to redirect runoff to the Kishwaukee River instead of outletting into properties regarded as sensitive, such as under existing conditions.
5. Review pedestrian and bicycle accommodations – Cary Lewis stated that this project is being developed under the Complete Streets Law. Therefore, a 10 foot multi-use path will be provided on the east side of IL 47 and a 5 foot sidewalk will be provided on the west side of IL 47.
6. Discuss cost sharing – Cary Lewis stated that as the project nears completion a Letter of Intent will be sent to the City which will spell out costs the City would be required to pay as part of the project. The following items were discussed:

- a. Sidewalk – The City would be required to pay 20% of cost of sidewalk, if they agree during the Phase I Study. If they do not agree until after the study, a shelf would be constructed but the City would be required to pay 100% of the cost to pave the sidewalk. The City indicated they may be interested in the sidewalk, but would need to discuss it with their board.
- b. Multi-Use Path – The City would be required to pay 20% of cost of path, if they agree during the Phase I Study. If they do not agree until after the study, a shelf would be constructed but the City would be required to pay 100% of the cost to pave the path. The City indicated they may be interested in the path, but would need to discuss it with their board.
- c. Lighting – The City would be required to pay 100% of the cost of lighting. The City indicated they do not have lighting and do not foresee adding it.
- d. Utility Relocation – The City would be required to relocate any utilities they own within the existing state ROW.
- e. Enhanced Landscaping – The City would be required to pay 100% of the cost for enhanced landscaping.

Sign-In

Preliminary Geometrics Meeting

Project: IL 47 – Reed Road to US 14
 Project #: PTB – 142-033
 Date/Time: 5/14/2013 10:00AM
 Location: Woodstock City Hall

Name	Representing	Phone	Email
Joe Havel	AECOM	312-373-6702	joe.havel@aecom.com
Marty Moese	IDOT	847-705-4107	Marty.Moese@Illinois.gov
Alan Wilson	City of Woodstock	815-338-6118	awilson@woodstockil.gov
Cary D. Lewis	IDOT - P&ES	847-705-4724	cary.lewis@illinois.gov
Jeff Van Landuyt	City of Woodstock	815-338-6118	jvanlanduyt@woodstockil.gov
Roscoe Stelford	City of Woodstock	815-338-4301	rstelford@woodstockil.gov
Edward Yousif	AECOM	312-373-6786	edward.yousif@aecom.com
AGAR SHIRANI	IDOT	847-705-4765	AGAR.SHIRANI@ILLINOIS.GOV

Meeting Minutes

Project: IL 47 – Reed Road to US 14
Project #: PTB – 142-033
Date/Time: May 14, 2013 1:30 PM
Location: Lakewood Village Hall

Purpose: The purpose of the meeting is to review IL 47 Preliminary Geometrics, drainage, and cost sharing between Lakewood and IDOT.

1. Introductions – Those in attendance gave a brief self introduction.
2. Review overall project – Cary Lewis provided a brief history of the project.
3. Review preliminary geometrics – Preliminary Geometrics were sent to the Village prior to the meeting and were discussed at the meeting. The Village would like to realign Pleasant Valley Road to align with IL 176 (East Leg). The Village currently owns the parcel of land south of Pleasant Valley Road and west of IL 47 and could readily provide the ROW for the realignment. The Village provided a copy of a letter from IDOT Permits and will mail a copy of the proposed development plans. Discussion was held that the Village would be responsible to pay for the cost of the relocated Pleasant Valley Road. Since the relocation has not been finalized a note will be added to the plans stating “Future Realignment of Pleasant Valley Road By Others” and a commitment will be added to the report “Coordinate with Village of Lakewood regarding realignment of Pleasant Valley Road.”
4. Review preliminary drainage – Ed Yousif provided an overview of the proposed drainage utilizing the Proposed Drainage Plans. He stated that the IL Route 47 outside lanes and shoulder will be drained via catch basins that outlet into roadside ditches, while the inside lanes and shoulders will be drained via grassed median. The Village suggested using the Hamilton property for compensatory storage purposes, but AECOM stated that this area is located within a designated wetland and is not adjacent to an existing floodplain.
5. Review pedestrian and bicycle accommodations – Cary Lewis stated that this project is being developed under the Complete Streets Law. Therefore, a 10 foot multi-use path will be provided on the East side of IL 47 and a 5 foot sidewalk will be provided on the west side of IL 47.
6. Discuss cost sharing – Cary Lewis stated that as the project nears completion a Letter of Intent will be sent to the Village which will spell out costs the Village would be required to pay as part of the project. The following items were discussed:
 - a. Sidewalk – The Village would be required to pay 20% of cost of sidewalk, if they agree during the Phase I Study. If they do not agree until after the study, a shelf would be constructed but the Village would be required to pay 100% of the cost to pave the sidewalk. The Village indicated they may be interested in the sidewalk, but would need to discuss it with their board.
 - b. Multi-Use Path – The Village would be required to pay 20% of cost of path, if they agree during the Phase I Study. If they do not agree until after the study, a shelf would be constructed but the Village would be required to pay 100% of the cost to pave the path. The Village indicated they may be interested in the path, but would need to discuss it with their board.

- c. Lighting – The Village would be required to pay 100% of the cost of lighting. The Village indicated they do not have lighting and do not foresee adding it.
- d. Utility Relocation – The Village would be required to pay 100% of the cost to relocate any utilities they own within the existing state ROW. The Village indicated they do not have any utilities within the existing state ROW.
- e. Re-aligned Pleasant Valley Road – The Village would be required to pay for 100% of the cost to relocate Pleasant Valley Road.
- f. Enhanced Landscaping – The Village would be required to pay 100% of the cost for enhanced landscaping.

Sign-In

Preliminary Geometrics Meeting

Project: IL 47 – Reed Road to US 14
 Project #: PTB – 142-033
 Date/Time: May 14, 2013 1:30
 Location: LAKWOOD VILLAGE HALL

Name	Representing	Phone	Email
Joe Havel	AECOM	312-373-6702	joe.havel@aecom.com
Marty Marse	IDOT	847-705-4107	Marty.Marse@Illinois.gov
Paul Ruscko	V. of LAKEWOOD	815-459-3025	pruscko@village.lakewood.il.us
Edward Yousif	AECOM	312-373-6786	edward.yousif@aecom.com
Cary D. Lewis	IDOT & P&ES	847-705-4724	cary.lewis@illinois.gov
AGAR SHIRANI	IDOT	847-705-4765	AGAR.SHIRANI@ILLINOIS.GOV
Jason Fluhr	Baxter & Woodman	815-459-1260	jfluhr jfluhr@baxterwoodman.com
Catherine Peterson	Village of Lakewood	(315) 459-3025	peterson@village.lakewood.il.us

Meeting Minutes

Project: IL 47 – Reed Road to US 14
Project #: PTB – 142-033
Date/Time: May 13, 2013 1:30 PM
Location : Lake In The Hills Village Hall

Purpose: The purpose of the meeting is to review IL 47 Preliminary Geometrics, drainage, and cost sharing between Lake in the Hills and IDOT.

1. Introductions– Those in attendance gave a brief self introduction.
2. Review overall project – Cary Lewis provided a brief history of the project.
3. Review preliminary geometrics – Preliminary Geometrics were sent to the Village prior to the meeting and were discussed at the meeting. The Village is in process of extending Ackman Road east of IL 47. The project has funding but a Phase I Study has not started yet. A discussion was held about including provisions for the extension in the plans. Since a Phase I Study has not been started a note will be added to the plans stating “Future Ackman Road Extension By Others” and a commitment will be added to the report “Coordinate with Village of Lake In The Hills for Ackman Road extension.” The Village requested that ROW be reviewed at 2 locations to determine if it could be reduce. The locations are station 426+00 to 440+00 and station 466+00 to 474+00.
4. Review preliminary drainage – Ed Yousif provided an overview of the proposed drainage utilizing the Proposed Drainage Plans. He stated that the IL Route 47 outside lanes and shoulder will be drained via catch basins that outlet into roadside ditches, while the inside lanes and shoulders will be drained via grassed median.
5. Review pedestrian and bicycle accommodations – Cary Lewis stated that this project is being developed under the Complete Streets Law. Therefore, a 10 foot multi-use path will be provided on the east side of IL 47 and a 5 foot sidewalk will be provided on the west side of IL 47.
6. Discuss cost sharing – Cary Lewis stated that as the project nears completion a Letter of Intent will be sent to the Village which will spell out costs the Village would be required to pay as part of the project. The following items were discussed:
 - a. Sidewalk – The Village would be required to pay 20% of cost of sidewalk, if they agree during the Phase I Study. If they do not agree until after the study, a shelf would be constructed but the Village would be required to pay 100% of the cost to pave the sidewalk. The Village indicated they may be interested in the sidewalk, but would need to discuss it with their board.
 - b. Multi-Use Path – The Village would be required to pay 20% of cost of path, if they agree during the Phase I Study. If they do not agree until after the study, a shelf would be constructed but the Village would be required to pay 100% of the cost to pave the path. The Village indicated they may be interested in the path, but would need to discuss it with their board.
 - c. Lighting – The Village would be required to pay 100% of the cost of lighting. The Village indicated they do not have lighting and do not foresee adding it.

- d. Utility Relocation – The Village would be required to pay 100% of the cost to relocate any utilities they own within the existing state ROW. The Village indicated they do not have any utilities within the existing state ROW.
- e. Enhanced Landscaping – The Village would be required to pay 100% of the cost for enhanced landscaping.

Sign-In

Preliminary Geometrics Meeting

Project: IL 47 – Reed Road to US 14
 Project #: PTB – 142-033
 Date/Time: 5/13/2013 1:30
 Location: LAKE IN THE HILLS VILLAGE HALL

Name	Representing	Phone	Email
JOE HAVEL	AECOM	312-373-6702	joe.havel@aecom.com
TED HAMILTON	HRGreen	815-385-1778	thamilton@hrgreen.com
Maxwell M. Moore	IDOT	847-265-4107	Maxwell.Moore@illinois.gov
Cary D. Lewis	IDOT - P&ES	847-705-4724	cary.lewis@illinois.gov
Edward Yousif	AECOM	312-373-6786	edward.yousif@aecom.com
Dan Olson	Village of LITH	847-960-7441	dolson@lith.org
AGAR SHIRANI	IDOT	847-705-4765	AGAR.SHIRANI@ILLINOIS.GOV
DAVE VAN CAMP	HR Green (Village Eng.)	815-385-1778	dvancamp@hrgreen.com
Fred Mullard	LITH RW	847 960 7500	fmullard@lith.org

Meeting Minutes

Project: IL 47 – Reed Road to US 14
Project #: PTB – 142-033
Date/Time: May 17, 2013 9:30 AM
Location: Dorr Township

Purpose: The purpose of the meeting is to review IL 47 Preliminary Geometrics, drainage, and cost sharing between Dorr Township and IDOT.

1. Introductions – Those in attendance gave a brief self introduction.
2. Review overall project – Cary Lewis provided a brief history of the project.
3. Review preliminary geometrics – Preliminary Geometrics were sent to the Township prior to the meeting and were discussed at the meeting. The township stated they only had 1 roadway, Hercules Road, under their jurisdiction within the project limits. The Township stated that Novena Parkway was a private gravel roadway. Pleasant Valley Road and Swanson Road were previously under their jurisdiction, but have recently been transferred to the Village of Lakewood. The Township had no other comments regarding the Geometrics.
4. Review preliminary drainage – Ed Yousif provided an overview of the proposed drainage utilizing the Proposed Drainage Plans. The Township stated that there are dual 60” culverts located under Swanson Road just west of IL 47. They were concerned these culverts would be undersized after the improvements to IL 47. Ed Yousif explained that detention would be provided for the difference in run-off between the existing and proposed impervious conditions within the IL Route 47 right-of-way. However, the box culvert under IL 47 would be enlarged from its present 6’ x 6’ size to 8’ x 7’. Rick Wojcik stated it is IDOT’s policy to not restrict waterways crossing IDOT right-of-way. The Township also stated the Hercules Road experienced flooding in April, 2013 during the very heavy rainfall.
5. Review pedestrian and bicycle accommodations – Cary Lewis stated that this project is being developed under the Complete Streets Law. Therefore, a 10 foot multi-use path will be provided on the East side of IL 47 and a 5 foot sidewalk will be provided on the west side of IL 47.
6. Discuss cost sharing – Cary Lewis stated that as the project nears completion a Letter of Intent will be sent to the Township which will spell out costs the Township would be required to pay as part of the project. The following items were discussed:
 - a. Sidewalk – The Township would be required to pay 20% of cost of sidewalk, if they agree during the Phase I Study. If they do not agree until after the study, a shelf would be constructed but the Township would be required to pay 100% of the cost to pave the sidewalk. The Township indicated they may be interested in the sidewalk, but would need to discuss it with their board.
 - b. Multi-Use Path – The Township would be required to pay 20% of cost of path, if they agree during the Phase I Study. If they do not agree until after the study, a shelf would be constructed but the Township would be required to pay 100% of the cost to pave the path. The Township indicated they may be interested in the path, but would need to discuss it with their board.

- c. Lighting – The Township would be required to pay 100% of the cost of lighting. The Township indicated they do not have lighting and do not foresee adding it.
- d. Utility Relocation – The Township would be required to pay 100% of the cost to relocate any utilities they own within the existing state ROW. The Township indicated they do not have any utilities within the existing state ROW.

Sign-In

Preliminary Geometrics Meeting

Project: IL 47 – Reed Road to US 14
 Project #: PTB – 142-033
 Date/Time: 5/17/2013 9:30AM
 Location: DORR TOWNSHIP

Name	Representing	Phone	Email
Joe. Havel	AECOM	312-373-6702	joe.havel@aecom.com
Edward Yousif	AECOM	312-373-6786	edward.yousif@aecom.com
ROBERT E. PIERCE	DORR TOWNSHIP	815-338-0125	SUPERVISOR@DORRTOWNSHIP.COM
Tom THURMAN	DORR Township	815-338-1060	dorrone@sbcglobal.net
Cary Lewis	IDOT - P&ES	847-705-4724	cary.lewis@illinois.gov
Rick Wojcik	IDOT - Hydraulics Section	847-705-4105	Rick.Wojcik@illinois.gov
AGAR SHIRANI	IDOT - HYDRAULICS	847-705-4765	AGAR.SHIRANI@ILLINOIS.GOV



Illinois Department of Transportation

Office of the Secretary
2300 South Dirksen Parkway / Springfield, Illinois / 62764
Telephone 217/782-5597

August 5, 2014

Honorable Erin Smith
Village President
2500 Lake Avenue
Lakewood, Illinois 60014

Dear Village President Smith:

Thank you for your recent letter regarding the village of Lakewood's planned intersection improvement at Illinois 47/Illinois 176 and Pleasant Valley Road.

As you know, in summer 2013, the Illinois Department of Transportation (IDOT) committed to initiate Phase I Engineering for this location. At the time of this commitment, IDOT was uncertain whether we would simply add this intersection to our ongoing Illinois 47 Phase I study from Reed Road to US 14, or whether we would pursue this work as a separate study. It was later determined that we would initiate a separate Phase I Engineering study for this location, and that study continues, with Design Approval anticipated later this fall.

In your recent letter, you have requested that IDOT include funding for Phase II of this intersection project within the department's FY 2015 annual program. You have indicated that Phase II of the project would include engineering for contract plans, land acquisition and other work, at an estimated cost of \$200,000.

We at IDOT recognize the benefit of the realignment of this intersection and will therefore include the relocation cost in the state contract for this section of Illinois 47. The annual element of IDOT's FY 2015-2020 Proposed Multi-Modal Transportation Improvement Program (MYP) already includes \$1,750,000 for Phase II Engineering for contract plans for Illinois 47 from Reed Road to US 14, and we have a consultant on board so that Phase II Engineering for contract plans can be initiated as soon as Design Approval is received later this year. However, please understand that the MYP does not currently include any funding for either land acquisition, or construction of this project. Funding for the remaining aspects of this project has not yet been identified.

Thank you for your interest in the Illinois transportation system. If you have any questions or need additional assistance, please contact Mr. John Fortmann, Deputy Director of Highways, Region One Engineer, located at 201 West Center Court, Schaumburg, Illinois 60196, by telephone at (847) 705-4110.

Sincerely,

A handwritten signature in black ink, appearing to read 'Erica J. Borggren'.

Erica J. Borggren
Acting Secretary

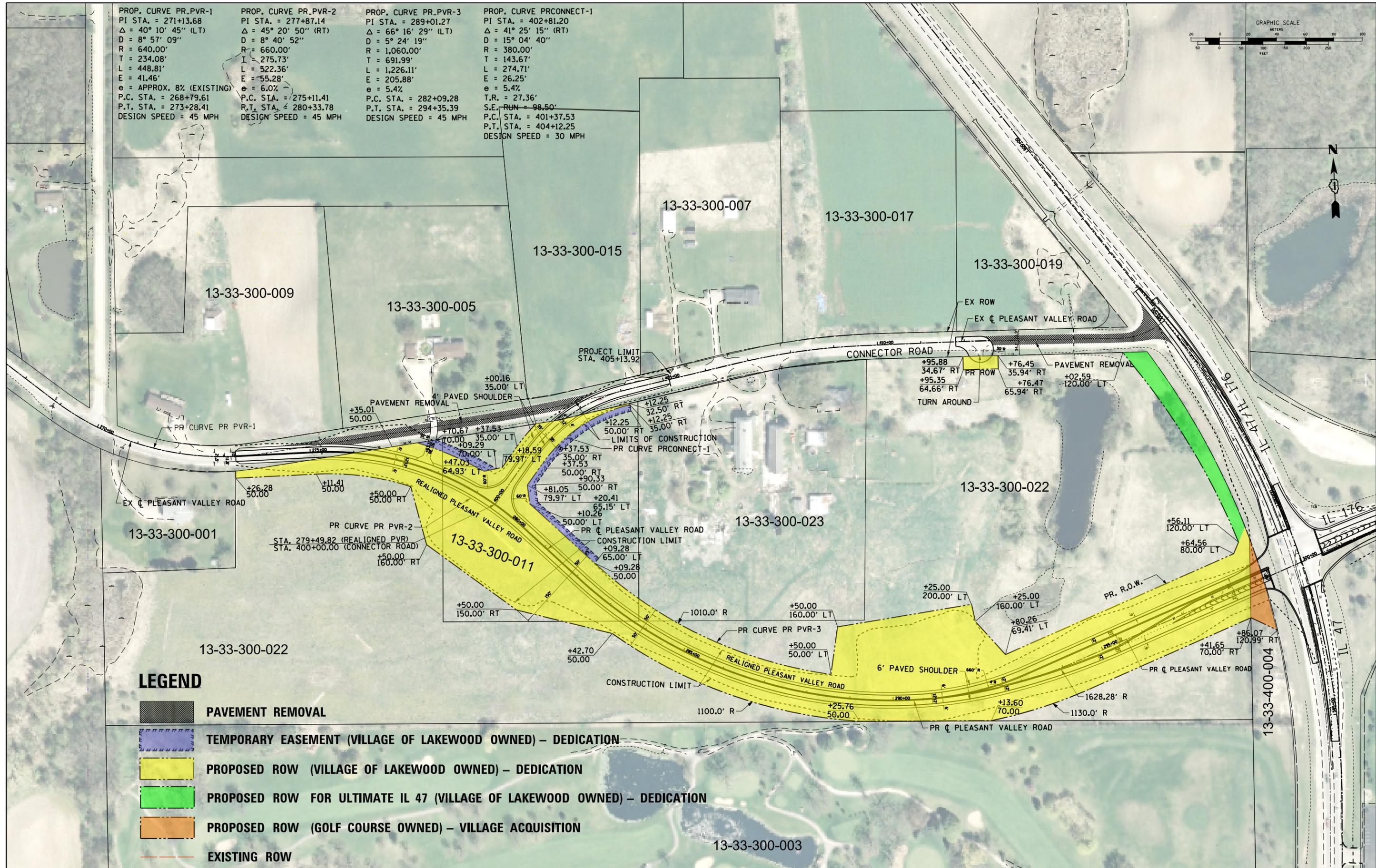
cc: Honorable Jack Franks
Honorable Pamela Althoff
Mr. Sean O'Shea

PROP. CURVE PR_PVR-1
 PI STA. = 271+13.68
 $\Delta = 40^\circ 10' 45''$ (LT)
 $D = 8^\circ 57' 09''$
 $R = 640.00'$
 $T = 234.08'$
 $L = 448.81'$
 $E = 41.46'$
 $e = \text{APPROX. } 8\%$ (EXISTING)
 P.C. STA. = 268+79.61
 P.T. STA. = 273+28.41
 DESIGN SPEED = 45 MPH

PROP. CURVE PR_PVR-2
 PI STA. = 277+87.14
 $\Delta = 45^\circ 20' 50''$ (RT)
 $D = 8^\circ 40' 52''$
 $R = 660.00'$
 $I = 275.73'$
 $L = 522.36'$
 $E = 55.28'$
 $e = 6.0\%$
 P.C. STA. = 275+11.41
 R.T. STA. = 280+33.78
 DESIGN SPEED = 45 MPH

PROP. CURVE PR_PVR-3
 PI STA. = 289+01.27
 $\Delta = 66^\circ 16' 29''$ (LT)
 $D = 5^\circ 24' 19''$
 $R = 1,060.00'$
 $T = 691.99'$
 $L = 1,226.11'$
 $E = 205.88'$
 $e = 5.4\%$
 P.C. STA. = 282+09.28
 P.T. STA. = 294+35.39
 DESIGN SPEED = 45 MPH

PROP. CURVE PRCONNECT-1
 PI STA. = 402+81.20
 $\Delta = 41^\circ 25' 15''$ (RT)
 $D = 15^\circ 04' 40''$
 $R = 380.00'$
 $T = 143.67'$
 $L = 274.71'$
 $E = 26.25'$
 $e = 5.4\%$
 $T.R. = 27.36'$
 $S.E. \text{ RUN} = 98.50'$
 P.C. STA. = 401+37.53
 P.T. STA. = 404+12.25
 DESIGN SPEED = 30 MPH



LEGEND

- PAVEMENT REMOVAL
- TEMPORARY EASEMENT (VILLAGE OF LAKEWOOD OWNED) – DEDICATION
- PROPOSED ROW (VILLAGE OF LAKEWOOD OWNED) – DEDICATION
- PROPOSED ROW FOR ULTIMATE IL 47 (VILLAGE OF LAKEWOOD OWNED) – DEDICATION
- PROPOSED ROW (GOLF COURSE OWNED) – VILLAGE ACQUISITION
- EXISTING ROW

FILE NAME =	USER NAME = morman	DESIGNED - SEP	REVISED -
N:\dot\100356.00021\CADD_Sheets\DP103314_PO_ROW.dgn		DRAWN - SEP	REVISED -
Default		CHECKED - ETA	REVISED -
	PLOT DATE = 12/4/2015	DATE - 08/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLEASANT VALLEY ROAD
PROPOSED ROW AND EASEMENTS

SCALE: 1" = 200' SHEET 1 OF 1 SHEETS STA. 270+00 TO STA. 300+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		MCHENRY	1	1
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

**APPENDIX B-4
AGENCY COORDINATION**

City of WOODSTOCK

Department of Public Works
John W. Isbell, P.E. Director
326 Washington Street
Woodstock, Illinois 60098

MMN/Perh
07-589
1/17/8

phone 815.338.6118
fax 815.334.2263
jisbell@woodstockil.gov
www.woodstockil.gov

December 17, 2007

Mr. Joe Havel
CTE
303 East Wacker Drive, Suite 600
Chicago, IL 60601-5276

BUREAU OF PROGRAMM.
RECEIVED
DEC 20 2007
DISTRICT #1

Re: **Illinois Route 47 – Reed Road to US Route 14**

Dear Mr. Havel:

Attached is the City's of Woodstock's response for the Community Context Audit Form as requested. There are two additional comments that are provided by the City of Woodstock to convey the local interest and priorities for this project.

First, and foremost, is the City's insistence that any planning effort being completed by IDOT to improve the flow of traffic and reduce traffic congestion on Illinois Route 47 in McHenry County include the widening and reconstruction of Illinois Route 47 at the railroad overpass in Woodstock. The existing railroad overpass located over Illinois Route 47 between McConnell Road and Lake Avenue in Woodstock creates a two lane restriction to traffic flow. The City understands and supports the goals and objectives to create a Phase I design study report for that portion of Illinois Route 47 south of US Route 14, and we agree that those future improvements would be beneficial. However, the railroad overpass would remain as a severe restriction to traffic north of US Route 14 that must also be addressed. Therefore, the City is requesting that the study now being performed for IDOT also include the widening and reconstruction of Illinois Route 47 between McConnell Road and Lake Avenue which would have to include the reconstruction of the Union Pacific bridge.

Second, the City of Woodstock is looking to the Illinois Route 47 corridor south of US Route 14 as an important economic development area for our community. There are already two major



NATIONAL TRUST
for HISTORIC PRESERVATION

DOZEN DISTINCTIVE
DESTINATIONS 2007

*Woodstock is proud to have been recognized as a 2007 Distinctive Destination
by the National Trust for Historic Preservation*

Mr. Joe Havel
December 17, 2007
Page Two

commercial development projects proposed for the west side of Illinois Route 47 extending to the south of Lucas Road. The City considers economic development, and the proper planning of this portion of the Illinois Route 47 highway to support economic development, as an important local objective, and we look forward to working with your firm and IDOT to achieve that benefit to the local and state economy.

Sincerely,



John W. Isbell
Director of Public Works

c: Tim Clifton
Cary Lewis, IDOT



NATIONAL TRUST
for HISTORIC PRESERVATION®

DOZEN DISTINCTIVE
DESTINATIONS 2007

*Woodstock is proud to have been recognized as a 2007 Distinctive Destination
by the National Trust for Historic Preservation*



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

February 19, 2008

Mr. John W. Isbell
Director of Public Works
City of Woodstock
326 Washington Street
Woodstock, IL 60098

Dear Mr. Isbell:

This is in response to your letter dated December 17, 2007. As you are aware, the Illinois Department of Transportation (Department) recently initiated preliminary engineering and environmental studies for the improvement of Illinois Route 47 from Reed Road to U.S. Route 14. This project is not included for construction in the Department's Fiscal Year 2008 to 2013 Proposed Highway Improvement Program. However, it will be considered for inclusion in future programs, as funding becomes available.

The Department is aware of the City of Woodstock's concern to improve traffic flow through the City of Woodstock via Illinois Route 47 and that the narrow opening at the existing bridge carrying the railroad over Illinois Route 47 between McConnell Road and Lake Avenue creates a traffic bottleneck. The Department is continuing to develop the Illinois Route 47 project purpose and need as well as project limits or "termini." Given this bridge is approximately 3,700' north of U.S. Route 14 and beyond the influence of any improvements that may be done at the Illinois Route 47 intersection, it appears that this railroad viaduct would not likely meet "logical termini" requirements.

Illinois Route 47 has many complex safety, traffic and operational issues north of U. S. Route 14. Thus, the Department has included funding for a separate Phase I engineering and environmental study for Illinois Route 47 from U.S. Route 14 to Charles Lane in the Department's Fiscal Year 2008-2013 Proposed Highway Improvement Program. This future Illinois Route 47 study through the City of Woodstock would consider the results of the City's feasibility studies.

Mr. John W. Isbell
February 19, 2008
Page 2

If you have any questions or need additional information, please contact me or Mr. John Baczek, Acting Project and Environmental Studies Section Chief, at (847) 705-4125.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By:
John Fortmann, P. E.
Acting Engineer of Program Development

cc: The Honorable Brian Sager, Mayor

bcc: Diane O'Keefe
John Fortmann
Brian Carlson/Sue Palmer/PD
Cary Lewis
Marty Morse
Matt Rempher, CTE

Prepared By: Marty Morse, Ext. 4107
Bureau of Programming



openlands

conserving nature for life

Suite 1650
25 East Washington Street
Chicago, IL 60602-1708

Tel: 312-863-6250

Fax: 312-863-6251

www.openlands.org

Board of Directors

Jill Allread
President

Carrie C. McNally
Secretary

Steven M. Ricchio
Treasurer

Andrew Otting
Vice President, Community Greening

Jonathan C. Hamill
Vice President, Development

Paul L. Becker
Vice President, Greenways

J. Timothy Ritchie
Vice President, Policy

Nancy W. Sutherland
Immediate Past President

Alan M. Bell
Shaun C. Block
Richard J. Carlson, Ph.D.
Henry T. Chandler, Jr.
George W. Davis
Garrett Handley Dee
Jennifer Diamond
Victoria C. Drake
Maxine Duster
Josephine F. Elting
Lynn B. Evans
Joseph M. Flavin
Hugh D. Frisbie
John M. Haight, III
Scott Jamieson
Daniel Kearney
Iris Krieg
Ellen C. Newcomer
Janis Wellin Notz
Charles Saltzman
Patrick Shaw

Honorary Directors

Anthony T. Dean
Marshall Field, V
George H. Ware, Ph.D.

Gerald W. Adelmann
Executive Director

October 5, 2009

I am not able to attend today's stakeholder meeting on the Rte. 47 Context Sensitive Design planning process. I would like to submit the following short comments and attached exhibits to raise issues which I feel are the subject of this planning process, but which have not yet been focused on. I hope today's meeting will cover these issues, so I'll reserve more detailed comments until later, if needed.

The "context" of Rte. 47 should include:

Maintaining the high quality Kishwaukee River aquatic habitat. Using Iowa darters and slippershell mussels and the associated host fish species of these mussels, currently present, as indicator species to be maintained.

Protection and enhancement of ADID wetlands within the study corridor within to a level reasonably possible.

Locating the mitigation of any necessary wetland impacts only within the study corridor and not in distant mitigation banks.

Provision for stormwater detention for not only the existing Rte. 47 but any expansion of impervious surface to be maintained within the project corridor, either within a median corridor as commonly used in urban Michigan highway designs, or within the edges of the right-of-way.

Provision for designing stormwater detention facilities with increased infiltration standards and the phyto-remediation of pollutants during the growing season, and normal discharge standards of salt laden stormwater during the non-growing season.

Identification of at least four locations for future grade-separated pedestrian/bicycle structures.

Buffering alternatives to the existing neighborhood and golf courses.

Low impact, non-glare highway lighting standards designed to not illuminate beyond the road corridor.

Integration of PACE transit facilities within the corridor and linkage to current and future METRA stations.

Curb-cut minimization.

The attached two exhibits highlight some of the locations where these issues should be considered.

I hope these suggestions are useful. If you have any questions please feel free to contact me at 312-863-6252 or danderson@openlands.org

I'll look forward to attending the next stakeholders meeting.

Sincerely,


Ders Anderson
Greenways Director



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Illinois Route 47 from Reed Road to U.S. Route 14
McHenry County

March 16, 2010

Mr. Daniel Havlir
1110 Lake Cook Road
Buffalo Grove, IL 60098

Dear Mr. Havlir:

We appreciate your attendance at Public Meeting #2 for the Illinois Department of Transportation's (IDOT) proposed improvement of Illinois Route 47 (IL 47) from Reed Road to U.S. Route 14 (US 14) in McHenry County. From the beginning, stakeholder input has been an important aspect of this planning process. Thank you for the comments you submitted at the meeting.

On the basis of stakeholder input at the 1st Public Meeting and three (3) stakeholder workshops, we have developed a purpose and need for the project which is to provide an improved transportation system for IL47 from Reed Road to US 14 to address vehicular and pedestrian traffic safety, enhance traffic mobility, capacity, and efficiency, and facilitate planned economic growth, while minimizing impacts to the environmental resources along the route. We also have been working with stakeholders to begin identifying project elements to be considered in the potential alternatives. There is agreement on providing two lanes in each direction separated by a grassy median, consideration of providing shoulders along the roadway, and potential accommodations for bicyclist and pedestrians. To date, two alternatives have been developed which meet these criteria.

As a next step in the evaluation process, these alternatives will be screened based upon stakeholder input such as yours, initial construction costs, and environmental/social impacts. Your comment concerning access and property impacts will be considered as we develop and refine the preferred alternative. We hope you continue to stay involved in this IL 47 project and encourage you to visit the project website at www.Route47study.com as it provides current project information. The site will be updated regularly throughout the study.



**Kishwaukee
River
Ecosystem
Partnership**

**P.O. Box 352
Woodstock, IL 60098**

BUREAU OF PROGRAMMING
RECEIVED
APR - 1 2010
DISTRICT #1

Marty Morse
Project Manager
Illinois Route 47 Context Sensitive Solution Study
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196

March 29, 2010

Dear Mr. Morse;

The Kishwaukee River Ecosystem Partnership was organized 10 years ago to protect and enhance the Kishwaukee River Watershed and is composed of representatives from state and federal agencies, local governmental bodies, and organizations representing the watershed in Boone, Winnebago, De Kalb, and McHenry counties. The river has long been recognized as one of the biologically richest river systems in the State, and as such, represents a critically important landscape feature for the citizens of Illinois. State agencies especially, have a responsibility to protect these assets as they pursue their various missions. The Partnership was pleased to learn that IDOT was proposing to do just that in its decision to accomplish a "Context Sensitive Solution" in planning the future expansion of Rte. 47 between Reed Road, north of Huntley and Rte. 14 in Woodstock, a 10 mile stretch that traverses the upper watershed of the Kishwaukee River.

The Partnership has been responsible for compiling detailed planning and natural resource map work throughout the watershed, and most recently finished three separate sub-watershed plans under IEPA Sec. 319 guidelines, including the reach of the Upper Kishwaukee River involved in your Rte. 47 planning process. We welcomed the opportunity to participate in the stakeholder planning process initiated by your agency. The Partnership was represented by Ders Anderson of Openlands, one of our board members. In the early stages of the stakeholder process, Mr. Anderson submitted a substantial amount of planning, environmental, and GIS data to the consulting staff of IDOT, to assist your planning efforts. These data document the high quality of the area, but more importantly the potential risks. It is a sensitive habitat that aids in flood control as well as fisheries by protecting the river. We are sensitive to the many competing needs IDOT must address as part of the planning process, and hoped to provide insight to the environmental issues and opportunities that exist in that corridor.

The Partnership has been disappointed with the results. The November 19 Open House Public Meeting showed no recommendations specific to the unique nature of the Kishwaukee River. The only environmental strategies hinted at, are those that are necessary due to normal regulatory requirements and of concern to any road expansion project. It is disappointing to still be raising questions as to when Context Sensitive Solutions will be presented which uniquely deal with the presence of the Kishwaukee River such as hydric/highly permeable soils that are directly related to river quality, its many nearby wetlands, stormwater pollution mitigation strategies, threatened/endangered/uncommon species, floodwater retention, recreational access, species migration, the integration of the bike/ped trail system, lighting standards, river signage and other issues which should be dealt with in this plan.

At the November 19th Open House Public Meeting, the Partnership was advised that there would be at least one more stakeholder meeting at which time more detailed environmental considerations would be presented. We believe more than one additional meeting will be needed to provide a comprehensive and well thought-out set of "Context Sensitive Solutions" which acknowledge and protect the Kishwaukee River. We look forward to hearing from you with more details about the next meeting and working with you to develop a high quality Context Sensitive Solution.

Sincerely,



Donna Prain
Chair
Planning Committee
Kishwaukee River Ecosystem Partnership

cc:

Soren Hall, McHenry County Project Manager, U.S. Army Corps of Engineers
Janice Engle, Field Supervisor, U.S. Fish and Wildlife Service
Norman West, NEPA Review, USEPA
Marc Miller, Illinois Department of Natural Resources



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

April 21, 2010

IDOT Division Of Highways	
District One	Init. *
Region Engineer	
Asst. To The R.E.	
ENG. Proj. Imp.	
Construction	
Local Roads	
Materials	
ENG. Prog. Dev.	
Design	
Land Acq.	
ENG. Oper.	
Maintenance	
Traffic	
Administration	
To:	
To:	
Civil Rights	
EEO	
Qlity. Compliance	
Region 1 Claims	
* I = Information	
A = Action	

BUREAU OF PROGRAMMING		
	Init.	Inf.
Bur. Chief		
Proj. Studies	AS	AP
MORSE	AS	AP
Prog. Dev.		
Hydraulics		
Data Bank		
Public Info.		

Ms. Donna Prain, Chair
Planning Committee
Kishwaukee River Ecosystem Partnership
P.O. Box 352
Woodstock, IL 60098

Dear Ms. Prain:

Thank you for the March 29, 2010 letter regarding the Kishwaukee Watershed protection concerns and potential improvements to IL Road in Huntley to US 14 in Woodstock. The Illinois Department Transportation (Department) is committed to working with local si and agencies to avoid or minimize potential impacts to, and strive when feasible, local natural resources.

L MORSE

The Kishwaukee River Ecosystem Partnership (KREP) has been a stakeholder with the IL 47 Context Sensitive Solution (CSS) efforts since the beginning of the project. We appreciate the time Ders Anderson and others at the KREP have dedicated to the IL 47 project. KREP has been a valuable stakeholder providing important background environmental insight, and bicycle path information.

It is important to keep in mind the Phase I engineering and CSS process take time and we are still early in the overall design stage. Through the three stakeholder workshops and two public meetings to date, the Purpose and Need was developed for the project. This Purpose and Need was recently agreed to in concept by the USEPA, USFWS and USACE through the NEPA/404 Merger process.

Although KREP has provided the IL 47 project team with good baseline information, other resource information is still being gathered. The wetland delineations were recently supplied to the project team as well as fishery survey information. The Biological Resource Review (BRR) from the Department's Central Office and the IDNR is pending. The BRR provides the Department with the current ecological data including rare, threatened or endangered species. This information, coupled with information provided by KREP and other stakeholders will be used to evaluate potential environmental impacts and identify opportunities for enhancement.

All of the build alternatives will very likely fall within the Kishwaukee River Watershed. Therefore, the context of the Kishwaukee River Watershed

Ms. Donna Prain, Chair
April 21, 2010
Page 2

resources will apply to all the alternatives carried forward for further study. Because any roadway improvements would occur to an existing roadway alignment, it is unlikely that potential impacts to any of the local natural resources will differentiate among alternatives.

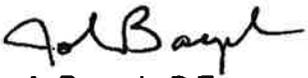
One example of a potential impact that would be evaluated is roadway drainage. KREP had indicated a preference to roadway runoff treatment in order to protect downstream resources. Different runoff treatments will be evaluated on a conceptual level during the current Phase I design process. However, as the project moves into the Phase II design process, the runoff treatment considerations would be more definitive and eventually finalized. As the location and development of the alternatives move forward, a stakeholder group meeting with an environmental emphasis is intended to be held that will engage further dialog with interested parties.

Many parties are part of the stakeholder group including local citizens, various public agencies, developers, and landowners. The Department is working with all of these groups to address and consider their needs. We will utilize the information and material provided by the diverse stakeholder group to assist in furthering the study of improvements to IL 47 and ultimately achieve balance between human resources and needs to the ecological concerns.

We look forward to working with KREP on the IL 47 project. If you have any questions or need additional information, please contact Marty Morse, Interim Project Manager, at 847-705-4107.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By: 
John A. Baczek, P.E.
Project and Environmental Studies Section Chief

Cc: Soren Hall, USACE
Kathy Chernich, USACE
Janice Engle, USFWS
Norman West, USEPA
Marc Miller, IDNR

Ms. Donna Prain, Chair
April 21, 2010
Page 3

Bcc Joe, Havel, AECOM
Cary Lewis, Project Studies

S:\Gen\WP\p&es\CONSULT\Mmm\IL Rt 47 US 14 to Reed Road\4 21 2010 Kishwaukee river Ecosystem
Partnership Reply.docx

CAB. LMM

MM/PA
10.055
3/9/10

THE Gardens

BUREAU OF PROGRAMMING
RECEIVED

FEB 16 2010
DISTRICT #1

2-10-2010
John Baczek
IDOT
201 W. Center Ct.
Schaumburg, IL 60196

Re: RT 176 and Swanson Rd
Woodstock, IL 60098

John,

We are the Land Owners at 5211 Swanson Rd., Woodstock, IL 60098.
The new configuration of Rt 176, Rt 47 and Swanson Rd. directly impacts our business in that it appears you are closing access to Rt 176 from Swanson Rd.
We feel that there is, at least, some configuration that would allow access to Rt. 176 from Swanson Rd.
You must realize that we have an ongoing business that includes a large investment and that we are not simply going to allow this to accrue. We need to have communication with you in regards to what can be done.

Please call my cell 630-816-0779.

Looking forward to discussing this in person with you.

Thank you;
Mike Balleto



OF WOODSTOCK



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Illinois Route 47 (IL 47) from Reed Road to U.S. Route 14
McHenry County

July 6, 2010

Mr. Mike Balleto
The Gardens of Woodstock
5211 Swanson Road
Woodstock, IL 60098

Dear Mr. Balleto,

This is a response to your letter dated February 10, 2010 regarding the proposed improvement of Illinois Route 47 (IL 47) from Reed Road to U.S. Route 14, which includes the Illinois Route 176 (IL 176) intersection with IL 47. The Illinois Department of Transportation (Department) is early in the process of the Phase I study (preliminary engineering and environmental studies) to identify long term needs of IL 47. The purpose of this project is to provide a transportation system improvement that supports regional mobility, social and economic demands, and enhances and improves regional access along IL 47 to accommodate future travel demands within the project corridor and McHenry County, Illinois. This long term project is not funded in the Department's Fiscal Year 2011 to 2016 Proposed Highway Improvement program, however, it will be considered for future inclusion as funding becomes available.

For your information, both north and south intersections of IL 47 at IL 176 fall within the State of Illinois 5% of locations currently exhibiting the most severe safety needs. A review of crashes suggests a lack of capacity and safe turning accommodations which are contributing to these crashes. Swanson Road is approximately 260-feet (along IL 176) west of the north intersection and is too close in order to provide for safe left turn movements onto Swanson from IL 176. Therefore, an initial concept we developed was to cul-de-sac Swanson Road. Access to Swanson Road could occur from IL 176 via Dean Street or from IL 47 via Pleasant Valley Road. Given your access concerns, IDOT along with Dorr Township and the Village of Lakewood has evaluated options that would be compatible with the short and long term needs of the area.

In the short term, IDOT is proposing to maintain Swanson Road access to IL 176 at its current location with right in/right out access. (See attached exhibits for further information.) Some minor revisions to Swanson Road would be needed to provide this altered access. A long term option for full access can be provided by moving Swanson Road west of the Com Ed towers. This access would need to be pursued by others such as the township, local municipalities or development.

Mr. Mike Balleto
July 6, 2010
Page Two

Please review the attached exhibit of the suggested alternative access of Swanson Road to IL 176 and its impacts. We will be contacting you for a meeting to discuss and to provide input.

If you have any questions or need additional information, please contact Mr. Marnell M. Morse, Interim Project Manager, at (847) 705-4107.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By: 
John A. Baczek, P.E.
Project and Environmental Studies Section Chief

Enclosure

bcc: Joe Havel, AECOM
Cary D. Lewis

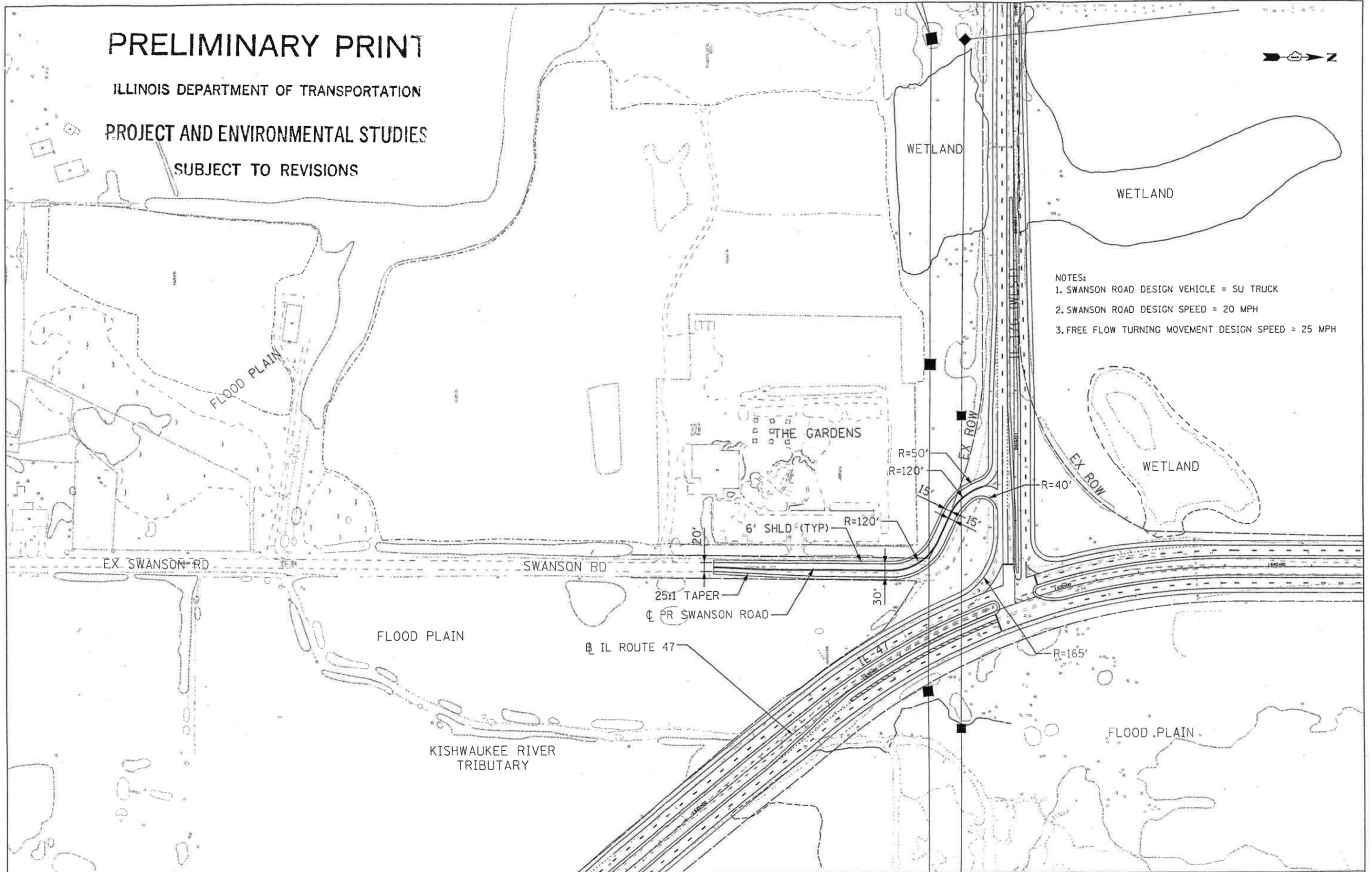
S:\Mgr1\Gen\WP\p&es\CONSULT\CDL\IL 47 - US 14 to Reed\Public Comments & Responses\IL 47
Response Letter to Mike Balleto.docx

PRELIMINARY PRINT

ILLINOIS DEPARTMENT OF TRANSPORTATION

PROJECT AND ENVIRONMENTAL STUDIES

SUBJECT TO REVISIONS



- NOTES:
1. SWANSON ROAD DESIGN VEHICLE = SU TRUCK
 2. SWANSON ROAD DESIGN SPEED = 20 MPH
 3. FREE FLOW TURNING MOVEMENT DESIGN SPEED = 25 MPH

FILE NAME = 39027_d:\file_swanson_of_ternote_6_sheet.dwg	USER NAME = holmann	DESIGNED - NJH	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SWANSON ROAD / IL ROUTE 176 (WEST) OPTION 6 - REDUCED DESIGN SPEED		F.A.S. RTE. 47	SECTION REED ROAD TO US 14	COUNTY MCHENRY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE = 100.000 "/ IN.	CHECKED - ---	REVISOR - ---	DATE - MAY 25, 2010		SCALE: 1"=100'	SHEET NO. 6 OF 6 SHEETS	STA. _____	TO STA. _____	CONTRACT NO. _____			
PLOT DATE = 6/10/2010	DATE - MAY 25, 2010	REVISOR - ---	DATE - MAY 25, 2010		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, CORPS OF ENGINEERS
111 NORTH CANAL STREET
CHICAGO, ILLINOIS 60606-7206

RECEIVED
OCT-7 2010
FHWA

Technical Services Division
Regulatory Branch
LRC-2010-267

September 29, 2010

SUBJECT: NEPA/404 Merger Process Concurrence Point for Purpose & Need for the Illinois Route 47 Reconstruction from Reed Road in Huntley to U.S. Route 14 in Woodstock, McHenry County, Illinois

Matthew Fuller
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

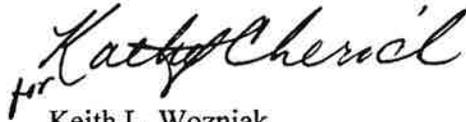
Dear Mr. Fuller:

This letter is in response to your request that the Department of the Army (Corps) review the Illinois Route 47 Reconstruction from Reed Road in Huntley to U.S. Route 14 in Woodstock and provide concurrence with the Purpose and Need (P&N) statement of the project. Various Federal and state agencies are providing a concurrent review of the project under the terms and conditions as set forth in the "Statewide Implementation Agreement National Environmental Policy Act And Clean Water Act Section 404 Concurrent NEPA/404 Processes For Transportation Projects in Illinois".

Following a thorough review of the project documents, the Corps is prepared to make a determination on Purpose and Need for the proposed work. As a result of the additional document titled "Existing & 2030 Project Traffic" that was presented at the September 9, 2010 NEPA/404 Merger Meeting in Springfield, Illinois and subsequently provided to the Corps in a September 13, 2010 email, the Corps will concur that Purpose & Need has been satisfactorily established.

If you have any questions, please contact Mr. Soren Hall of the Regulatory Branch by telephone at (312) 846-5532 or by email at Soren.G.Hall@usace.army.mil.

Sincerely,

A handwritten signature in cursive script that reads "Keith L. Wozniak". The signature is written in black ink and is positioned above the typed name.

Keith L. Wozniak
Chief West Section
Regulatory Branch

Copy Furnished:

United States Fish & Wildlife Service (Rogner)
United States Environmental Protection Agency (Pierard)
Illinois Environmental Protection Agency (Yurdin)
Illinois Department of Natural Resources (Schanzle)



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, CORPS OF ENGINEERS
111 NORTH CANAL STREET
CHICAGO, ILLINOIS 60606-7206

RECEIVED
OCT 22 2010
ILLINOIS
DIVISION

October 6, 2010

Technical Services Division
Regulatory Branch
LRC-2010-00267

SUBJECT: NEPA/404 Merger Process Response to the Request for Concurrence for Alternatives to be Carried Forward for Illinois Route 47 Reconstruction from Reed Road in Huntley to U.S. 14 in Woodstock, McHenry County, Illinois

Matthew Fuller
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Mr. Fuller:

This letter is in response to your request that the Department of the Army (Corps) review the Illinois Route 47 project and provide concurrence with the Alternatives to be Carried Forward for the project. Various Federal and state agencies are providing a concurrent review of the project under the terms and conditions as set forth in the "Statewide Implementation Agreement National Environmental Policy Act And Clean Water Act Section 404 Concurrent NEPA/404 Processes For Transportation Projects in Illinois".

Following a thorough review of the project documents, this office has determined that it **cannot concur** with the Alternatives to be Carried Forward for the proposed project due to the following:

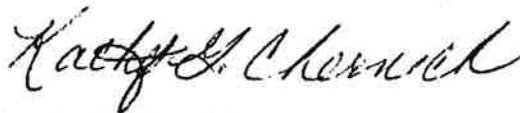
- a. The range of alternatives presented does not encompass all available alternatives for the project. The Purpose and Need document identified that the signalized split-intersection of Illinois Route 47 and Illinois Route 176 is listed in the 2007 *Selected Arterial 5% Segments* due to the high number of collisions in that area. Despite this fact, this area is not directly targeted for improvement. The proposed improvement realigns Pleasant Valley Road, which is located in this area, but it does not indicate how this will affect safety for this segment. Additionally, a proposed project located to the west of the intersection of IL Route 47 and the southern segment of IL Route 176 that is currently being independently reviewed by this office includes a proposal to re-align Pleasant Valley Road so that it intersects with IL Route 176 at IL Route 47 to create a four-way intersection. This is a viable alternative that was not provided in the alternatives analysis and should be included for consideration. Additional alternatives for this area need to be considered as well. First, re-alignments of IL Route 176 in relationship to IL Route 47 should be considered to create a four-way intersection rather than a split intersection.

Second, utilization of the Dean Street corridor should also be considered as an alternative to IL Route 47;

- b. The alternatives analysis methodology for eliminating alternatives was not provided. A comprehensive examination of all practicable alternatives needs to be included with rational for accepting or rejecting the alternatives;
- c. The provided alternatives don't appear to completely address the Purpose and Need for the project. The purposes listed were to: address vehicular and pedestrian safety, enhance traffic mobility and efficiency, and facilitate planned economic growth. Each alternative provided needs to clearly indicate how it addresses the project purposes;
- d. There are some concerns with logical termini as provided for the project. It was stated that the proposed work would connect 4-lane roadways at each end. However, the 4-lane roadway only continues north of U.S. Route 14 for a few hundred feet, at which point it is reduced to two lanes. Also, the section of IL Route 47 between U.S. Route 14 and Charles Road is currently being presented as part of the NEPA/404 Merger process. Data was provided for this project that points toward the need for improvements immediately north of the northern terminus for this project. For example, current LOS data for the U.S. Route 14 intersection and the next intersection to the north, Lake Avenue, identify a LOS of D. This would indicate that the logical terminus could be extended further north to encompass additional traffic concerns along the corridor. A more comprehensive view of the entire IL Route 47 corridor would allow for additional alternatives to be considered.

If you have any questions, please contact Mr. Soren Hall of the Regulatory Branch by telephone at (312) 846-5531 or by email at Soren.G.Hall@usace.army.mil.

Sincerely,



Kathy G. Chernich
Chief East Section
Regulatory Branch

Copy Furnished:

U.S. Environmental Protection Agency (Norm West)
U.S. Fish and Wildlife Service (Shawn Cirton)



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Illinois Route 47 (IL 47) from Reed Road to U.S. Route 14
McHenry County

November 11, 2010

Ms. Kathy Chernich
Chief East Section, Regulatory Branch
Department of the Army
Chicago District, Corps of Engineers
111 North Canal Street
Chicago, IL 60606-7206

Attention: Technical Services Division
Regulatory Branch
LRC-201-00267

Dear Ms. Chernich,

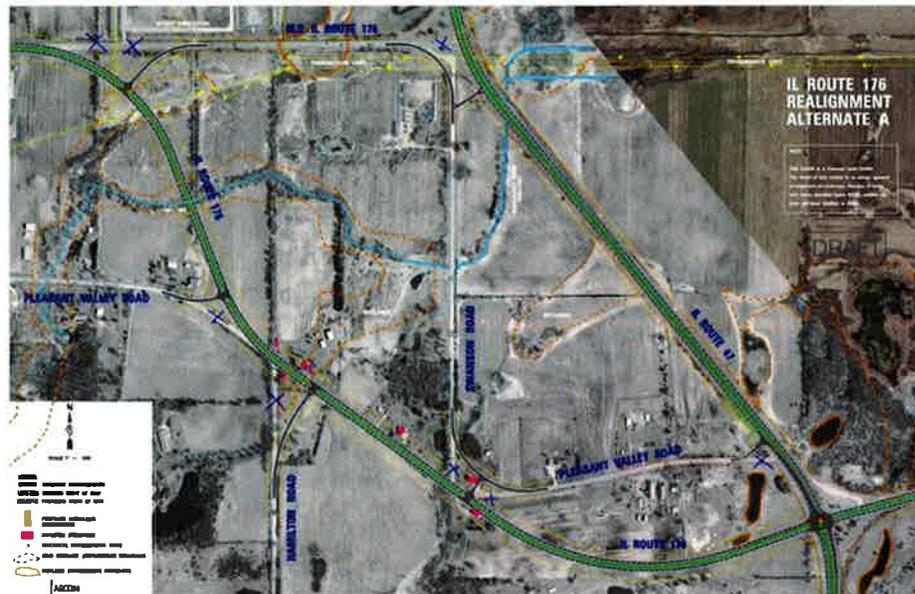
This letter is in response to your letter dated October 6, 2010 regarding concurrence of alternatives to be carried forward for the proposed improvement of Illinois Route 47 (IL 47) from Reed Road to U.S. Route 14 (US14). The Illinois Department of Transportation (Department) is early in the process of the Phase I study (preliminary engineering and environmental studies) to identify long term needs of IL 47. At this stage we are seeking concurrence for alternatives which will be carried forward, but detailed analysis of the alternatives has not taken place. Detailed environmental and technical studies cannot occur until after concurrence is received for the alternatives to be carried forward. The detailed environmental and technical analysis will include adding "context" to the alternatives which has been learned from stakeholders, including agencies such as the Corps of Engineers. This analysis will result in the alternatives being refined as more is learned about the "context" in which the project exists.

We have the following responses to the comments and concerns (*noted in bold*) you raised in your letter:

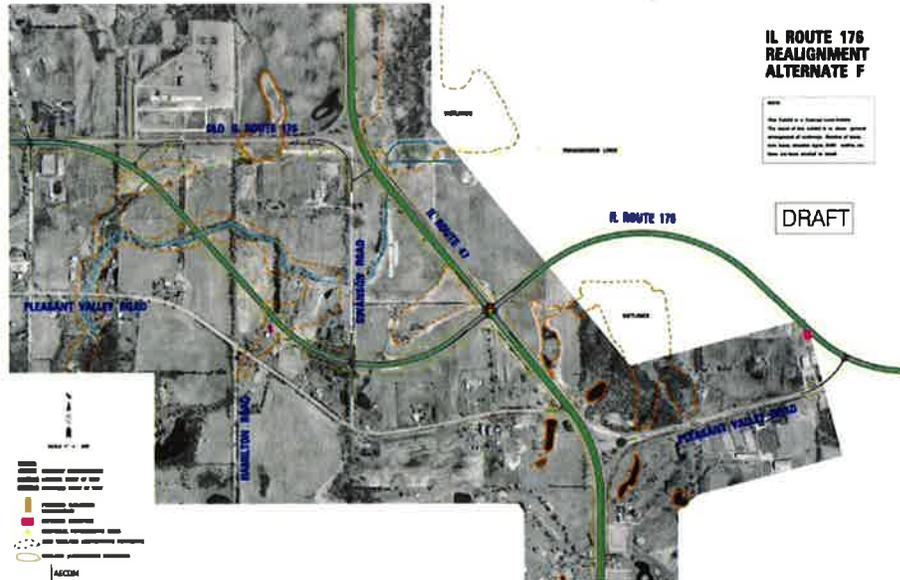
1. **Alternatives do not directly target the IL 47 and IL 176 split intersection.** – The alternatives presented for concurrence do include improvements to the IL 47 and IL 176 split intersection. The intersection currently operates at a Level of Service (LOS) D and is projected to operate at a LOS F in year 2030. The intersection is also listed in the *2007 Selected Arterial 5% Segments*. The majority of crashes at the intersection are rear end and turning crashes. These types of crashes are generally due to a lack of capacity

resulting in motorist being overly aggressive. The alternatives presented address this lack of capacity and safety by adding a through lane in each direction of IL 47 and IL 176, adding right turn lanes on IL 47 and IL 176, and adding left turn lanes on IL 176. The changes result in the intersection operating at a LOS of B in the year 2030. As the capacity of the intersection increases crashes due to overly aggressive motorists will decrease. Additionally, safety is addressed by the addition of a grassy median on both IL 47 and IL 176. The median will increase safety by separating vehicles traveling in opposing directions. Detailed environmental and technical studies will be carried out after concurrence is received for the alternatives to be carried forward. This analysis will result in the alternatives being refined as more is learned about the "context" in which the project exists.

2. **Relocated Pleasant Valley Road is not coordinated with Proposed Lakewood Sports Complex (Sports Complex).** – The current alternatives are as presented at the Public Meeting on November 19, 2009, before the Sports Complex was made public. At that time, without the Sports Complex, Pleasant Valley Road had very low traffic counts. Realigning Pleasant Valley Road to align with IL 176 would require running through the middle of an existing farm and through an ADID Wetland. For these reasons an alignment for Pleasant Valley Road was chosen which had low impacts to the farm and environment. Now that the Sports Complex and the desire to realign Pleasant Valley Road has become public coordination with the project will result in refinements to the alignment of Pleasant Valley Road. These detailed environmental and technical studies will be carried out after concurrence is received for the alternatives to be carried forward.
3. **Realignment of IL 47 and IL 176 should be considered.** – Realignment of IL 47 and IL 176 split intersection was considered early in the study process. Eight alternate alignments were developed in an effort to minimize impacts while improving roadway performance. The following alignments were developed:
 - a. Alternate A – Realign IL 176 to south intersection –



- f. Alternate F – Realign IL 176 to mid-way between IL 176 intersections –



- g. Alternate G – Retain split utilizing conventional intersections –



h. Alternate H– Retain split utilizing round-about intersections -



4. **Methodology for eliminating alternatives not provided.** – The following evaluation matrix was developed to evaluate the IL 47 / IL 176 alternates:

IL 47 - IL 176 Intersection Alternate Evaluation

Alternate	Adverse Travel (miles)	Construction Cost (Millions)	Wetlands (acres)	ADND Wetlands (acres)	Residences	Business	Additional ROW	Stream Crossings	Level of Service (LOS)
A	0.9	\$57.09	5.97	0.46	6	0	63.36	3	C
B	0.9	\$54.75	4.13	0.46	3	0	60.97	2	C
C	0.9	\$50.77	1.38	1.38	3	1	56.56	2	C
D	0.9	\$58.06	7.35	0.46	5	0	64.28	4	C
E	0.9	\$51.51	11.48	0	0	1	55.83	2	C
F	0.5	\$60.37	6.43	0	1	1	69.6	3	C
G	0	\$23.83	1.38	0.46	0	0	19.1	1	B
H	0	\$23.83	1.38	0.46	0	0	19.1	1	B

As can be seen from the above matrix all alternatives (A, B, C, D, E, and F) which attempt to align the IL 47 and IL 176 split intersection have higher environmental impacts and significantly higher costs. The higher cost and impact are primarily due to the fact that IL 47 must be widened to 2 lanes in all alternatives. As a result of the above evaluation, Alternates A, B, C, D, E, and F were not considered viable alternatives and not included as alternates to be carried forward. Alternate G was considered viable and is the alternative to be carried forward presented for concurrence.

5. ***Dean Street Corridor should be considered.*** – The Dean Street Corridor was not considered a viable alternative for this project and was not submitted as an alternative to be carried forward for the following reasons:

- a. Currently Dean Street has much lower traffic volumes than IL 47. Adding in excess of 30,000 ADT to it would be a significant change from current conditions.
- b. Dean Street contains numerous residences which would be impacted.
- c. Dean Street aligns with the Woodstock Village Square, which would not be able to handle through traffic volumes. Most traffic would turn right or left at US 14 to continue north.
- d. If a by-pass is developed for IL 47 north of US 14, US 14 would serve as the logical roadway to base the by-pass on.

6. ***Alternatives presented do not address stated Purpose and Need (vehicle and pedestrian safety, enhance mobility and efficiency, and facilitated planned economic growth).*** – The alternatives presented do address the Purpose and Need as follows:

- a. The northern alternatives to be carried forward address vehicle and pedestrian safety by the addition of right and left turn lanes, the addition of additional through lanes, the addition of raised barrier medians, the addition of sidewalks, and the addition of bicycle accommodations. The southern alternatives to be carried forward address vehicle and pedestrian safety by the addition of right and left turn lanes, the addition of additional through lanes, the addition of a grassy median, and the addition of bicycle accommodations. Bicycles are accommodated on the shoulders in the southern alternatives in an effort to minimize impacts to the numerous wetlands. Sidewalks are not provided in the southern alternatives since there are few generators of pedestrian traffic in the 6.6 miles of mostly rural section.
- b. Both the northern and southern alternatives to be carried forward address mobility and efficiency by the addition of right and left turn lanes and the addition of additional through lanes.
- c. Both the northern and southern alternatives to be carried forward address facilitating planned economic growth by the addition of right and left turn lanes and the addition of additional through lanes.

Detailed environmental and technical studies will be carried out after concurrence is received for the alternatives to be carried forward. This analysis will result in the alternatives being refined as more is learned about the “context” in which the project exists.

7. ***Logical Termini of this project and project to the north.*** – The limits of the study were set base on the following:

- a. The project connects between existing or currently being constructed 4 lane sections.
- b. The project connects between 2 communities, Woodstock and Huntley.
- c. The project connects Woodstock to I-90.
- d. The project connects to a study currently being performed on IL 47 from US 14 to Charles Road (5 miles north).
- e. If the project did not stop at US 14 it would need to extend 5 miles north to Charles Road before traffic drops off.
- f. The project does not eliminate alternatives in the study being performed to the north.

Please review the information contained in this letter as it applies to your comments and concerns. We will be contacting you for a meeting to discuss your concerns and for you to provide additional input.

If you have any questions or need additional information, please contact Mr. Marnell M. Morse, Interim Project Manager, at (847) 705-4107.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By:
John A. Baczek, P.E.
Project and Environmental Studies Section Chief



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

December 6, 2010

Ms. Catherine Peterson
Village Administrator
Village of Lakewood
2500 Lake Avenue
Lakewood, IL 60014

Dear Ms. Peterson:

The Illinois Department of Transportation (Department) thanks you for attending the Multi-Year Program Open House on September 13, 2010 and for your comments regarding Illinois Route 47 (IL 47). As you may be aware, the Department is currently pursuing near term and potential long term improvements to IL 47. The near term interim improvement for IL 47 at IL 176 will include widening and resurfacing both the west and east legs of IL 176 to provide right turn lanes. The existing traffic signals will be modified to include a right turn arrow. This improvement is included in the early years of the Department's Fiscal Year 2011-2016 Proposed Highway Improvement Program pending project readiness and funding availability through our annual legislative appropriations.

The Department has also identified a potential long term improvement to address long range traffic and operational needs of IL 47 from Reed Road to US 14. At this time, only the preliminary engineering and environmental study (Phase I Study) is currently funded. Contract plan preparation as well as land acquisition (Phase II) and construction (Phase III) are not funded in the Department's Fiscal Year 2011-2016 Proposed Highway Improvement Program. The Department will continue to include this improvement in our priorities for future funding consideration and for inclusion in future highway improvement programs once the economic climate allows us the ability to program improvements of this type.

If you have any questions or need additional information, please contact me or Mr. Steven Schilke, Consultant Studies Unit Head, at (847) 705-4125.

Very truly yours,

A handwritten signature in black ink, appearing to be 'DO'.

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

bcc: Diane O'Keefe
John Fortmann
Brian Carlson/Sue Palmer, Program Development
Monica Schulter, Executive office
Erin Smith, Village President of Lakewood
Joe Havel, AECOM
Marty Morse/Cary Lewis, Programming

Prepared By: Marty Morse, Ext. 4107
Bureau of Programming

S:\Mgr1\Gen\WP\p&es\CONSULT\mm\tickle\tickel 3018 11-3-10 Catherine Peterson village of Lakewood
suggested reply.docx



Multi Year Program Open House Comment Form

The Illinois Department of Transportation is hosting seven open houses seeking the public's input for use in the planning and development of the State Highway Transportation Improvement Program in Northeast Illinois.

The purpose of today's meeting will be to summarize the Department's Multi Year Program development process, highlight elements of the current program, and to solicit feedback on the development of the next program.

IDOT encourages your input throughout the development process of the next multi year program. Please place your comment forms in the box marked COMMENTS; or fax to (847) 705-4666; or fold in thirds, tape closed, place a stamp and mail.

Please send comments related to this meeting by November 1, 2010

My comment/question is related to: Safety Condition Operations Capacity Other

Comments/Questions: As an official who has attended years of planning mtgs. for Rt. 47, I am asking you in the strongest terms possible to add the Huntley to Rt. 14 expansion of Rt. 47 to your construction plan. Per IDOT's own studies, the Rt. 47/176 intersection is in the top 5% most dangerous intersections in the state of IL. It is mostly undeveloped farmland between the two points, and it is a much easier and less expensive proposition than trying to retrofit the expansion. Left turn movements are a nightmare!

Open House I attended (Circle One) Crystal Lake Grayslake Chicago South Holland New Lenox St. Charles Lisle

(Optional, Please Print or Attach Business Card)

Name/Affiliation Catherine Peterson, Village of Lakewood.
Address 2500 Lakes Avenue.
City/State Village of Lakewood Zip Code 60014.



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

December 6, 2010

Mr. Jay Craig
Crystal Woods Golf Club
5915 S. Illinois Route 47
Woodstock, IL 60098

Dear Mr. Craig:

The Illinois Department of Transportation (Department) thanks you for attending the Multi-Year Program Open House on September 13, 2010 and for your comments regarding Illinois Route 47 (IL 47). As you may be aware, the Department is currently pursuing near term and potential long term improvements to IL 47. The near term interim improvement for IL 47 at IL 176 will include widening and resurfacing both the west and east legs of IL 176 to provide right turn lanes. The existing traffic signals will be modified to include a right turn arrow. This improvement is included in the early years of the Department's Fiscal Year 2011-2016 Proposed Highway Improvement Program pending project readiness and funding availability through our annual legislative appropriations.

The Department has also identified a potential long term improvement to address long range traffic and operational needs of IL 47 from Reed Road to US 14. At this time, only the preliminary engineering and environmental study (Phase I Study) is currently funded. Contract plan preparation as well as land acquisition (Phase II) and construction (Phase III) are not funded in the Department's Fiscal Year 2011-2016 Proposed Highway Improvement Program. The Department will continue to include this improvement in our priorities for future funding consideration and for inclusion in future highway improvement programs once the economic climate allows us the ability to program improvements of this type.

If you have any questions or need additional information, please contact me or Mr. Steven Schilke, Consultant Studies Unit Head, at (847) 705-4125.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Diane M. O'Keefe'.

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

bcc: Diane O'Keefe
John Fortmann
Brian Carlson/Sue Palmer, Program Development
Monica Schulter, Executive office
Joe Havel, AECOM
Marty Morse/Cary Lewis, Programming

Prepared By: Marty Morse, Ext. 4107
Bureau of Programming

S:\Mgr1\Gen\WP\p&es\CONSULTMmm\ticket\ticket 3019 11-3-10 Jay Craig Crystal Woods Golf Club
suggested reply.docx



Multi Year Program Open House Comment Form

The Illinois Department of Transportation is hosting seven open houses seeking the public's input for use in the planning and development of the State Highway Transportation Improvement Program in Northeast Illinois.

The purpose of today's meeting will be to summarize the Department's Multi Year Program development process, highlight elements of the current program, and to solicit feedback on the development of the next program.

IDOT encourages your input throughout the development process of the next multi year program. Please place your comment forms in the box marked COMMENTS; or fax to (847) 705-4666; or fold in thirds; tape closed, place a stamp and mail.

Please send comments related to this meeting by November 1, 2010

My comment/question is related to: Safety Condition Operations Capacity Other

Comments/Questions: THE TRAFFIC ON IL ROUTE 47 SEEMS TO BE
CONSTANTLY INCREASING. THE VOLUME OF COMMERCIAL AND
PERSONAL VEHICLES IS CONSTANT STARTING AT 5 AM AND
SUBSIDES AFTER 8 PM. THERE ARE ALWAYS POTHOLES RUNNING
THE LENGTH OF OUR PROPERTY, WHICH ARE REPAIRED BUT ALWAYS
REAPPEAR. AT THE RT 47 & RT 176 INTERSECTION THERE ARE
NUMEROUS ACCIDENTS AND TRAFFIC BACKS UP IN FRONT OF
OUR ENTRANCE AT EVENING DRIVE TIME. ROUTE 47 IS A
MAJOR CONDUIT FOR TRAFFIC IN MCHENRY COUNTY. IT NEEDS TO
BE ADDRESSED NOW BEFORE IT BECOMES ANY WORSE.

Open House I attended (Circle One) Crystal Lake Grayslake Chicago South Holland New Lenox St. Charles Lisle

(Optional, Please Print or Attach Business Card)

Name/Affiliation JAY CRAIG / CRYSTAL WOODS GOLF CLUB

Address 5915 S. IL ROUTE 47

City/State WOODSTOCK, IL Zip Code 60098



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

December 6, 2010

Mr. Mike Balleto
The Gardens of Woodstock
5211 Swanson Road
Woodstock, IL 60098

Dear Mr. Balleto,

The Illinois Department of Transportation (Department) thanks you for attending the Multi-Year Program Open House on September 13, 2010 as well as for your comments regarding access in the vicinity of Illinois Route 47 (IL 47) at Illinois Route 176 (IL 176).

As you are aware, the Department is currently pursuing near term and potential long term improvements to IL 47. The near term interim improvement for IL 47 at IL 176 will include widening and resurfacing both the west and east legs of IL 176 to provide right turn lanes. The existing traffic signals will be modified to include a right turn arrow. This improvement is included in the early years of the Department's Fiscal Year 2011-2016 Proposed Highway Improvement Program pending project readiness and funding availability through our legislative appropriations.

In the near term interim improvement, IDOT is proposing to maintain Swanson Road access to IL 176 at its current location with right in/right out access. (See attached exhibits for further information.) Some minor revisions to Swanson Road would be needed to provide this altered access. Also, in this short term improvement we anticipate that U-turns would be permitted on west bound IL 176 approximately 900 feet west of IL 47, at the end of the IL 176 barrier median. A long term option for full access can be provided by moving Swanson Road west of the Com Ed towers. This access would need to be pursued by others such as the township, local municipalities or development.

The Department is also studying a potential long term improvement to IL 47 from Reed Road to US 14 to address long range traffic and operational needs. At this time, the preliminary engineering and environmental study (Phase I Study) is currently funded, but contract plan preparation and land acquisition (Phase II) and construction (Phase III) are not funded in the Department's Fiscal Year 2011-2016 Proposed Highway Improvement Program. Due to fiscal restraints, the Department has been required to focus our limited resources on pavement and bridge rehabilitation. As a result, there is currently little flexibility to add new capacity improvement projects to the highway improvement program. The Department will continue to include this improvement in our priorities for future funding consideration and for inclusion in a future highway improvement program once the economic climate allows us the ability to program improvements of this type.

Mr. Mike Balleto
December 6, 2010
Page Two

If you have any questions or need additional information, please contact me or Mr. Steven Schilke, Consultant Studies Unit Head, at (847) 705-4125.

Very truly yours,

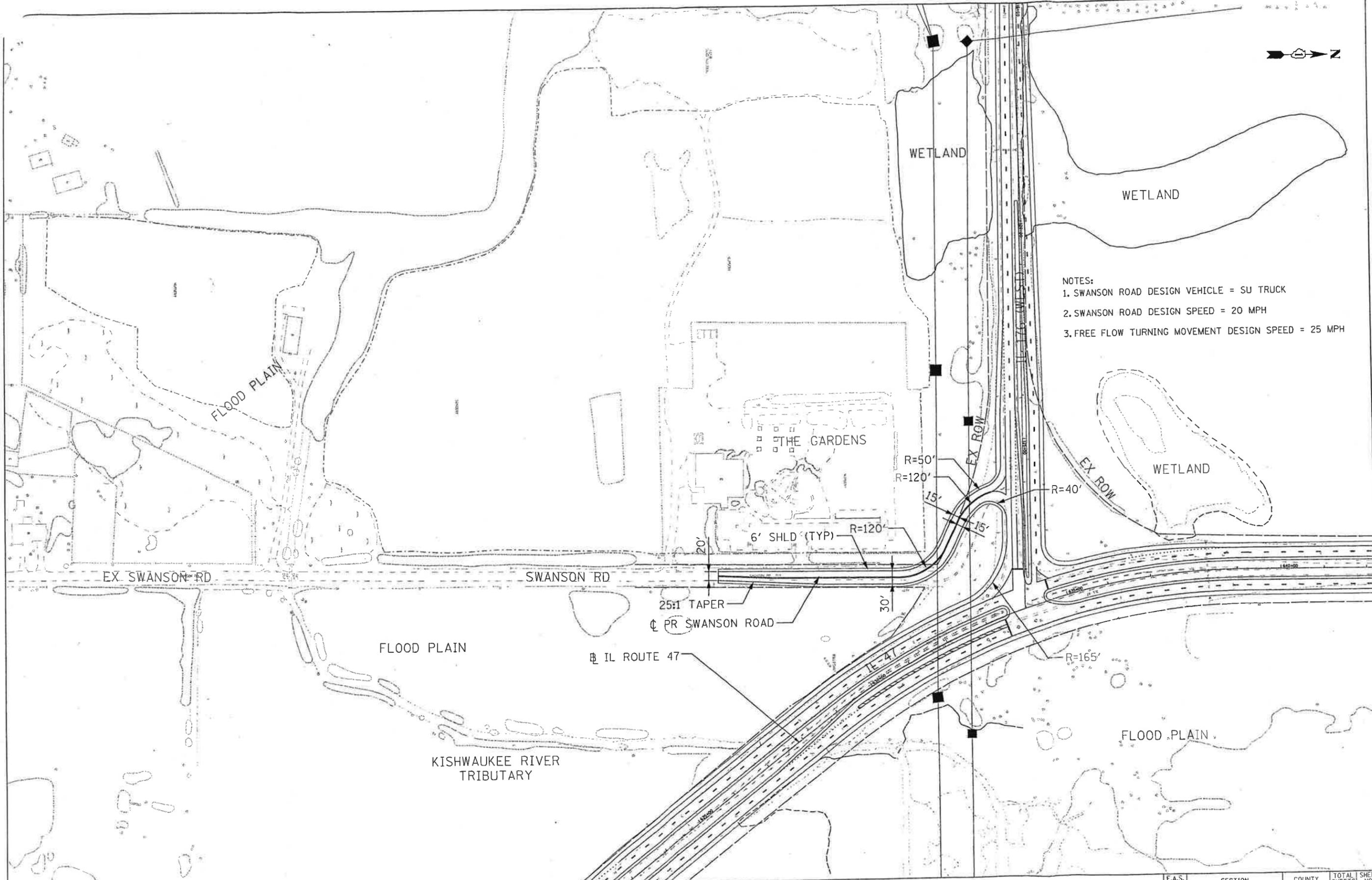
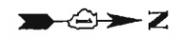


Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

Enclosure

bcc: Diane O'Keefe
John Fortmann
Brian Carlson/Sue Palmer, Program Development
Monica Schulter, Executive Office
Joe Havel, AECOM
Marty Morse/Cary Lewis, Programming

Prepared By: Marty Morse, Ext. 4107
Bureau of Programming



- NOTES:
1. SWANSON ROAD DESIGN VEHICLE = SU TRUCK
 2. SWANSON ROAD DESIGN SPEED = 20 MPH
 3. FREE FLOW TURNING MOVEMENT DESIGN SPEED = 25 MPH

FILE NAME =	USER NAME = holmann	DESIGNED - NJH	REVISED -
39027.dfile.swanson.alternate.6.sheet.dwg		DRAWN - NJH	REVISED -
	PLOT SCALE = 100.000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 6/18/2010	DATE - MAY 25, 2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SWANSON ROAD / IL ROUTE 176 (WEST)
OPTION 6 - REDUCED DESIGN SPEED**

SCALE: 1"=100' SHEET NO. 6 OF 6 SHEETS STA. _____ TO STA. _____

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
47	REED ROAD TO US 14	MCHENRY	---	---
CONTRACT NO. _____			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	



Multi Year Program Open House Comment Form

The Illinois Department of Transportation is hosting seven open houses seeking the public's input for use in the planning and development of the State Highway Transportation Improvement Program in Northeast Illinois.

The purpose of today's meeting will be to summarize the Department's Multi Year Program development process, highlight elements of the current program, and to solicit feedback on the development of the next program.

IDOT encourages your input throughout the development process of the next multi year program. Please place your comment forms in the box marked COMMENTS; or fax to (847) 705-4666; or fold in thirds, tape closed, place a stamp and mail.

Please send comments related to this meeting by November 1, 2010

My comment/question is related to: Safety Condition Operations Capacity Other

Comments/Questions: IL RT 47 REED Rd. to RT 14.

SWANSON RD @ RT 176

LOOKING FOR U-TURN ACCESS

FOR RIGHT IN RIGHT OUT @ SWANSON

FOR WEST BOUND RT 176 TRAFFIC.

Open House I attended (Circle One) Crystal Lake Grayslake Chicago South Holland New Lenox St. Charles Lisle

(Optional, Please Print or Attach Business Card)

Name /Affiliation MIKE Balleto GARDENS OF WOODSTOCK

Address 5211 SWANSON Rd.

City/State WOODSTOCK, IL. Zip Code 60098



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
<http://dnr.state.il.us>

RECEIVED
FEB 22 2011
ILLINOIS
DIVISION

Quinn, Governor

Marc Miller, Acting Director

February 10, 2011

Mr. Matt Fuller P.E.
Federal Highway Administration
3250 Executive Drive
Springfield, IL 62703

RE: IL Rt. 47
Reed Road to US 1'4
McHenry Co.
IDNR Cooperating Agency

Dear Mr. Fuller:

Thank you for the opportunity to participate as a Cooperating Agency in the development of the Environmental Assessment for the above referenced project. It is important that the Illinois Department of natural Resources be involved in the review process to assure resources protection and compliance with the state Endangered Species Protection Act and the Illinois Wetlands Protection Act of 1989.

Please address all correspondence and meeting agenda to Mr. Steve Hamer of the Office of Realty and Environmental Planning at One Natural Resources Way, Springfield, IL. 62702-1271.

If you have any questions on the above, please contact me at 217-785-4862.

Sincerely,
Steve Hamer
Transportation Review Program
Division of Environment and Ecosystems

file



DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, CORPS OF ENGINEERS
111 NORTH CANAL STREET
CHICAGO, ILLINOIS 60606-7206

REPLY TO
ATTENTION OF:

April 15, 2011

Technical Services Division
Regulatory Branch
LRC-2010-00267

SUBJECT: NEPA/404 Merger Process Concurrence for the Alternatives to be Carried Forward for Illinois Route 47, Reed Road to U.S. Route 14, Huntley, McHenry County, Illinois

Matthew Fuller
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Mr. Fuller:

This letter is in response to your request that the Department of the Army (Corps) review the Illinois Route 47, Reed Road to U.S. Route 14, and provide concurrence with the Alternatives to be Carried Forward for the proposed project. Various Federal and state agencies are providing a concurrent review of the project under the terms and conditions as set forth in the "Statewide Implementation Agreement National Environmental Policy Act And Clean Water Act Section 404 Concurrent NEPA/404 Processes For Transportation Projects in Illinois".

Following a thorough review of the revised project documents received March 10, 2011, the Corps concurs that all applicable information has been received as it pertains to the Concurrence Point for Alternatives to be Carried Forward. Concurrence has now been reached for Purpose and Need and Alternatives to be Carried Forward. All documentation to date is sufficient for this stage and the project may now proceed to the next stage of project development.

If you have any questions, please contact Mr. Soren Hall of my staff by telephone at 312-846-5532, or email at Soren.G.Hall@usace.army.mil.

Sincerely,

Keith L. Wozniak
Chief, West Section
Regulatory Branch

Copy Furnished:
U.S. Environmental Protection Agency (Norm West)
U.S. Fish and Wildlife Service (Shawn Cirton)
Illinois Department of Natural Resources (Steve Hamer)

RECEIVED
APR 22 2011
ILLINOIS
DIVISION



Federal Emergency Management Agency

Washington, D.C. 20472

April 20, 2011

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

IN REPLY REFER TO:

Case No.: 10-05-4602P

Mr. Ken Koehler
Chairperson, McHenry County Board
2200 North Seminary Avenue
Woodstock, IL 60098

Community: McHenry County, IL
Community No.: 170732
FIRM Panel Affected: 17111C0175J

116

Dear Mr. Koehler:

In a Letter of Map Revision (LOMR) dated **January 20, 2011**, you were notified of proposed modified flood elevation determinations affecting the Flood Insurance Rate Map (FIRM), and Flood Insurance Study (FIS) report for the **Unincorporated Areas of McHenry County, IL**. These determinations were for **North Branch Kishwaukee River – From approximately 1,000 feet downstream to approximately 1,000 feet upstream of Kishwaukee Valley Road**. The 90-day appeal period that was initiated on **February 14, 2011**, when the Department of Homeland Security's Federal Emergency Management Agency (FEMA) published a notice of proposed Base Flood Elevations (BFEs) in **The Northwest Herald**, has elapsed.

FEMA received no valid requests for changes to the modified BFEs. Therefore, the modified BFEs that became effective on **June 14, 2011**, remain valid and revise the FIRM that was in effect prior to that date.

The modifications are pursuant to Section 206 of the Flood Disaster Protection Act of 1973 (Public Law 93-234) and are in accordance with the National Flood Insurance Act of 1968, as amended (Title XIII of the Housing and Urban Development Act of 1968, Public Law 90-448), 42 U.S.C. 4001-4128, and 44 CFR Part 65. The community number(s) and suffix code(s) are unaffected by this revision. The community number and appropriate suffix code as shown above will be used by the National Flood Insurance Program (NFIP) for all flood insurance policies and renewals issued for your community.

FEMA has developed criteria for floodplain management as required under the above-mentioned Acts of 1968 and 1973. To continue participation in the NFIP, your community must use the modified BFEs to carry out the floodplain management regulations for the NFIP. The modified BFEs will also be used to calculate the appropriate flood insurance premium rates for all new buildings and their contents and for the second layer of insurance on existing buildings and their contents.

If you have any questions regarding the necessary floodplain management measures for your community or the NFIP in general, please contact the Director, Mitigation Division of FEMA in Atlanta, Georgia, at (770) 220-5400.

If you have any questions regarding the LOMR, the proposed modified BFEs, or mapping issues in general, please call our Map Assistance Center, toll free, at 1-877-FEMA MAP (1-877-336-2627).

Sincerely,



David N. Bascom, CFM,
Program Specialist
Engineering Management Branch
Mitigation Directorate

For: Kevin C. Long, Acting Chief
Engineering Management Branch
Mitigation Directorate

cc: Mr. Matt Rempfer, P.E.
AECOM
303 East Wacker Drive Suite 600
Chicago, IL 60601

Mr. Paul Osman, CFM
Illinois Department of Natural Resources
One Natural Resources Way
Springfield, IL 62702

Mr. Mark Phipps, P.E., CFM
McHenry County
2200 North Seminary Avenue
Woodstock, IL 60098

Mr. Edwards Yousif
AECOM
303 East Wacker Drive Suite 600
Chicago, IL 60601

State and county	Location and case No.	Date and name of newspaper where notice was published	Chief executive officer of community	Effective date of modification	Community No.
Summit (FEMA Docket No.: B-1172).	Unincorporated areas of Summit County (10-08-0470P).	Nov. 5, 2010, Nov. 12, 2010, <i>The Summit County Journal</i> .	Ms. Kam Stieglmeyer, Chair, Summit County Board of Commissioners, P.O. Box 68, Breckenridge, CO 80424.	November 29, 2010	080290
Weld (FEMA Docket No.: B-1172).	Town of Firestone (10-08-0823P).	Oct. 8, 2010, Oct. 15, 2010, <i>The Greeley Tribune</i> .	The Honorable Chad Auer, Mayor, Town of Firestone, 151 Grant Avenue, P.O. Box 100, Firestone, CO 80520.	February 14, 2011	080241
Weld (FEMA Docket No.: B-1172).	Town of Frederick (10-08-0823P).	Oct. 8, 2010, Oct. 15, 2010, <i>The Greeley Tribune</i> .	The Honorable Eric Doering, Mayor, Town of Frederick, 401 Locust Street, P.O. Box 435, Frederick, CO 80530.	February 14, 2011	080244
Weld (FEMA Docket No.: B-1172).	Unincorporated areas of Weld County (10-08-0823P).	Oct. 8, 2010, Oct. 15, 2010, <i>The Greeley Tribune</i> .	Ms. Barbara Kirkmeyer, Chair, Weld County Board of Commissioners, 915 10th Street, P.O. Box 758, Greeley, CO 80632.	February 14, 2011	080266
Florida:					
Collier (FEMA Docket No.: B-1172).	City of Marco Island (10-04-7495P).	Nov. 5, 2010, Nov. 12, 2010, <i>The Naples Daily News</i> .	Mr. Frank Recker, Chairman, City of Marco Island Council, 50 Bald Eagle Drive, Marco Island, FL 34145.	October 27, 2010	120426
Sarasota (FEMA Docket No.: B-1172).	City of Sarasota (10-04-6569P).	Nov. 5, 2010, Nov. 12, 2010, <i>The Sarasota Herald-Tribune</i> .	The Honorable Kelly M. Kirschner, Mayor, City of Sarasota, 1585 1st Street, Room 101, Sarasota, FL 34236.	October 28, 2010	125150
Georgia:					
Forsyth (FEMA Docket No.: B-1172).	Unincorporated areas of Forsyth County (10-04-6459P).	Oct. 27, 2010, Nov. 3, 2010, <i>The Forsyth County News</i> .	Mr. Brian R. Tam, Chairman, Forsyth County Board of Commissioners, 110 East Main Street, Suite 210, Cumming, GA 30040.	November 17, 2010	130312
South Carolina: Dorchester (FEMA Docket No.: B-1165).	Unincorporated areas of Dorchester County (10-04-6791P).	Oct. 8, 2010, Oct. 15, 2010, <i>The Post and Courier</i> .	Mr. Larry Hargett, Chairman, Dorchester County Council, 201 Johnston Street, St. George, SC 29477.	February 14, 2011	450068
South Dakota:					
Minnehaha (FEMA Docket No.: B-1165).	City of Hartford (10-08-0469P).	Oct. 8, 2010, Oct. 15, 2010, <i>The Argus Leader</i> .	The Honorable Paul Zimmer, Mayor, City of Hartford, 125 North Main Avenue, Hartford, SD 57033.	February 14, 2011	460180
Minnehaha (FEMA Docket No.: B-1165).	Unincorporated areas of Minnehaha County (10-08-0469P).	Oct. 8, 2010, Oct. 15, 2010, <i>The Argus Leader</i> .	Mr. John Pekas, Chairman, Minnehaha County Board of Commissioners, 415 North Dakota Avenue, 1st Floor, Sioux Falls, SD 57104.	February 14, 2011	460057
Utah:					
Utah (FEMA Docket No.: B-1172).	City of Spanish Fork (10-08-0282P).	Oct. 8, 2010, Oct. 15, 2010, <i>The Daily Herald</i> .	The Honorable G. Wayne Anderson, Mayor, City of Spanish Fork, 40 South Main Street, Spanish Fork, UT 84660.	February 14, 2011	490241
Utah (FEMA Docket No.: B-1172).	Unincorporated areas of Utah County (10-08-0282P).	Oct. 8, 2010, Oct. 15, 2010, <i>The Daily Herald</i> .	Mr. Gary J. Anderson, Chairman, Utah County Board of Commissioners, 100 East Center Street, Suite 2300, Provo, UT 84606.	February 14, 2011	495517

(Catalog of Federal Domestic Assistance No. 97.022, "Flood Insurance.")

Dated: March 30, 2011.

Sandra K. Knight,
Deputy Federal Insurance and Mitigation
Administrator, Mitigation, Department of
Homeland Security, Federal Emergency
Management Agency.

[FR Doc. 2011-8841 Filed 4-12-11; 8:45 am]

BILLING CODE 9110-12-P

DEPARTMENT OF HOMELAND SECURITY

Federal Emergency Management Agency

44 CFR Part 65

[Docket ID FEMA-2011-0002; Internal Agency Docket No. FEMA-B-1183]

Changes in Flood Elevation Determinations

AGENCY: Federal Emergency Management Agency, DHS.

ACTION: Interim rule.

SUMMARY: This interim rule lists communities where modification of the Base (1% annual-chance) Flood Elevations (BFEs) is appropriate because of new scientific or technical data. New flood insurance premium rates will be calculated from the modified BFEs for new buildings and their contents.

DATES: These modified BFEs are currently in effect on the dates listed in the table below and revise the Flood Insurance Rate Maps (FIRMs) in effect prior to this determination for the listed communities.

From the date of the second publication of these changes in a newspaper of local circulation, any person has ninety (90) days in which to request through the community that the Deputy Federal Insurance and Mitigation Administrator reconsider the changes. The modified BFEs may be changed during the 90-day period.

ADDRESSES: The modified BFEs for each community are available for inspection at the office of the Chief Executive Officer of each community. The respective addresses are listed in the table below.

FOR FURTHER INFORMATION CONTACT: Luis Rodriguez, Chief, Engineering Management Branch, Federal Insurance and Mitigation Administration, Federal

(Catalog of Federal Domestic Assistance No. 97.022, "Flood Insurance.")

Dated: March 7, 2011.

Sandra K. Knight,

Deputy Federal Insurance and Mitigation Administrator, Mitigation, Department of Homeland Security, Federal Emergency Management Agency.

[FR Doc. 2011-8054 Filed 4-12-11; 8:45 am]

BILLING CODE 9110-12-P

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

50 CFR Part 17

[Docket No. FWS-R9-ES-2008-0125; 92100-1111-0000-B3]

RIN 1018-AW09

Endangered and Threatened Wildlife and Plants; 44 Marine and Anadromous Taxa; Adding 10 Taxa, Delisting 1 Taxon, Reclassifying 1 Taxon, and Updating 32 Taxa on the List of Endangered and Threatened Wildlife

AGENCY: Fish and Wildlife Service, Interior.

ACTION: Final rule.

SUMMARY: We, the U.S. Fish and Wildlife Service (Service), are amending the List of Endangered and Threatened Wildlife (List) by adding 10 marine taxa, delisting 1 marine taxon, reclassifying 1 marine taxon, and revising 32 marine taxa in accordance with the Endangered Species Act of 1973, as amended (Act). These amendments are based on previously published determinations by the National Marine Fisheries Service (NMFS) of the National Oceanic and Atmospheric Administration, Department of Commerce, which has jurisdiction for these species.

DATES: This rule is effective April 13, 2011. For applicability date by individual taxon, see table 1 in SUPPLEMENTARY INFORMATION.

FOR FURTHER INFORMATION CONTACT: Michael Franz, 703-358-2171.

SUPPLEMENTARY INFORMATION:

Background

In accordance with the Act (16 U.S.C. 1531 *et seq.*) and Reorganization Plan No. 4 of 1970 (35 FR 15627; October 6, 1970), NMFS has jurisdiction over the marine and anadromous taxa specified in this rule. Under section 4(a)(2) of the Act, NMFS must decide whether a species under its jurisdiction should be classified as endangered or threatened. NMFS makes these determinations via its formal rulemaking process. We, the

Service, are then responsible for publishing final rules to amend the List in the Code of Federal Regulations (CFR) at 50 CFR 17.11(h).

Under section 4(a)(2)(A) of the Act, if NMFS determines that a species should be listed as endangered or threatened, or that a species' status should be changed from threatened to endangered, then NMFS is required to inform the Service of the status change. The Service is then responsible for implementing the status change by publishing a final rule to amend the List 50 CFR 17.11(h). Under section 4(a)(2)(B) of the Act, if NMFS determines that a species should be removed from the List (delisted), or that a species' status should be changed from an endangered to a threatened species, then NMFS is required to recommend the status change to the Service. If the Service concurs with the recommended status change, then the Service will implement the status change by publishing a final rule to amend the List 50 CFR 17.11(h).

As described below and set forth at table 1, NMFS has published rules regarding each of the species mentioned in this rule. Section 4(a)(2)(A) applies to all of the rules except that for the Caribbean monk seal; with respect to those rules, by publishing this final rule, we are simply taking the necessary administrative step to codify these changes in the CFR. Section 4(a)(2)(B) applies to the NMFS's recommendation to delist the Caribbean monk seal; we have concurred with NMFS's recommendation, and this rule implements that action.

Listings

We are adding the following ten species to the List based on NMFS final rules:

- Coho salmon, Lower Columbia River evolutionarily significant unit (ESU), as threatened (70 FR 37160; June 28, 2005);
- Steelhead, Puget Sound distinct population segment (DPS), as threatened (72 FR 26722; May 11, 2007);
- Coho salmon, Oregon Coast ESU, as threatened with critical habitat (73 FR 7816; February 11, 2008);
- Beluga whale, Cook Inlet DPS, as endangered (73 FR 62919; October 22, 2008);
- Black abalone as endangered (74 FR 1937; January 14, 2009);
- Bocaccio, Puget Sound/Georgia Basin DPS, as endangered (75 FR 22276; April 28, 2010);
- Canary rockfish, Puget Sound/Georgia Basin DPS, as threatened (75 FR 22276; April 28, 2010);

- Pacific eulachon, Southern DPS, as threatened (75 FR 13012; March 18, 2010); and

- Yelloweye rockfish, Puget Sound/Georgia Basin DPS, as threatened (75 FR 22276; April 28, 2010);

- Spotted seal, southern DPS, as threatened (75 FR 65239), with a 4(d) rule.

Please note: The Oregon Coast coho salmon ESU was listed on August 10, 1998, as threatened (63 FR 42587), but in 2001, the U.S. District Court in Eugene, Oregon, set aside that listing (*Alsea Valley Alliance v. Evans*, 161 F. Supp. 2d 1154, (D. Or. 2001)). On February 11, 2008, NMFS listed the Oregon Coast coho salmon ESU as threatened, issued protective regulations under section 4(d) of the Act (known as a 4(d) rule), and designated critical habitat (73 FR 7816). As a result of another court challenge (*Douglas County v. Baisiger* (Civ. No. 08-01547; D. Or. 2008), NMFS reached a settlement with the litigants and agreed to conduct another status review of the ESU. After conducting the additional status review, NMFS proposed to affirm the status for this ESU by promulgating a rule to supersede its February 11, 2008, listing determination (75 FR 29489; May 26, 2010).

Delisting

We are delisting the following species based on a NMFS final rule:

- Caribbean monk seal (73 FR 63901; October 28, 2008).

Reclassification

We are reclassifying the following species based on a NMFS final rule:

- Coho salmon, Central California Coast ESU, from threatened to endangered (70 FR 37160; June 28, 2005).

Revisions

We are updating 32 entries on the List based on NMFS final rules and to make these entries easier for the public to identify as follows:

- "Common Name" (adding ESU subtitles) and "Vertebrate population where endangered or threatened" updates for 14 salmon ESUs—Chinook (California coastal, Central Valley spring-run, Lower Columbia River, Puget Sound, Sacramento River winter-run, Snake River fall-run, Snake River spring/summer, Upper Columbia River spring-run (as discussed below), and Upper Willamette), chum (Columbia River, Hood Canal summer-run), coho (Central California Coast, Southern Oregon-Northern California Coast), and sockeye (Ozette Lake, Snake River) (70 FR 37160; June 28, 2005).
- Common Name" (adding DPS subtitles) and "Vertebrate population where endangered or threatened" updates for 10 steelhead DPSs—



City of
WOODSTOCK

Office of the Mayor
Dr. Brian Sager, Mayor
121 W. Calhoun Street
Woodstock, Illinois 60098

phone 815.338.4302
fax 815.334.2269
mayor@woodstockil.gov
www.woodstockil.gov

November 1, 2011

Mr. Brian Carlson
Program Development Section Chief
Bureau of Programming
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196

DISTRICT #1

Re: Comments For Fiscal Year 2013 – 2018 Proposed Highway Improvement Program

Dear Mr. Carlson:

IDOT has published their Fiscal Year 2013 – 2018 Proposed Highway Improvement Program and requested public comments. The Department has stated that they are specifically seeking comments concerning three areas:

1. Overall highway system performance in your regions;
2. Regional transportation priorities that might affect the development of the next multi-year highway program; and
3. Specific comments concerning projects that should be considered for inclusion in the program.

Information provided at that IDOT public information meeting recently held in McHenry County and information provided under the Planning and Programming section of the IDOT website shows that no improvements have been included with this proposed plan for any portion of Illinois Route 47 in Woodstock. Even though IDOT is currently funding the preparation of the Phase 1 report for Route 47 from Huntley to US Route 14 as well as Route 47 from US Route 14 to Charles Road, no improvements have been proposed for FY 2013 – 2018.

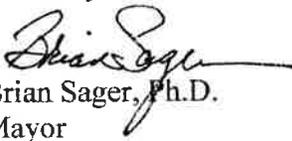
The City of Woodstock has identified the need for traffic congestion reduction and widening of Illinois Route 47 through Woodstock as a high priority for the community. While this roadway is under the control and jurisdiction of the Illinois Department of Transportation (IDOT), the City realizes that intergovernmental cooperation and support from the local community, County, State, and Federal Agencies will be necessary to plan and implement both regional and local improvements to this highway. To be effective and to move forward to the ultimate goal of widening and improving Illinois Route 47 in Woodstock, however, the project needs to be included in the State's multi-year highway improvement program.

Mr. Brian Carlson
November 1, 2011
Page Two

On behalf of the City of Woodstock, our approximately 25,000 residents, all of the residents and commuters who rely on Illinois Route 47 through Woodstock as one of the few north to south highways in McHenry County, and the thousands of motorists who utilize this portion of Illinois Route 47 and who face unacceptable delays on a daily basis, I am requesting that improvements to increase capacity on Illinois Route 47 in the City of Woodstock be included with the proposed Highway Improvement Program. Enclosed is a Resolution unanimously approved by the Woodstock City Council confirming this request.

Thank you for the opportunity to comment on the proposed program. If you have any questions regarding our request or need any additional information from the City of Woodstock to further support the urgent need for Illinois Route 47 improvement, please do not hesitate to contact this office.

Sincerely,


Brian Sager, Ph.D.
Mayor

Enclosure: Resolution 11-R-

CC: Honorable State Senator Pamela Althoff
Honorable State Representative Mike Tryon
Honorable State Representative Jack Franks
Honorable State Representative Kent Gaffney

RESOLUTION NO. 11-R-09

**A RESOLUTION REQUESTING THAT IMPROVEMENTS TO ILLINOIS ROUTE 47
IN THE CITY OF WOODSTOCK BE INCLUDED WITH THE FISCAL YEAR 2013 –
2018 PROPOSED HIGHWAY IMPROVEMENT PLAN**

WHEREAS, the Illinois Department of Transportation has developed the proposed Fiscal Year 2013 – 2018 Proposed Highway Improvement Program, and

WHEREAS, the Illinois Department of Public Transportation has held various public outreach meetings and has asked for comments regarding the proposed Fiscal Year 2013 – 2018 Proposed Highway Improvement Program, and

WHEREAS, the Proposed Highway Improvement Program currently describes this portion of Illinois Route 47 as ‘adequate’ and does not recommend any improvements to Illinois Route 47 within the Corporate Limits of Woodstock, and

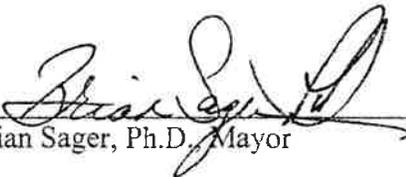
WHEREAS, the Mayor and City Council believe that the overall highway system performance related to Illinois Route 47 is inadequate and lacks adequate capacity to serve the needs of our community as well as the region, and

WHEREAS, the Mayor and the City Council of the City of Woodstock believe that widening and improvement of Illinois Route 47 within the City of Woodstock to increase capacity and reduce congestion are essential and that such improvements need to be included in the Fiscal Year 2013 – 2018 Proposed Highway Improvement Program.

NOW, THEREFORE, BE IT RESOLVED that the CITY OF WOODSTOCK hereby requests that IDOT include widening and improvement of Illinois Route 47 in the City of Woodstock as a necessary project to be included with the Fiscal Year 2013 – 2018 Proposed Highway Improvement Program.

PASSED by the City Council of the CITY OF WOODSTOCK, McHenry County, Illinois, and approved by me this 18th day of October, 2011.

Ayes: Ahrens, Dillon, Larson, Saladin, Thompson, Turner and Mayor Sager
Nays: None
Abstentions: None
Absentees: None



Brian Sager, Ph.D. Mayor

Adopted: October 18, 2011
Approved: October 18, 2011
Attest: Lauren Kleenjan
City Clerk

CERTIFICATION

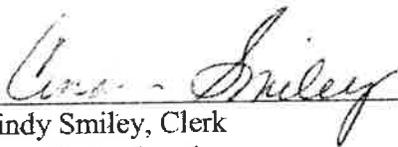
I, CINDY SMILEY, do hereby certify that I am the duly appointed, acting and qualified Clerk of the City of Woodstock, McHenry County, Illinois, and that as such Clerk, I am the keeper of the records and minutes and proceedings of the Mayor and Councilmen of said City.

I do hereby further certify that at a meeting of the Mayor and City Council of the City of Woodstock, McHenry County, Illinois, held on the 18th day of October, 2011, the foregoing resolution, Resolution 11-R-09 and titled "**A Resolution Requesting the Improvements to Illinois Route 47 in the City of Woodstock be Included with the Fiscal Year 2013-2018 Proposed Highway Improvement Plan**" was passed and approved.

I do hereby further certify that foregoing is a true and correct copy of the aforementioned Resolution 11-R-09.

I do further certify that the original, of which the attached is a true and correct copy, is entrusted to me as the Clerk of said City for safekeeping, and that I am the lawful custodian and keeper of the same.

GIVEN under my hand and seal of the City of Woodstock this 8th day of November, 2011.


Cindy Smiley, Clerk
City of Woodstock,
McHenry County, Illinois

(SEAL)



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

December 23, 2011

The Honorable Dr. Brian Sager
Mayor
City of Woodstock
121 W. Calhoun Street
Woodstock, IL 60098

Dear Mayor Sager:

Thank you for your letter dated November 1, 2011 regarding a request to include the improvements of Illinois Route 47 from Reed Road to US Route 14 and from US Route 14 to Charles Road in the Illinois Department of Transportation's (Department) Multi-Year Program. While the Department recognizes the importance of improving capacity and mobility along Illinois Route 47 on a local and regional level, funding limitations have required us to focus our limited resources on safety improvements, pavement preservation, and bridge rehabilitation type improvements. This has left little flexibility to add capacity improvements such as those for Illinois Route 47.

As you know, the improvements on Illinois Route 47 are currently undergoing preliminary engineering and environmental studies (Phase I). A status update of the Illinois Route 47 projects is as follows.

For Illinois Route 47 from Reed Road to US Route 14, we are currently evaluating feasible alternatives to determine a preferred alternative. The results of our alternatives evaluation will be coordinated with the environmental resource agencies and the Community Advisory Group (CAG) during the winter. A Public Hearing presenting the preferred alternative is anticipated to be held in fall of 2012, with Phase I design approval expected in late 2012.

For Illinois Route 47 from US Route 14 to Charles Road, we are currently in the process of evaluating the full range of alternatives. These alternatives were developed from input received at the September 2010 Public Meeting #2 and the various CAG meetings. The evaluation of alternatives is based on criteria developed during the last CAG meeting in May 2011. We anticipate completing the evaluation process and presenting the range of alternatives to be carried forward to the environmental resource agencies and the CAG in the coming months. Public Meeting #3 is anticipated to be held in the fall of 2012 where the selected alternatives will be presented and further public input obtained. A Public Hearing is targeted for summer 2013 to present the preferred alternative, with Phase I design approval anticipated in late 2013.

The Honorable Dr. Brian Sager
December 23, 2011
Page 2

The resurfacing of Illinois Route 47 from Union Road/Reed Road in the Village of Huntley to Illinois Route 176 in Dorr Township, and from Ware Road in the City of Woodstock to Price Road in the Village of Hebron, is included in the Department's Multi-Year Program. Our current engineering efforts are targeted to enable a contract letting in the early spring of 2012 contingent upon plan readiness.

We will continue to review our priorities among similar improvement needs for future funding consideration once the economic climate allows the flexibility to include capacity improvements in our future highway improvement programs. The City's support of improvements on Illinois Route 47 and other State routes is appreciated.

If you have any questions or need additional information, please contact me or Kimberly Murphy, Consultant Studies Unit Head at (847) 705-4791.

Very truly yours,



Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

bcc: Diane M. O'Keefe
John Fortmann
Brian Carlson
Cary Lewis
Ojas Patel

Prepared By: Kimberly Murphy, Ext. 4791
Bureau of Programming,



**Kishwaukee
River
EcoSystem
Partnership**

320 S. Third Street, Rockford, Illinois 61104

December 21, 2011

Joe Havel
AECOM
303 E. Wacker Drive, Suite 600
Chicago, Illinois 60601

Re: Illinois 47 (Reed Rd. to US Rte. 14)

Dear Mr. Havel:

The Kishwaukee River Ecosystem Partnership (KREP) appreciates the opportunity to attend and participate in the Stakeholder workshops regarding improvements to Rte. 47 between Huntley and Woodstock. KREP has been represented in these workshops by Ders Anderson of Openlands, a Board member of KREP for the past 15 years. The Kishwaukee River Ecosystem Partnership is especially focused on the potential expansion of the Rte. 47 transportation corridor because it lies within the headwaters of the main stem of the Kishwaukee River, and represents what will be the largest infrastructure construction project in this headwater watershed for generations to come.

It is gratifying to see the revised plan include many of KREP's suggestions. Not only are they representative of the core of KREP's mission to protect and enhance the watershed's natural resources, our shared concern for sustainable growth, they are cost effective over the long term.

Recently, KREP has also been responsible, in whole or in part, for the Upper Kishwaukee River Watershed Plan (2008) adopted by the IEPA, numerous mussel surveys in these upper watersheds (2009 thru 2011), and The Upper Kishwaukee River Water Quality Monitoring Report (2011) prepared for CMAP by Hey and Associates. Each of these analyses has provided data supporting the fact that the Upper Kishwaukee River system is a high quality natural area and it is our goal to preserve, if not improve it. It is from this frame of reference that KREP would offer the following comments on the Rte. 47 planning process thus far.

KREP is pleased to see the general planning concepts include a relatively wide future right of way which would allow for some measure of stormwater BMP's to be included on-site, efforts to minimize wetland impacts, and the inclusion of north-south bike and walking path facilities. However, there still are several major issues which have yet to be incorporated or at least explained clearly as to what alternatives are considered. These include:

Habitat connectivity - The main stem of the river should be fully- bridged at the two locations that intersect the Rte. 47 corridor, rather than put in a long culvert buried by fill which will disconnect the

integrity of the river's habitat. The two South Branch tributaries, north and south of Ackman Road should also be bridged for the same reason. Bridging of the river in these locations will also create less wetland impact and thus mitigation. There is no convincing reason that the highway and bicycle/pedestrian lanes would need a wide median or shoulders on these bridges. Jersey walls and nominal separation of the roadway from the bike/ped facilities should suffice.

Multiple culverts should be spaced along the reconstructed Rte. 47 to maintain subsurface hydrological connection, primarily on the Hamilton property where the construction of Rte. 47 decades ago broke this critical link, degrading the ability to restore this area to a high quality wetland.

Wetland mitigation – The proposed plan should emphasize the importance of mitigating wetland impacts: 1) within the Upper Kishwaukee River sub-watershed and 2) within the sub-watershed as close as possible to the areas of impact. There are several potential mitigation sites such as the MCCD Lussy property, the Hamilton property straddling Rte. 47 at the down-river 2nd crossing of the Kishwaukee main stem, Crystal Lake Park District sites, and others. The design of this project should result in positive impacts on the biodiversity and habitat upstream from Pleasant Valley, so that a biodiverse and hydrologically functional river enters the MCCD Pleasant Valley site.

Stormwater storage and discharge – The expanded Rte. 47 transportation corridor should include sufficient detention/retention for up to the 100 year storm event just as every new residential or commercial development is required to do. The existing 25-27 acres of impervious surface should also be included in the detention computations as well. The existing Rte. 47 highway between Reed Rd. and Rte. 14, was built with no stormwater management detention/retention, and is one of the primary causes of eroding streambanks along the Kishwaukee River, carrying unnatural volumes of stormwater running off this asphalt after every storm. A 0.04 cfs/acre release rate for the two-year storm event should be required, as these smaller storm events are thought to cause the majority of bank erosion. Stormwater detention/retention facilities should also be designed with water quality BMP's and habitat features as well. They should be located in multiple locations along the corridor rather than in large centralized facilities.

Stormwater Quality Best Management Practices – KREP understands that these BMP's have yet to be designed, however, KREP would like to see the Rte. 47 transportation corridor project become a model for future road expansion projects throughout the Kishwaukee River basin. Road expansions have had a long history of causing deterioration to river systems, primarily because of increasing stormwater loads and lack of water quality control measures applied to the runoff. The design and engineering of the Rte. 47 transportation corridor should be looked at as an opportunity to create a leading case study for low impact environmental design which adds value to the long term sustainability of habitat which it traverses. This corridor is rich in aquatic systems and habitats, both wetland, groundwater, and riparian, all of which need protection with well-designed BMP's. IDOT's I-LAST Rating System lists the most typical BMP's which could be incorporated including: bioretention cells, constructed wetlands, bioswales, mechanical stormwater treatment systems, catch basins, infiltration trenches, rain gardens, sand filters, ditch checks, sediment traps and forebays, stream bank restoration, and reduced use or elimination of herbicides and pesticides in the management of the corridor.

Invasive Species management – The plan should recommend an invasive species management program which would eliminate the spread of highly invasive species such as phragmites, and teasel, and provide for an easy and economic maintenance schedule.

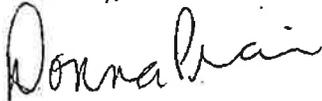
Non-motorized transportation and transit – Adequate right-of-way for future grade-separated pedestrian/bicycle crossing should be designated on at least a 1 ½ mile to 2 mile spacing along the length of the corridor. KREP is unaware of any known safe or perceived-safe at-grade crossings of arterial roads containing 4 to 8 lane intersections: Most families will not allow children to cross such a road, even at a lighted intersection because of the aggressiveness or inattention of motorists. The result is a less than fully functional, connected, non-motorized pathway system. Grade separated crossings are commonplace in Kane, Du Page, and Lake County. McHenry County deserves the same consideration.

While we understand PACE has no current plans to operate in this region, there should be some consideration as to its integration within the corridor.

IDOT's I-LAST rating System and Guide - IDOT's I-Last Rating System and Guide and its Environmental Sustainability Rating System Scorecard should be used as a basic reference for this project in all of its categories: planning, design, environmental, water quality, transportation, materials, lighting, and innovation.

KREP looks forward to continuing to work with you on this important project. If you have any questions with regard to these comments please feel free to call me at 815-753-7921, or Ders Anderson at 312-863-6252. The Kishwaukee River Ecosystem Partnership often works through a committee structure. We would be happy to have our Rte. 47 Review Committee meet with you and discuss these recommendations in more detail.

Sincerely,



Donna Prain

Chair – Rte. 47 Review Committee

cc: Marty Morse – IDOT
Soren Hall – USACE
Kathy Chernich – USACE
Janice Engle – USFWS
Norman West – USEPA
Mark Miller - IDNR



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Illinois Route 47 from Reed Road to US Route 14
McHenry County

March 23, 2012

Ms. Donna Prain
Chair – Route 47 Review Committee
Kishwaukee River EcoSystem Partnership
320 S Third Street
Rockford, IL 61104

Dear Ms. Prain:

This is in response to your letter dated December 21, 2011 regarding the Illinois Department of Transportation (Department) proposed improvement of Illinois Route 47 (IL 47) from Reed Road to US Route 14. The purpose of this project is to provide a transportation system improvement that supports regional mobility, social, and economic demands, as well as enhances and improves regional access along IL 47 to accommodate future travel demands within the project corridor and McHenry County, Illinois. This project is not included in the Department's Fiscal Year 2012 to 2017 Proposed Highway Improvement Program. However, this improvement will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The Department appreciates your support of this project.

In regard to additional comments and concerns (**noted in bold**) you raised in your letter the Department has the following responses:

1. **Habitat Connectivity** – All culverts and bridges will be designed to convey a 50 year to 100 year storm event depending upon the drainage area the culvert/bridge serves and the location of the culvert/bridge. The hydraulic flow patterns will be analyzed and maintained or improved as required to meet hydraulic needs. Of the 4 locations you requested bridges be utilized; one is an existing bridge while the other three are culverts. All locations will be studied and replaced with a structure or structures which balance hydraulic needs, cost, and impacts. In addition to traditional bridges and culverts, three sided structures have been successfully utilized in the past for such crossings and will be considered for IL 47. Three-sided structures have a natural streambed and vegetated entrance thus creating a more desirable roadway crossing for wildlife. These types of structures promote habitat connectivity by allowing the safe movement of wildlife across roadways as well as safe fish passage. Another benefit of these structures is that they improve motorist and wildlife safety by reducing the potential for wildlife-vehicle collisions. Specifics regarding the design of any proposed three sided structures will be developed during the Phase II, contract plan preparation.

2. **Wetland Mitigation** – The Department typically provides compensatory wetland mitigation within the watershed; however, all mitigation options will be investigated. We look forward to coordinating with the potential project wetland mitigation partners you listed. Preliminary wetland impacts will be assessed near the end of the Phase I study. The Department's final wetland impacts will not be known until near the end of Phase II, contract plan preparation.
3. **Stormwater Storage and Discharge** – The detention requirements are being designed based on the Department's current guidelines. As stated in the August 2011 Stakeholder Workshop #5, potential sites are being investigated for above ground detention. If the above ground detention is utilized, efforts will be made to consider McHenry County guidelines. Detention is generally determined based on the increased runoff between the existing and proposed conditions. Type, size, and locations of detention facilities will be determined as the design progresses.
4. **Stormwater Quality Best Management Practices (BMPs)** – The Department understands your concern for the environmental resources found along IL 47. As the Phase I design progresses, the Department will review those concerns and determine possible methods to reduce impacts. Potential BMP concepts presented at the August 2011 Stakeholder Workshop included vegetated swales and bio-swales. These concepts will be evaluated and refined as appropriate depending on what type of roadway and cross section is utilized as well as available right-of-way. The BMPs will be presented in concept during the Phase I Study and then will be further designed and finalized in Phase II, contract plan preparation.
5. **Invasive Species Management** – The Department, via the Bureau of Maintenance, does yearly weed sprayings to combat invasive species within our right-of-way; otherwise, invasive species are addressed on a case by case basis.
6. **Non-motorized Transportation and Transit** – Pedestrian/bicycle grade separations will be considered if a sponsoring agency agrees to fund the construction and assume maintenance of the facilities. The Department will continue to coordinate with local agencies to accommodate pedestrian and bicycle facilities within the project corridor.
7. **IDOT's I-LAST Rating System and Guide** – The I-LAST Rating System and Guide can be utilized as a potential source for creative solutions to challenges encountered with this project.

Ms. Donna Prain
March 23, 2012
Page 3

If you have any questions or need additional information, please contact
Mr. Marnell M. Morse, the Project Manager, at (847) 705-4107.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By: 
John A. Baczek, P.E.
Project and Environmental Studies Section Chief

bcc: **Joe Havel, AECOM**
Sam Mead
Mehdi Geraminegad
Rick Wanner
Cary D. Lewis

S:\WP\p&es\CONSULT\CDL\IL 47 - US 14 to Reed\Coordination Letters\2011-12-21 KREP Response Rev
020712.docx



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

RECEIVED

JUN 28 2012

JUN 26 2012

FHWA

E-19J
REPLY TO THE ATTENTION OF:

Matthew Fuller
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Re: **Concurrence for the IL 47 Reed Road to US 14 Project Preferred Alternative**

Dear Mr. Fuller:

Our comment letter is provided pursuant to the National Environmental Policy Act (NEPA), and Section 309 of the Clean Air Act. This project is being developed using a merged process of NEPA and Section 404 of the Clean Water Act. We previously concurred with the project Purpose and Need on September 24, 2010, with expressed concerns for wetlands and logical termini. We affirmed our Purpose and Need concurrence verbally at the June 28, 2011 merger meeting, and further concurred with the Alternatives to Carry Forward. It was our understanding that additional coordination with natural resource stakeholders and agencies was intended to address our expressed concerns for the Kishwaukee River and related project area wetlands.

This letter is to affirm our June 16, 2012 verbal concurrence for the project Preferred Alternative as presented at the June 16, 2012 meeting. We understand from the June 16 meeting presentation that coordination with natural resource stakeholders and agencies is ongoing. We understand that crossings of the Kishwaukee River at the river's headwater area just south of the Village of Woodstock and the main branch crossing south of IL 176 are being addressed with oversized three sided box culverts and wildlife paths, to assure capacity for 100 year flooding levels of flow and wildlife connectivity. We also understand that coordination efforts are in progress to reduce direct and induced development impacts to wetlands along the IL 47 corridor in the project area.

Thank you for the opportunity to comment on the development of this project. Should you have any questions regarding our comments, please feel free to contact me or my staff member, Norm West, at 312-353-5692 or west.norman@epa.gov.

Sincerely,

Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Havel, Joe

From: Havel, Joe
Sent: Thursday, October 18, 2012 10:34 AM
To: 'terrence.schaddel@illinois.gov'; 'richard.cantalupo@illinoise.gov'
Cc: 'Morse, Marnell M'; 'Lewis, Cary D'
Subject: IL 47 at Private Air Strip
Attachments: IL 47 Phyllis Field.pdf

Terrence, Richard,

We are preparing a Phase 1 Study for IDOT District 1. The project extends along IL 47 from Reed Road in Huntley to US 14 in Woodstock. The project consists of reconstructing a 2 lane roadway as 2 lanes in each direction separated by a 30 foot median.

The project encounters a private air strip (Phyllis Field) between Conley Road and Foster/Union Road.

I have attached a location map, aerial plan view, plan view, and cross section at the air field for your reference.

Please let me know if there is any additional coordination I should pursue.

Thanks

Joe Havel

AECOM

303 East Wacker Drive, Suite 600
Chicago, IL 60601-5212
312-373-6702

No reply received to date.



Illinois Department of Transportation

Project Engineer

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Illinois Route 47: Reed Road to US Route 14
McHenry County

March 20, 2013

«Full_Name»
«Title»
«CompanyAgency»
«Address1»
«City», «State» «PostalCode»

Dear «Alt_Salutation»:

The Illinois Department of Transportation (Department) is nearing completion of preliminary engineering and environmental studies (Phase I) for the proposed improvement of Illinois Route 47 (IL 47) from Reed Road to US Route 14 (US 14) in McHenry County. This project is not included in the Department's FY 2013-2018 Proposed Multi-Modal Transportation Improvement Program. However, the project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The proposed scope of work includes the reconstruction of the roadway to provide two lanes in each direction with a median. The project also includes accommodations for bicyclist and pedestrians, as well as drainage and intersection improvements.

As part of the environmental studies for this proposed project, projected future traffic noise levels were evaluated for lands (either currently under your jurisdiction or land that may come under your jurisdiction) near the proposed roadway improvement. For your information, this study area includes undeveloped or agriculture land that is zoned for uses other than agriculture, or land that is planned for future development in a comprehensive land use plan. For developed lands, a traffic noise study has been completed for this project and will be included in the project report which will be transmitted to you in the near future.

Attached for your information is an exhibit showing the predicted design year (2040) build traffic noise levels for undeveloped lands identified along the limits of the project. We hope this information will be useful to you in planning and permitting future development in your area. Although noise abatement is not warranted, we recommend that you carefully consider the future predicted noise levels to avoid potential issues of public concern over incompatible noise levels.

«Full_Name»
March 20, 2013
Page 2

To help with your future planning and discernment regarding permitting decisions, we encourage you to obtain the Federal Highway Administration (FHWA) publication titled *Entering the Quiet Zone: Noise Compatible Land Use Planning* from their website at http://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/land_use/index.cfm.

For additional information regarding traffic noise, regulations and policy, noise analyses or noise abatement, visit the Department's website at: <http://www.dot.il.gov/desenv/noise.html>.

If you have any questions or need additional information, please contact Marty Morse, Project Manager, at (847) 705-4107.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

By: 
John A. Baczek, P.E.
Project and Environmental Studies Section Chief

Enclosures

bcc: **PROJECT ENGINEER (scan and send signed letter to Consultant for inclusion in project report)**

AGENCY ADDRESSES

Mr. Dennis Sandquist
Director Planning and Development
McHenry County Government Center
2200 North Seminary Avenue
Woodstock, IL 60098

Ms. Catherine J. Peterson
Village Manager
Village of Lakewood
2500 Lake Avenue
Lakewood, IL 60014

Mr. Dan Olson
Director of Community Development
Village of Lake in the Hills
600 Harvest Gate
Lake in the Hills, IL 60156

Mr. Charles Norman
Director of Development Services
Village of Huntley
10987 Main Street
Huntley, IL 60142

Mr. Cort Carlson
Director of Community & Economic Development
City of Woodstock
121 West Calhoun Street
Woodstock, IL 60098

Ms. Michelle V. Rentzsch
Director of Planning & Economic Development
City of Crystal Lake
100 West Woodstock Street
Crystal Lake, IL 60014



City of
WOODSTOCK

Department of Public Works
326 Washington Street
Woodstock, Illinois 60098

815/338-6118 ♦ Fax 815/334-2263
awilson@woodstockil.gov
www.woodstockil.gov

March 27, 2013

Mr. Joe Havel
AECOM
303 East Wacker Drive – Suite 600
Chicago, Illinois 60601-5276

**Re: IL 47 Reed Road to US 14
McHenry County
PBT – 142-033**

Dear Mr. Havel,

Per your request, we reviewed the “preliminary” draft plan and profile sheets that you sent us for the referenced project and have the following comment:

- 1) Given the existing and projected future use of the commercial property located on the NE corner of Cobblestone Way and IL 47, the City does not support the relocation of Cobblestone Way and the splitting of this property as depicted on sheet 42 of the plans. We request that you re-review your current proposal and provide a suitable alternative that does not encumber this property.

Please contact me if you have any questions regarding this matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'Alan E. Wilson'.

Alan E. Wilson
City Engineer

cc: Tim Clifton

UNTY

WALK

O.W.
P. R.O.W.
ADID K663

VAUKEE RIVER
K663

DSTOCK

ON

COBBLESTONE WAY

DIECKMAN ST.

U TURN
PERMITTED

MULTI-USE
PATH

SEARS

CHEVROLET/BUICK CAR DEALER

CENTERVILLE SELF STORAGE

ARROW ALUMINUM

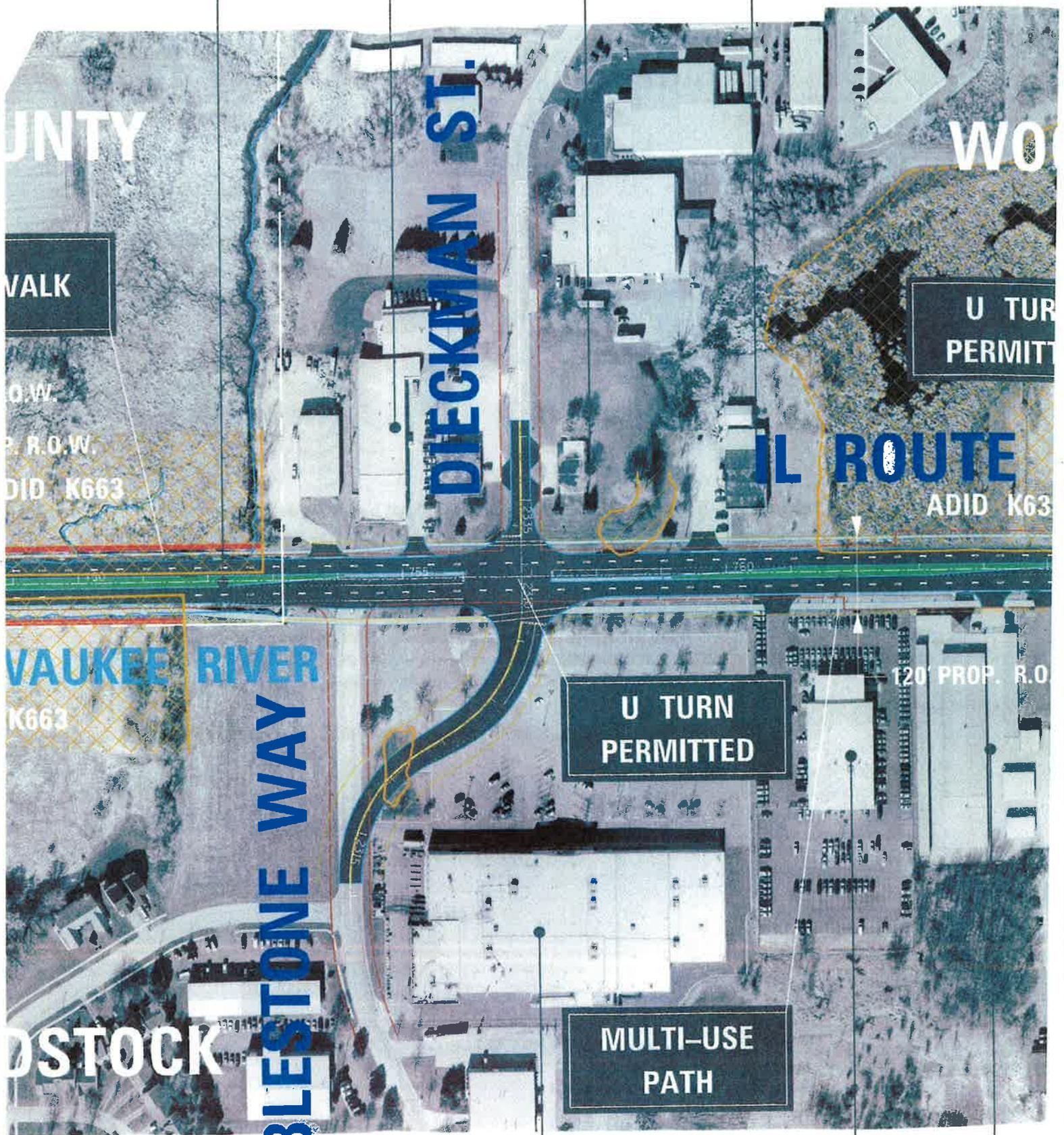
WO

U TURN
PERMITTED

IL ROUTE

ADID K63

120' PROP. R.O.





2500 LAKE AVENUE • VILLAGE OF LAKEWOOD, IL 60014
815 / 459-3025 • FAX 815 / 459-3156

April 19, 2013

The Honorable Jack Franks
State Representative
267-S Stratton Office Building
Springfield, IL 62706

RE: Intersection Improvements at IL Route 47 and IL Route 176

Dear Representative Franks:

On behalf of the officials and residents of the Village of Lakewood, thank you for taking the time to review the Village's proposed intersection improvement project at the southern junction of IL Route 47 and IL Route 176 for possible funding opportunities. The project comprises the realignment of Pleasant Valley Road (currently located approximately 500 feet north of the intersection) with the southern leg of IL Route 176 to create a signalized four way intersection (it is currently a T intersection). Key statistics in support of this improvement include:

- 40,000 Average Daily Traffic on IL Route 47
- A earlier traffic study proposed two (2) through lanes in each direction; dual left turn lanes and single right turn lanes on IL Route 47
- The traffic study demonstrated that all lanes of traffic at the proposed intersection alignment would have an acceptable level of service
- The project's total cost is estimated to be \$4.7M

At a recent meeting with officials from Region 1 of the Illinois Department of Transportation (IDOT), strong support of this improvement project was reaffirmed.

The primary reason for our strong advocacy of this project is safety. The intersection has long been dangerous and, as it is currently configured, it has been listed in the top five percent (5%) of most dangerous intersections in the state. We are awaiting confirmation from IDOT to affirm this designation. As recently as September, there was another fatal accident.

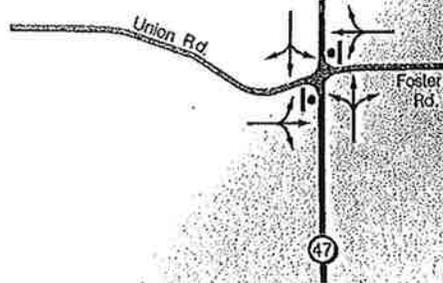
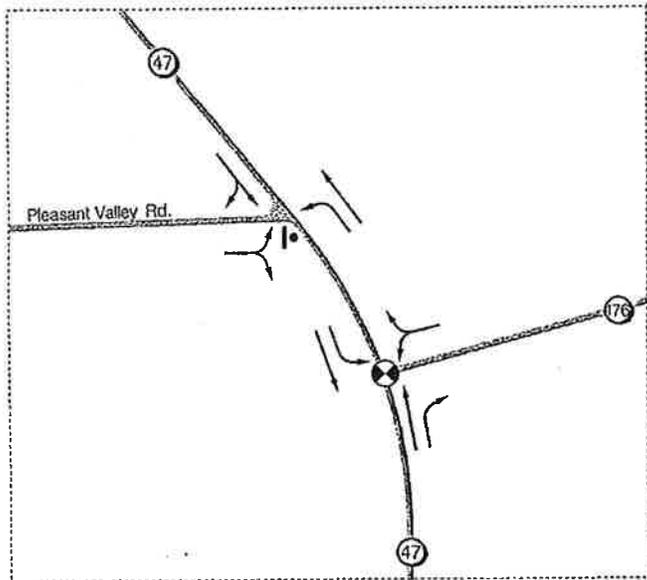
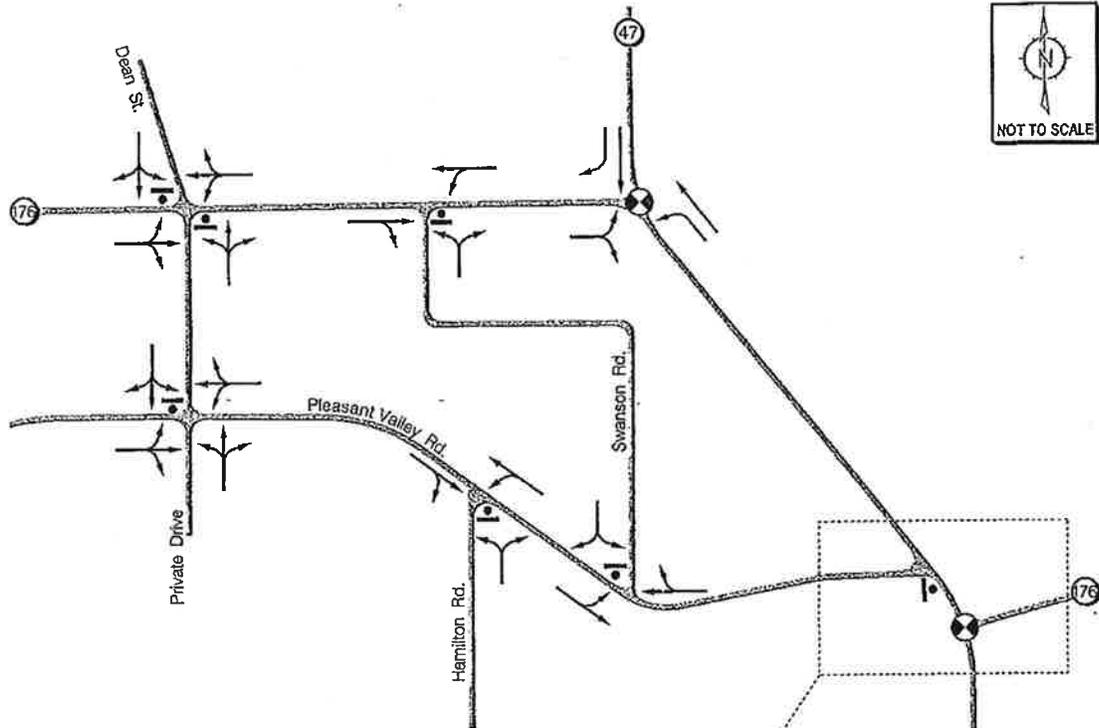
Given the strategic importance of this intersection, the Village of Lakewood has purchased forty five (45) acres on the west side of the southern intersection of IL Route 47 and IL Route 176. The purchase of this property allows the Village of Lakewood to work proactively and cooperatively with IDOT regarding the right-of-way that will be needed for the realignment of Pleasant Valley Road. It is also the first step in responsibly developing a critical intersection of the strategic IL Route 47 corridor.

The proposed intersection improvement is within McHenry County, which continues to struggle with an unemployment rate greater than ten percent (10%). Furthermore, it is within a census tract that has been designated as a Targeted Employment Area (TEA), which means that it has an unemployment rate greater than one hundred and fifty percent (150%) of the national average. Not only will the proposed intersection improvement enhance transportation safety, but it will bring greater economic opportunity to the area and help to provide quality job opportunities to local residents.

Once again, thank you for your willingness to carefully review this project and assist in whatever way possible to help the Village of Lakewood identify potential funding sources to improve this dangerous and strategic intersection. As demonstrated by our purchase of the land to control the right-of-way needed to facilitate the realignment, we are prepared to take whatever steps are necessary to move this project forward in a timely manner.

Sincerely,

Erin Smith, President
Village of Lakewood

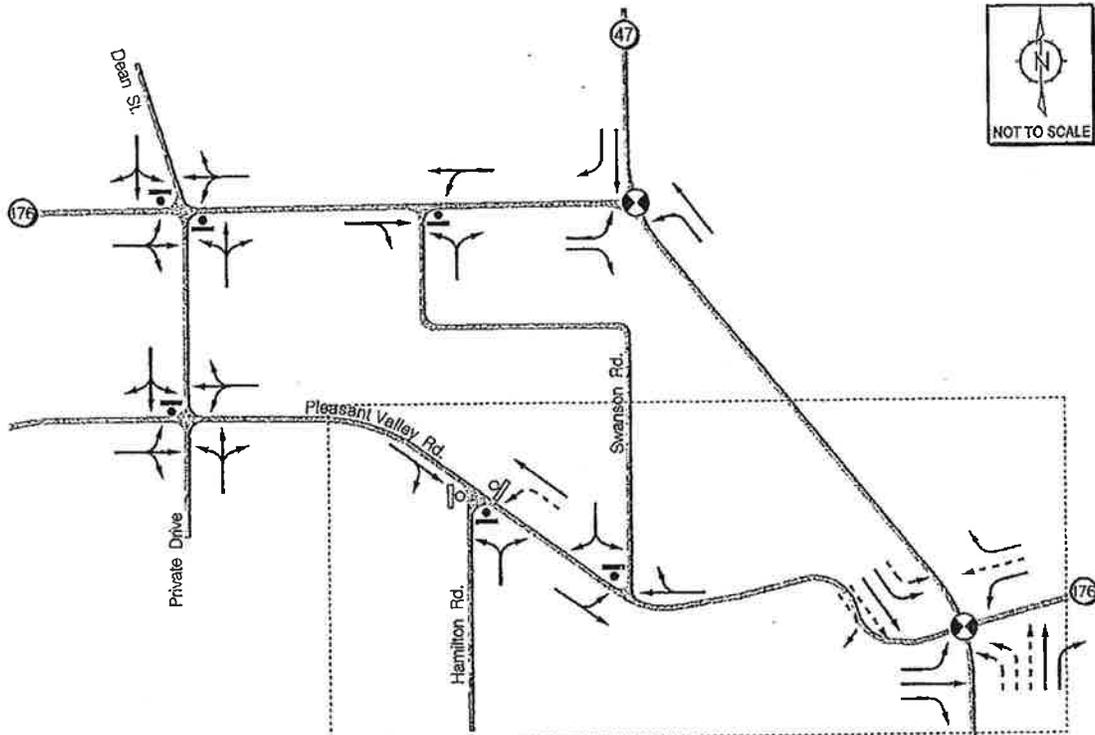


LEGEND	
	- Existing Travel Lane
	- Existing Stop Sign
	- Existing Traffic Control Signal



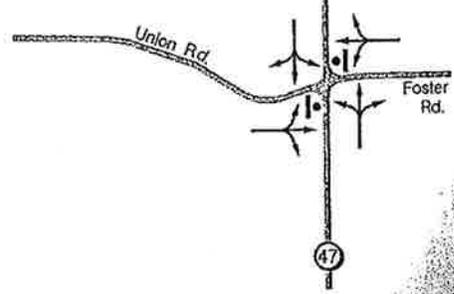
EXISTING GEOMETRY

FIGURE: 2



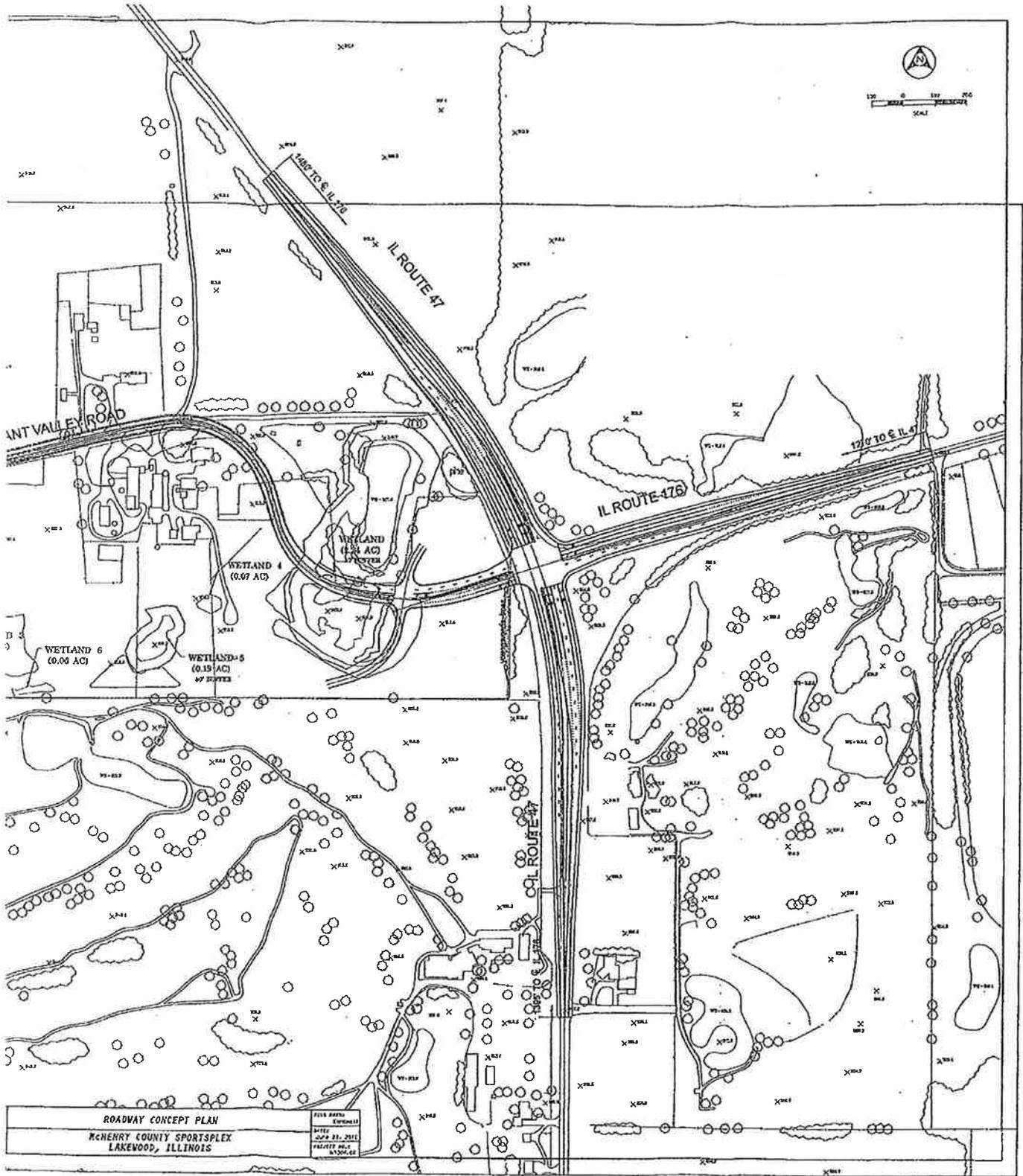
SEE SHEET 8A

LEGEND	
	- Existing Travel Lane
	- Planned Travel Lane (IDOT FY2010-2015 improvement)
	- Proposed Travel Lane
	- Existing Stop Sign
	- Proposed Stop Sign
	- Existing Traffic Control Signal



RECOMMENDED ROADWAY GEOMETRY

FIGURE 8





2500 LAKE AVENUE • VILLAGE OF LAKEWOOD, IL 60014
815 / 459-3025 • FAX 815 / 459-3156

May 17, 2013

Mr. John Fortmann, Acting Deputy Director
Region 1 Engineer
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196

RE: Intersection Improvements at IL Route 47 and IL Route 176

Dear Mr. Fortmann:

Thank you for arranging for your staff to meet with us to discuss the proposed intersection improvements to the southern junction of IL Route 47 and IL Route 176. As always, we truly appreciate the respect accorded to us by staff and the dialogue about roadway improvements.

In terms of a meeting summary, we were simply seeking to affirm the conceptual support of the Illinois Department of Transportation (IDOT) for the improvements to the aforementioned intersection that were initially reviewed in 2010. In general, these improvements consist of realigning Pleasant Valley Road (currently located approximately 500 feet north of the southern intersection) with the southern leg of IL Route 176 to create a signalized four way intersection (it is currently a T intersection). Please see the attached preliminary engineering plan for additional detail. During our meeting on April 10, 2013 minor revisions to the initial plan were discussed and a final plan will be completed in full cooperation with IDOT staff.

One of the significant changes since 2010 has been our purchase of approximately forty-five (45) acres of property immediately west of the southern intersection of IL Route 47 and IL Route 176. The purchase of this property allows the Village of Lakewood to work cooperatively with IDOT regarding the right-of-way that will be needed for the realignment of Pleasant Valley Road.

As stated at several times throughout the meeting, the Village of Lakewood is not specifically seeking funding from IDOT for this project – simply conceptual approval and support so that we can aggressively work to identify alternative funding sources. Thank you for the time that you and your staff have already invested in this project. Please do not hesitate to contact me for further information or assistance regarding this matter.

Sincerely,

Erin Smith, President
Village of Lakewood

cc: Mr. Steve Travia, P.E.
Bureau Chief of Traffic Operations



9010 Haligus Road
Lake in the Hills, IL 60156

(847) 960-7500
Fax: (847) 960-7501
www.lith.org

May 31, 2013

Joe Havel
AECOM
Route 47 Project Manager

Re: Lake in the Hills Comments on Route 47 Preliminary Design

Mr. Havel:

As discussed at our meeting, the Village of Lake in the Hills has a few items of concern related to the preliminary design.

- Planning for the future Ackman Road extension – The Village has plans to extend Ackman Road to Route 47. It is important that the final design consider this. It is noted in the meeting minutes that you intend to at least add a note that this will be completed by others in the plans. The Village will keep you informed of progress on the Phase 1 study with the intent of being able to get the geometrics to match as the Route 47 design progresses. This will minimize rework and unnecessary construction impacts later.
- Adverse impacts of the ROW shift from station 426+00 and 440+00 – The Village is adversely impacted by the ROW shift. Shifting the ROW east in this area has an adverse impact on the ability to develop the land on the east side of the ROW. The Village wants this area readdressed to determine what can be done to correct this situation.
- Question of need for widened ROW from station 466+00 to 474+00 – We look forward to further information from IDOT concerning why this widened ROW is required.

The Village looks forward to continuing to work with IDOT as this project progresses.

Sincerely,

A handwritten signature in black ink, appearing to read "Fred Mullard".

Fred Mullard
Public Works Director

cc: Dan Olson, Director of Community Development
Dave Van Camp, Village Engineer
Cary Lewis, IDOT

Havel, Joe

From: Havel, Joe
Sent: Friday, June 14, 2013 10:30 AM
To: Fred Mullard
Cc: 'Lewis, Cary D'; Morse, Marnell M; Murphy, Kimberly K.
Subject: LITH Preliminary Geometrics Comments
Attachments: Lake in the Hills letter 5-31-13.pdf

Dear Fred,

This is in response to your letter dated May 31, 2013 (attached) regarding the Village's plans for the future extension of Ackman Road to the east, as well as concerns regarding right-of-way impacts (ROW) due to the IL 47 proposed alignment shift.

Based on discussions in our meeting of May 13, 2013, it is the Department's understanding that the Village has not yet prepared engineering studies for the Ackman Road extension. The Village does, however, have funding for the project. As the exact layout of the extension has not been determined, we will add a note to our preliminary plans stating "Future Ackman Road Extension By Others." A "Special Design and Construction Consideration" will be added to the project report to coordinate with the Village during contract plan preparation (Phase II).

In regard to potential adverse impacts due to the alignment shift starting just north of Ackman Road (approximate starting station 426+00). Upon further review the Department may be able to start the IL 47 shift farther to the north to reduce impacts to the area in question. The Department is currently considering moving the start of the alignment shift approximately 900 feet north (approximate starting station 435+00) which would coincide with the compensatory storage location.

In regards to the question of right-of-way needs from station 466+00 to 474+00 (just south of Conley Road) the Department will revise our plans and right-of-way needs in this area. Although the Department will need right-of way in this area most of the offset portion of the right of way shown on our draft plan and profiles, that was submitted to the Village, can be eliminated.

If you have any questions or need additional information, please contact Cary Lewis, Project Engineer, at (847) 705-4724.

Joe Havel

AECOM

303 East Wacker Drive, Suite 600

Chicago, IL 60601-5212

312-373-6702



Illinois Department of Transportation

Office of the Secretary
2300 South Dirksen Parkway / Springfield, Illinois / 62764
Telephone 217/782-5597

August 9, 2013

Honorable Pamela J. Althoff
Illinois State Senator
5400 West Elm Street, Suite 103
McHenry, Illinois 60050

Honorable Jack D. Franks
Illinois State Representative
1193 South Eastwood Drive
Woodstock, Illinois 60098

Dear Senator Althoff and Representative Franks:

Thank you for your letter of July 9, 2013 regarding the intersection of IL 47 at IL 176.

In order to ready this intersection for construction, department staff will initiate and complete Phase I engineering studies. This will involve data collection, analysis and coordination activities. One of the critical path items include environmental data collection and regulatory agency approvals. This is especially important for this location, given that the realignment of IL 176 will likely impact nearby wetlands.

We are currently evaluating two approaches for accomplishing this work – adding the intersection to our ongoing IL 47 from Reed Road to US 14 study, or, pursuing this as a separate study. In either case, we anticipate that the Phase I planning process will be completed within 12 months. The realignment of IL 176 will require additional right-of-way, which typically takes 18 to 24 months to complete. We will however, investigate a compressed schedule that could meet a Fiscal Year 2015 time frame, and follow-up with a more detailed response.

Thank you for the opportunity to comment on this matter. If you have any questions or need additional information, please contact me.

Sincerely,

SS 8-16-13

Ann L. Schneider
Secretary

bcc: Andre Ashmore
Charles Ingersoll
Omer Osman
John Fortmann

Marsha Campos
Leigh Ann Vanausdoll
William Frey

11/11
76371
District Office
1193 South Eastwood Drive
Woodstock, IL 60098
(815) 334-0063
(815) 334-9147 Fax

STATE OF ILLINOIS



Springfield Office
267-S Stratton Office Building
Springfield, IL 62706
(217) 782-1717
(217) 557-2118 Fax

JACK D. FRANKS
CHAIRMAN • STATE GOVERNMENT ADMINISTRATION
ILLINOIS HOUSE OF REPRESENTATIVES

July 09, 2013

Ms. Ann Schneider
Secretary
Illinois Department of Transportation
2300 S. Dirksen Pkwy
Fl. 003 RM. 300
Springfield, IL 62764

Dear Secretary Schneider:

We first want to thank you for traveling to Marengo on June 17th to meet with elected officials from McHenry County to discuss local infrastructure. There were many issues that were brought to the attention of IDOT, including improvement to the Rt. 47 and Rt. 176 intersection in the Village of Lakewood.

We appreciate IDOT's commitment of \$1 million to finance work that will begin this year in and around the intersection. In the interest of facilitating our further involvement in this important project, we respectfully request in writing the schedule for engineering studies and construction work on this project for the next fiscal year.

Again, thank you for your time and attention to this dangerous intersection and assisting us in its improvement. Please contact either of our offices, Senator Althoff at (815) 455-6330 or Representative Franks at (815) 334-0063, should you have any questions.

Sincerely,

Handwritten signature of Jack D. Franks in black ink.

Jack D. Franks
State Representative
63rd District

Handwritten signature of Pamela Althoff in black ink.

Pamela Althoff
State Senator
32nd District

cc: Leigh Ann Vanausdoll
John Fortman

FILE COPY



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Illinois Route 47 (IL 47)
Reed Road to US Route 14
McHenry County

August 23, 2013

Mr. Guy Schmalz
Postmaster
US Post Office - Huntley
11013 N. Woodstock Street
Huntley, IL 60142-6957

Dear Mr. Schmalz:

The Illinois Department of Transportation (Department) is currently engaged in preliminary engineering and environmental studies (Phase I) for the improvement of IL 47 in the Villages of Huntley, Lakewood, Lake In the Hills, and Woodstock in McHenry County. A location map is enclosed for your reference. This project is not included in the Department's FY 2014-2019 Proposed Multi-Modal Transportation Improvement Program. However, the project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The proposed scope of work consists of reconstruction of the roadway to provide two lanes in each direction with a median as well as intersection improvements, bridge replacement, and accommodations for pedestrians and bicyclists.

There are currently multiple mailbox locations along IL 47. Some locations are single residential mailboxes while others are for businesses along IL 47. Access to the existing mailboxes is via aggregate shoulder and at back of curb at other locations.

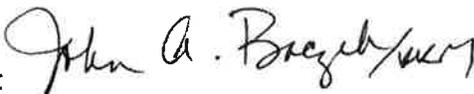
At this time, the Department does not intend to construct mailbox turnouts as part of this project. Instead, mailboxes will be relocated 2 feet behind the face of the new curb and mail drop-off is anticipated to occur from the future outer 10 feet wide shoulder or outer through lane of IL 47. Please provide any comments you may have with respect to postal operations within your service area at your earliest convenience so we may maintain our project schedule. We anticipate holding a public hearing this winter.

Mr. Guy Schmalz
August 23, 2013
Page 2

If you have any questions or need additional information, please contact
Marty Morse, Project Manager, at (847) 705-4107.

Very truly yours,

John Fortmann, P.E.
Deputy Director of Highways,
Region One Engineer

By: 
John A. Baczek, P.E.
Project and Environmental Studies Section Chief

Enclosure

bcc: Cary D. Lewis

S:\GenWP\p&es\CONSULT\Projects - Active\IL 47 from US 14 to Reed Road\Coordination Letters\IL 47
Postmaster Letter to Huntley PO 072313.docx

From: Samudovsky, Joseph
Sent: Thursday, April 03, 2014 3:38 PM
To: Morse, Marnell M
Cc: Schumm, Linda K.
Subject: RE: IL 47 from Reed Road to US 14 McHenry County

Marty:

I am following up in regards to the private airstrip "Phyllis Field" near the proposed IL 47 improvement project. Based on the information provided, it appears the runway will need to be shortened approximately 70 on the West end of the airstrip. With the displaced threshold to provide a clear 15:1 approach slope, this will bring the effective length of the runway from 2,000 down to 1,930. The State minimum length for a private sod runway is 1,600'.

Thank you,

Joseph Samudovsky

Flight Safety Coordinator

Illinois Department of Transportation

Division of Aeronautics

1 Langhorne Bond Drive

Springfield, IL 62707

T: (217) 524-5269 M: (217) 685-2945

F: (217) 785-4533

Joseph.Samudovsky@illinois.gov

PRIVILEGED & CONFIDENTIALITY NOTICE: This email transmission (and /or the documents accompanying such) may contain legally privileged/confidential information. Such information is intended only for the use of the individual or entity above. If you are not the named or intended recipient, you are hereby notified that any disclosure, copying, distribution, or the taking of any action in reliance on the contents of such information is strictly prohibited. If you have received this transmission in error, please immediately notify the sender to arrange for the secure return of the document.

 Please consider the environment before printing this e-mail.

**APPENDIX B-5
ENVIRONMENTAL COORDINATION**

ENVIRONMENTAL SURVEY REQUEST

A. PROJECT INFORMATION:

Bio Cultural Special Waste

Submittal Date: 05/05/08 (mm/dd/yyyy) Requesting Agency: DOH

Contract #: Job No.: P- 91 - 101 - 07 PPS Project No.:

District: 1 Counties: McHenry

Route: FA Marked: IL Route 47, IL Route 176

Street: S. Eastwood Drive Section:

Municipality(ies): Woodstock, Huntley Project Length: 7.5 Miles

From To (At): Reed Road to US Route 14

Quadrangle: Huntley, Woodstock Township-Range-Section: T43N, R7E and T44M, R7E

Anticipated Design Approval: 11/01/2010 (mm/dd/yyyy)

B. REASON FOR SUBMITTAL: (Check all that apply)

Acquisition of additional ROW or easement 75 acres

In-Stream Work Stream Name: Kishwaukee River

Other: Close proximity to Woodstock Marsh INAI site and ADID wetlands, T&E species

DETAIL the above in the Additional Information field.

The Additional Information field on this form should be used to expand on the Project Description.

C. PROJECT DESCRIPTION:

Reconstruction of 7.5 miles of IL47. Anticipated add-lanes from existing 2 lane section to 4-12' lanes with median, shoulders, and open drainage in ROW expanded to 160'. Structure replacement at Kishwaukee River.

Proposed Work: Highway Bridge Bike Trail Other

D. TREE REMOVAL?:

Yes

Number?: or Acres

Existing Bridge(s) Structure Number: 056 - 0025 , - , -

Historic District Involved? No Historic Buildings Involved? Don't Know

Section 4(f) Lands Involved? Don't Know Section 6(f) Lands Involved? Don't Know

E. FUNDING:

Federal State TBP MFT Local Non-MFT

404 Permit Required Anticipated Processing: ECAD

F. LOCAL CONTACT PERSON:

Cary Lewis

Telephone #: (847) 705 - 4724

ext.

Title: Consultant Studies Engineer

E-Mail: cary.lewis@illinois.gov

G. ADDITIONAL INFORMATION:

Memo By: Cheryl Nash, Env. Scientist (CTE)

Project crosses Kishwaukee River and three unnamed tributaries. It is in close proximity to Woodstock Marsh INAI site. IDNR EcoCAT report identifies several T&E species in project vicinity. ADID wetlands also located in project area. Multiple potential special waste sites may be present along project corridor.

Page 2 - SPECIAL WASTE SCREEN

Special Waste Submittal Date: *mm/dd/yyyy* Date of Preliminary Report:

Screening Criteria

Railroad ROW (except single rail rural, with no maintenance facilities, evidence or open dumping or record of spills in the project area)

Building Demolition/Modification

SubSurface Utility Relocation or Linear Excavation

If all responses are No, sign and place in appropriate report. If any response is Yes or Don't Know, continue screening or survey project as necessary.

Any known hazardous or non-hazardous waste sites in vicinity (CERCLIS[1.0 mile],

Description:

Land Use History and Development Setting

Entirely Agricultural/Residential or with some recently developed commercially benign uses (see list of potentially non benign commercial uses)

State Highest Level of Development

Current Land Uses

Previous Land Uses

Adjacent Land Uses

Records Review:

In-House

Old Plat Books Soil Survey Old Aerial Photos Old Survey Books Other Dist. Files Photos

Other Sources

City Directories County Assessor Fire Dept. Sanborn Maps Other

Take Photos of sites or attach sketch. If land use is and was always entirely Agriculture/Residential or has some recently developed commercially benign uses, continue screen; otherwise submit for survey.

Visual Inspection

Inspection Date: *mm/dd/yyyy*

Underground Tanks

Building or building materials containing regulated substances other than asbestos:

Buildings **Batteries** **Solvents** **Foundry Sands** **Transformers or Other Oil filled Electrical Equipment** **Paint** **Lead**

STEP 2

Surface Tanks **Sumps** **Ponds** **Drums** **Basins** **Landfills**

Transformers (except pole mounted with no discernable evidence of soil staining)

RR Signal Boxes (except those with no discernable soil staining)

Other (storage structures/pipelines [except water and natural gas])

STEP 3

Surface Staining **Oil Sheen** **Odors** **Vegetation Damage** **Other (spills, leaks, illegal dumping, etc.)**

If entirely Agriculture/Residential or has some recently developed commercial benign uses, and if all responses to Step 1, Step2, and Step 3 are No, sign form and place in appropriate report, otherwise send for Preliminary Environmental Site Assessment (PESA).

Conducted By: **Title:**

Telephone #: () -



Rod R. Blagojevich, Governor

Home Directory Help FAQs Site Map Contact Us

TRAVELING PUBLIC MAPS PROJECTS ROAD CLOSURES NEWS DOING BUSINESS LETTING & BIDDING CAREERS @ IDOT

ENVIRONMENTAL SURVEY REQUEST

A. PROJECT INFORMATION:

Bio Cultural Special Waste

Submittal Date: 01/15/09 (mm/dd/yyyy) Requesting Agency: DOH

Contract #: Job No.: P- 91 - 220 - 09 PPS Project

No.:

District: 1 Counties: McHenry

Route: FA Marked: IL Route 47, IL Route 176

Street: S. Eastwood Dr Section:

Municipality(ies): Woodstock, Huntly Project Length: 0.50

Miles

From To (At): Intersections of IL Route 176 and IL Route 47

Quadrangle: Woodstock, Huntley Township-Range-Section:

T44N, R7E, Sec 33

Anticipated Design Approval: 03/31/09 (mm/dd/yyyy)

B. REASON FOR SUBMITTAL: (Check all that apply)

Acquisition of additional ROW or easement acres

In-Stream Work Stream Name:

Other: EcoCAT report suggests potential for T&E species and INAI site

DETAIL the above in the Additional Information field.

The Additional Information field on this form should be used to expand on the Project Description.

C. PROJECT DESCRIPTION:

Construction of right hand turn lanes from eastbound IL Rt 176 to southbound IL Rt 47, and from westbound IL Rt 176 to northbound IL Rt 47.

Proposed Work: Highway Bridge Bike Trail Other

D. TREE REMOVAL?: No Number?: or Acres

Existing Bridge(s) Structure Number: - , - , -

Historic District Involved? No Historic Buildings Involved? No

Section 4(f) Lands Involved? No Section 6(f) Lands Involved? No

E. FUNDING: Federal State TBP MFT Local Non-MFT

404 Permit Required

Anticipated Processing: ECAD

F. LOCAL CONTACT PERSON: Cary Lewis

Telephone #: (847) 705 -

4724

ext.

Title: Consultant Studies Engineer

E-Mail: cary.lewis@illinois.gov

G. ADDITIONAL INFORMATION:

Memo By: Cheryl Nash

The IDNR EcoCAT report indicates the potential for Blanding's turtle and Iowa darter to be present, and the project is in the general vicinity of the Pleasant Valley INAI site. The project will not impact any wetlands or streams.

Page 2 - SPECIAL WASTE SCREEN

Special Waste Submittal Date: 05/06/08 mm/dd/yyyy Date of Preliminary Report: mm/dd/yyyy

Screening Criteria

No Railroad ROW (except single rail rural, with no maintenance facilities, evidence or open dumping or record of spills in the project area)

No Building Demolition/Modification

Yes SubSurface Utility Relocation or Linear Excavation

If all responses are No, sign and place in appropriate report. If any response is Yes or Don't Know, continue screening or survey project as necessary.

No Any known hazardous or non-hazardous waste sites in vicinity (CERCLIS[1.0 mile],

Description:

Rural Land Use History and Development Setting

Yes Entirely Agricultural/Residential or with some recently developed commercially benign uses (see list of potentially non benign commercial uses)

State Highest Level of Development

Agricultural Current Land Uses

Agricultural Previous Land Uses

Agricultural Adjacent Land Uses

Records Review:

In-House

Old Plat Books Soil Survey Old Aerial Photos Old Survey Books Other Dist. Files Photos

Other Sources

City Directories County Assessor Fire Dept. Sanborn Maps Other

Take Photos of sites or attach sketch. If land use is and was always entirely Agriculture/Residential or has some recently developed commercially benign uses, continue screen; otherwise submit for survey.

Visual Inspection Inspection Date: mm/dd/yyyy

STEP 1

Underground Tanks

Building or building materials containing regulated substances other than asbestos:

Buildings Batteries Solvents Foundry Sands Transformers or Other Oil filled Paint Lead Electrical Equipment

STEP 2

Surface Tanks Sumps Ponds Drums Basins Landfills

Transformers (except pole mounted with no discernable evidence of soil staining)

RR Signal Boxes (except those with no discernable soil staining)

Other (storage structures/pipelines [except water and natural gas])

STEP 3

Surface Staining Oil Sheen Odors Vegetation Damage Other (spills, leaks, illegal dumping, etc.)

If entirely Agriculture/Residential or has some recently developed commercial benign uses, and if all responses to Step 1, Step2, and Step 3 are No, sign form and place in appropriate report, otherwise send for Preliminary Environmental Site Assessment (PESA).

Conducted By: Title:

Telephone #: () -

[ESR Home Page](#)

[Clear Form](#)

[Submit Form](#)

[IDOT Privacy Statement](#) | [Illinois Privacy Information](#) | [Kids Privacy](#) | [Web Accessibility](#) | [FOIA](#)



Addendum Environmental Survey Request (AESR)

Attention: Environment Section Room 330

A. Project Information
Original Sequence No.: 1307
Submittal Date: 08/10/2010
Requesting Agency: DOH
Contract No.: Job No.: P- 91-101-07
District: 1 County(ies): McHenry
Route: FAP 326 Marked: IL Rte 47
Street: Section:
Municipality(ies): Huntley Project Length: 4.75 Miles
From-To (At): Union Road to Pleasant Valley Rd; IL Rt 176, Lucas Road, and Cobbleston Way
Quadrangle: Woodstock, Huntley Township-Range-Section: T44N, R7E and T43N, R7E
Anticipated Design Approval: 11/2011
B. Reason for Submittal: (Check all that apply)
See Design and Environment Manual 27-1.02 Applicability for further details
[X] Acquisition of Additional ROW or easement Addendum: 10 acres Total Project: 85 acres
[X] In-Stream Work Stream Name: Kishwaukee River
[X] Other Not all of the wetlands at southern leg of Rt 176 and Rt 47 were delineated by INHS
C. Addendum Description:
ESR limits have been changed due to extended project length at cross roads, and shifted alignment to avoid homes.
D.
Contact Person: Local Contact Person: Cary D. Lewis
Telephone: Telephone: 847-705-4724
E-Mail: E-Mail: Cary.Lewis@illinois.gov
E.
[] Update Entire Project
[X] Addendum Only

For Office Use Only

Environmental Survey Request – Page 2
Special Waste Screen

Job No.: P- 91-101-7
 Route: FAP 326

Special Waste Submittal Date: 08/06/2010 Section: _____
 Cleared for Design: _____ Cleared for Letting: _____
 Date of Preliminary Report: _____ Fill-out only if other than CE is chosen on Anticipated Processing

Screening Criteria

1. Acquisition of additional ROW or easement
No Railroad ROW (except single rail rural, with no maintenance facilities, evidence of open dumping or record of spills in the project area)
No Building Demolition/Modification
Yes Subsurface Utility Relocation or Linear Excavation

If all responses are No, sign and place in appropriate report. If any response is Yes or Don't Know, continue screening or survey project as necessary.

2. Yes Any known special or non-special waste sites in vicinity (CERCLIS [1.0 mile], LUST [1000'], UST and RCRA facilities [property itself])
 Description: ISGS PESA 1789 dated 2/3/09 identified a location at the northern end of project corridor as having a high risk for potentially hazardous compounds

3. _____ Land Use History and Development Setting _____ Entirely Agricultural/Residential or with some recently developed commercially benign uses (see list of potentially non benign commercial uses)
Light Industrial Current land uses _____
Commercial Previous land uses _____
Light Industrial Adjacent land uses _____

4. **Records Review:** _____ **IDOT Sources**
 Old Plat Books Soil Survey Old Aerial Photos Old Survey Books Other Files & Photos
Other Sources
 City Directories County Assessor Fire Dept. Sanborn Maps Other _____

Take photos of sites or attach sketch. If land use is and was always entirely agricultural/residential or has some recently developed commercially benign uses, continue screen; otherwise submit for survey.

Visual Inspection Inspection Date 07/30/2010

Step 1 Don't Know Underground Tanks

Buildings or building materials containing regulated substances other than asbestos:

<u>Buildings</u> Yes	<u>Batteries</u> Yes	<u>Solvents</u> Yes	<u>Foundry Sands</u> No	<u>Transformers or Other Oil-filled Electrical Equipment</u> Yes	<u>Paint</u>	<u>Lead</u>
-------------------------	-------------------------	------------------------	----------------------------	---	--------------	-------------

Step 2

<u>Surface Tanks</u> No	<u>Sumps</u> No	<u>Ponds</u> No	<u>Drums</u> No	<u>Basins</u>	<u>Landfills</u>
----------------------------	--------------------	--------------------	--------------------	---------------	------------------

- Yes Transformers (except pole mounted with no discernable evidence of soil staining)
 _____ RR Signal Boxes (except those with no discernable soil staining)
 _____ Other (storage structures/pipelines [except water and natural gas])

Step 3

<u>Surface Staining</u> No	<u>Oil Sheen</u> No	<u>Odors</u> No	<u>Vegetation Damage</u> No	<u>Other (spills, leaks, illegal dumping, etc.)</u> No
-------------------------------	------------------------	--------------------	--------------------------------	---

If entirely Agricultural/Residential or has some recently developed commercially benign uses, and if all responses to Step 1, Step 2, and Step 3 are No, sign form and place in appropriate report, otherwise send for Preliminary Environmental Site Assessment (PESA).

District Sign Off or Special Waste Screen Date: _____
 Conducted by: Cheryl Nash Position: Env. Scientist Telephone: 312-373-6808

Addendum Environmental Survey Request Form (BDE 2287A) – Instructions

Attachments/Submittal:

A Transmittal Memorandum is no longer required. Additional project information may be submitted as an attachment to the ESR or AESR as necessary. The address on the form will allow for delivery.

Project Master 1 packet (required with each Biological or Cultural submittal)	<i>(Only 1 Project Master packet required when Biological and Cultural submitted together)</i>
<input type="checkbox"/> 1 ESR or AESR form <input type="checkbox"/> 1 Location Map (copies from recent plat books and USGS quadrangle maps are also very useful) <input type="checkbox"/> 1 copy of NWI Maps (BIO submittals only) <input type="checkbox"/> 1 set of plan view layouts with approximate ROW/easement limits <input type="checkbox"/> 1 set of aerial photography (if available) (BIO submittals only) <input type="checkbox"/> 1 copy of ground-level photo(s) as appropriate and feasible	

Biological/Wetlands Requests 2 packets EACH containing the following:	Cultural Requests 2 packets EACH containing the following:
<input type="checkbox"/> 1 ESR or AESR form <input type="checkbox"/> 1 Location Map (copies from recent plat books and USGS quadrangle maps are also very useful) <input type="checkbox"/> 1 copy of NWI Maps <input type="checkbox"/> 1 set of Plan View Layouts with approximate ROW/easement limits <input type="checkbox"/> 2 sets of aerial photography (if available) <input type="checkbox"/> 1 copy of ground-level photo(s) as appropriate and feasible	<input type="checkbox"/> 1 ESR or AESR form <input type="checkbox"/> 1 Location Map (copies from recent plat books and USGS quadrangle maps are also very useful) <input type="checkbox"/> 1 set of Plan View Layouts with approximate ROW/easement limits <input type="checkbox"/> 1 copy of ground-level photo(s) as appropriate and feasible <input type="checkbox"/> 1 set of photos of all buildings except those of obviously recent (Post 1960) construction

LOCAL GOVERNMENT HIGHWAY AGENCIES SHOULD SUBMIT FORMS AND ATTACHMENTS TO THE APPROPRIATE DISTRICT BUREAU OF LOCAL ROADS AND STREETS OFFICE.

In addition to the above packets 2 additional copies of the Survey Request Form should be submitted for Local Roads Jobs.

Requests for Special Waste **ONLY CAN** be processed from the ESR/AESR Form with no attachments, up to the Historic Complete stage. However, at that time if the remaining submittals/attachments have not been received they will be requested in order to complete the PESA. To avoid delays in deliverables all submittals/attachments should be received prior to the Historic Complete stage (check status reports).

Special Waste Requests 2 packets EACH containing the following:
<input type="checkbox"/> 1 ESR or AESR form <input type="checkbox"/> 1 Location Map (copies from recent plat books and USGS quadrangle maps are also very useful) <input type="checkbox"/> 1 set of plan view layouts with approximate ROW/easement limits <input type="checkbox"/> 1 set of aerial photography (if available) <input type="checkbox"/> 1 copy of ground-level photo(s) as appropriate and feasible

Local Government Highway Agencies can submit Special Waste requests and attachments to appropriate district office IF EITHER OR BOTH OF THE FOLLOWING CONDITIONS ARE MET:

- 1) ROW is being taken in the name of the State or**
- 2) Contract plans are being prepared by the State**

The District Office can then forward the form to:

Bureau of Design & Environment
 Illinois Department of Transportation
 2300 South Dirksen Parkway, Room 330
 Springfield, Illinois 62764

Attention: Environment Section

For additional information, call (217) 782-4770

Page 1 – AESR:

An AESR Form (BDE 2287A) should be submitted only when the criteria in Section 27-1.03(c) of the BDE Manual is met. Page 2 Screening will be required for Special Waste Addendum requests (see Page 2 Instructions).

- All fields should be completed unless the information is unavailable at the time of submittal or non-applicable to the Project. Incomplete requests will be returned.

A.

Disciplines Involved	Check all Disciplines involved in this Project. (Update on subsequent requests.)
Original Sequence No.	Number from original request
Submittal Date	Date Addendum is sent to Central Office (i.e., 01-10-2000)
Project Information	The Requesting Agency, Contract No., Job No., District, Route, Marked, Street, and Quadrangle should be completed as the original request.

B.

Acquisition of additional ROW or easement	Involves acquisition of additional right-of-way or easements (temporary or permanent) FOR THIS ADDENDUM ONLY (acquisitions not included in original ESR)
Acres	Acres for this Addendum only and Acres for Total Project
In-Stream Work	Drainage structure runaround or in-stream work (i.e., any work or activity within the stream banks which affects the bed or banks [coffer dams, riprap, construction haul roads, abutment construction, bank excavation, etc.]) (not included in original ESR)
Stream Name	Name of Stream
Other	Potentially affects a recognized natural area/nature preserve, wetland or location where State/Federal-listed species are known to occur (not included in original ESR)

C

Addendum Description	Description for this Addendum
----------------------	-------------------------------

D

Contact/Local Contact Person	Name, Telephone Number, E-mail (if available)
------------------------------	---

E

Clarify Request	If requesting a survey on only the environmental effects created by this Addendum, mark "Addendum Only". If requesting that the survey of the entire original project be updated in addition to this Addendum's survey request, mark "Update Entire Project"
-----------------	---

Special Waste Addendum

Page 2	Fill out for Special Waste Addendum requests – See Page 2 Instructions
--------	--

Page 2 – Special Waste Screening:

An ESR or AESR Form Page 1 and 2 should be submitted when a Project meets the criteria set forth in the D&E Manual, Chapter twenty-seven, Section 27-2 for Special Waste. Page 2 is a guide for District screening and assessment of projects for potential special and non-special waste involvement. The effect of special waste or other regulated substance contamination on the project cannot be determined until the type of work and location are proposed. Therefore, an assessment cannot be performed until a written project description and location map are available. As an aid to project screening and completion of the initial assessment, please refer to the Special Waste Assessment Screening Criteria Flowchart [27-2].

The Special Waste Assessment determination is simply “No” or “Yes”. No, if no findings have been made that would indicate a known or potential regulated substance contamination problem within or near the proposed project. Yes, if a known or potential site has been identified which could effect the proposed project and will take more time and effort to determine and coordinate options.

If a “No” determination is made, the Special Waste Screen should be signed and placed in the appropriate report. If a “Yes” determination is made, please submit the Environmental Survey Request (Pages 1 and 2).

- All fields should be completed unless the information is unavailable at the time of submittal or non-applicable to the Project. Incomplete requests will be returned.
- Section “D” is not necessary on requests for “Special Waste” ONLY.
- The “Don’t Know” choice should only be used **if** after researching all available resources the status of the item is still questionable.
- If the form is filled out manually choice boxes will be unavailable. Therefore, please use only the choices listed in the following line-by-line instructions when completing those items identified as **Choice**.

Screening Criteria

1. Check Project features. A project that requires new right-of-way or easements, railroad ROW (except single rail rural, with no maintenance facilities, evidence of open dumping or record of spills in the project area), building demolition/modification, linear excavation or utility relocation will have greater potential for involvement with special waste or other regulated substance contamination than a project which does not involve these features. If the project does not involve any of the features listed, sign the form and include it in the environmental documentation.

Job No., Route, Section	Access form will fill in automatically from Page 1 all others will need to enter information
Acquisition of additional ROW or easement	
Railroad ROW	Choice: Yes, No, Don’t Know
Building Demolition/Modification	Choice: Yes, No, Don’t Know
Subsurface Utility Relocation or Linear Excavation	Choice: Yes, No, Don’t Know

2. Check the CERCLIS list, LUST list, UST & RCRA facilities and any other available records to see if a known site is present. If a site is present in the vicinity, submit for survey otherwise continue screening. A site that is in the vicinity is the ASTM distance of 1.6 kilometers (1.0 mile) for CERCLIS, a modified ASTM (IDOT) distance of 300 meters (1000 feet) for LUSTs and the ASTM standard of the property itself for UST’s and RCRA facilities.

Any known special or non-special waste sites in vicinity	Choice: Yes, No, Don’t Know
Description	For more details use Attachment.

3. Check land use. An urban location generally would present more of a risk than a rural location; and, industrial land uses would generally be more of a risk than commercial uses and so on. Also, there may have been a previous land use which could still present a special or non-special waste contamination risk (i.e., abandoned service stations can usually be identified by the type of structure and location: the underground tank may still be in place). It may be necessary to verify the previous land use. Old survey books are particularly useful for this as are aerial photographs. (IDOT’s aerial survey section has some photographs dating back to the 1960’s) If past and present land use in the project area is, and always was agricultural/residential or with some recently developed (within the last 5-10 years) commercially benign uses (see list of potentially non-benign commercial uses), continue screen. Otherwise submit for survey.

Land Use History and Development Setting	Choice: Rural, Urban
Entirely Agricultural/Residential or with some recently developed commercially benign uses	Choice: Yes, No
Current land uses	Choice: Heavy Industrial, Light Industrial, Commercial, Railroad, Agricultural, Residential, Other - If “Other” describe in Text Box
Previous land uses	
Adjacent land uses	

4. Records Review.

IDOT Sources	Mark all that apply
Other Sources	Mark all that apply - If “Other” describe in Text Box

Visual Inspection

Inspection Date	
Steps 1, 2 and 3 list a number of items to look for as indicators of possible regulated substance contamination (i.e., landfills and dumps, surface storage of potentially hazardous materials [i.e., sumps, pits, steel drums], illegal dumping sites [especially on rural projects].	Choice: Yes, No, (Underground Tanks includes Don't Know)
District Sign Off – Special Waste and Date	Check if applicable
Conducted by	Include signature, position, and telephone number



Addendum Environmental Survey Request (AESR)

Attention: Environment Section Room 330

A. Project Information
Original Sequence No.: 1307
Submittal Date: April 15, 2013
Requesting Agency: DOH
Contract No.: Job No.: P 91-101-07
District: 1 County(ies): McHenry
Route: FAP 326 Marked: L Rte 47
Street: Section:
Municipality(ies): Huntley, Woodstock, Lake in the Hills Project Length: 8 Miles
From-To (At): Reed Road to Cobblestone Way
Quadrangle: Woodstock, Huntley Township-Range-Section: T44N, R7E and T43N, R7E
Anticipated Design Approval: 12/31/2013
B. Reason for Submittal: (Check all that apply)
See Design and Environment Manual 27-1.02 Applicability for further details
[X] Acquisition of Additional ROW or easement Addendum: 47.5 acres Total Project: 133 acres
[X] In-Stream Work Stream Name: Unnamed trib to Kishwaukee River, unnamed trib to South Branch Kishwaukee River, Kishwaukee Creek
[X] Other Not all of the wetlands were delineated by INHS in the vicinity of the proposed detention
ADDITIONAL INFORMATION regarding the above should be submitted as an attachment to this AESR
C. Addendum Description:
ESR limits have been changed due to additional ROW needed for detention ponds.
D.
Contact Person: Local Contact Person: Cary D. Lewis
Telephone: Telephone: 847-705-4724
E-Mail: E-Mail: Cary.Lewis@illinois.gov
E.
[] Update Entire Project
[X] Addendum Only

For Office Use Only

Environmental Survey Request – Page 2
Special Waste Screen

Job No.: P 91-101-07

Route: FAP 326

Special Waste Submittal Date: _____ Section: _____

Cleared for Design: _____ Cleared for Letting: _____

Date of Preliminary Report: _____ Fill-out only if other than CE is chosen on Anticipated Processing

Screening Criteria

1. Acquisition of additional ROW or easement
No Railroad ROW (except single rail rural, with no maintenance facilities, evidence of open dumping or record of spills in the project area)
No Building Demolition/Modification
Yes Subsurface Utility Relocation or Linear Excavation

If all responses are No, sign and place in appropriate report. If any response is Yes or Don't Know, continue screening or survey project as necessary.

2. Don't Know Any known special or non-special waste sites in vicinity (CERCLIS [1.0 mile], LUST [1000'], UST and RCRA facilities [property itself])

Description: _____

3. Rural Land Use History and Development Setting Yes Entirely Agricultural/Residential or with some recently developed commercially benign uses (see list of potentially non benign commercial uses)

Agricultural Current land uses Agricultural

Agricultural Previous land uses Agricultural

Agricultural Adjacent land uses Agricultural

4. **Records Review:** **IDOT Sources**
 Old Plat Books Soil Survey Old Aerial Photos Old Survey Books Other Files & Photos
Other Sources
 City Directories County Assessor Fire Dept. Sanborn Maps Other _____

Take photos of sites or attach sketch. If land use is and was always entirely agricultural/residential or has some recently developed commercially benign uses, continue screen; otherwise submit for survey.

Visual Inspection Inspection Date 3/28/2013

Step 1 No Underground Tanks

Buildings or building materials containing regulated substances other than asbestos:

<u>Buildings</u> No	<u>Batteries</u> No	<u>Solvents</u> No	<u>Foundry Sands</u> No	<u>Transformers or Other Oil-filled Electrical Equipment</u> No	<u>Paint</u> No	<u>Lead</u> No
------------------------	------------------------	-----------------------	----------------------------	--	--------------------	-------------------

Step 2	<u>Surface Tanks</u> No	<u>Sumps</u> No	<u>Ponds</u> No	<u>Drums</u> No	<u>Basins</u> No	<u>Landfills</u> No
--------	----------------------------	--------------------	--------------------	--------------------	---------------------	------------------------

No Transformers (except pole mounted with no discernable evidence of soil staining)

No RR Signal Boxes (except those with no discernable soil staining)

No Other (storage structures/pipelines [except water and natural gas])

Step 3	<u>Surface Staining</u> No	<u>Oil Sheen</u> No	<u>Odors</u> No	<u>Vegetation Damage</u> No	<u>Other (spills, leaks, illegal dumping, etc.)</u> No
--------	-------------------------------	------------------------	--------------------	--------------------------------	---

If entirely Agricultural/Residential or has some recently developed commercial benign uses, and if all responses to Step 1, Step 2, and Step 3 are No, sign form and place in appropriate report, otherwise send for Preliminary Environmental Site Assessment (PESA).

District Sign Off or Special Waste Screen Date: _____

Conducted by: _____ Position: _____ Telephone: _____



Illinois Department of Transportation

Memorandum

To: Diane O'Keefe Attr: Pete Harmet
From: Charles Ingersoll By: J. A. Waltball
Subject: Cultural Resource Concurrence
Date: November 18, 2009

McHenry County
FAP 326, IL 147
Job No. P-91-101-07
Seq. #14677

Attached is a letter of concurrence from the State Historic Preservation Officer indicating that the proposed project referenced above will have no effect on significant cultural resources.

This completes the necessary coordination relative to evaluating the impact of this project on significant cultural resources.

A handwritten signature in black ink, appearing to read "J. A. Waltball".

Attachment

JAW:km



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

October 8, 2009

McHenry County
FAP 326, IL 147
Kishwaukee River
Project: P-91-101-07

IDOT Seq# 14677
ITARP# 08177

FEDERAL 106 PROJECT

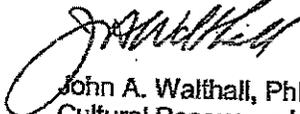
Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

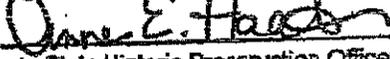
Enclosed are two copies of an Archaeological Report and Phase I documentation completed by University of Illinois personnel concerning historical and archaeological properties and sites potentially to be impacted by the 523 acre project referenced above. Four archaeological sites, 11-MH-276, 440, 497-98, were recorded. These sites consist of scatters of late 19th-20th century cultural materials that do not meet the criteria for listing on the National Register.

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no sites subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, will be affected by this proposed project.

Very truly yours,


John A. Walthall, PhD
Cultural Resources Unit

CONCUR

By: 
Deputy State Historic Preservation Officer

Date: 11.17.09



Illinois Department of Transportation

Memorandum

To: Diane O'Keefe Attn: Pete Harnet
From: Scott E. Stitt By: J. A. Walthall
Subject: Cultural Resource Clearance
Date: November 24, 2010

McHenry County
FAP 326, IL 47
Job. P-91-101-07
Seq. 14677A

Attached is a copy of the "Environmental Survey Request Form" submitted for the above project. It is the opinion of our professional staff that no Cultural Resource survey is required for this project. This determination follows the stipulations of the joint agreement for the Exclusion of Classes of "No Effect" from Illinois SHPO Coordination ratified by FHWA, the SHPO, and IDOT on December 11, 2006. The signed request form attached is your evidence of coordination.

A handwritten signature in cursive script, appearing to read "J. A. Walthall".

Attachment

JAW:km

cut

Environmental Survey Request Addendum

A. Project Information Bio Cultural Wetlands Special Waste

Submittal Date: 11/09/2010 Sequence No: 14677 A Project No: _____

District: 1 Requesting Agency: DOH Job No.: P-91-101-07

Contract #: _____ Counties: McHenry

Route: FAP 326 Marked: IL 47

Street: S. Eastwood Drive Section: _____

Municipality(ies): Huntley, Woodstock Project Length: 12.070 km 7.5 miles

From To (At): Reed Rd. to US 14

Quadrangle: Huntley, Woodstock Township-Range-Section: T43N, R7E, T44M, R7E

Anticipated Design Approval: 11/30/2010

B. Reason for Submittal (Check all that apply)

Acquisition of additional ROW or easement Addendum: _____ acres Total Project: _____ acres

In-Stream Work Stream Name: Kishwaukee River

Other: Wetland survey needed. Not all of the wetlands at southern leg of IL 176 and IL 47 were delineated by INHS.

Field Sign Off (Bio & Cultural Only)

Addendum Description: Extended project length at cross roads, and shifted alignment to avoid homes.

D. Tree Removal?: Don't Know Number?: _____ ha/ _____ acres

Existing Bridge(s) Structure Number: 056-0025 On Historic Bridge List: No

Wetland delineation performed by: BDE End, Species Consultation performed by: BDE

Contact Person: Steve Schilke	Local Contact Person:
Telephone #: (847) 705-4125 ext.	Telephone #:
Env. Contact: Sam Mead	E-Mail:
Telephone #: 8477054101	Title/Company:

Update Entire Project

Addendum Only

Field Sign Off (Bio & Cultural Only) _____ Received in CO _____

CULTURAL RESOURCES:

NO SURVEY OR FURTHER COORDINATION REQUIRED

[Signature]
SIGNED DATE 11/24/10



Illinois Department of Transportation

Memorandum

To: John Fortmann Attn: Pete Harmet
From: John Baranzelli By: Brad Koldehoff
Subject: Cultural Resource Concurrence
Date: December 4, 2013

McHenry County
FAP 326, IL 47
Job No. P-91-101-07
Seq. #14677B

The attached letter documents the concurrence of the State Historic Preservation Officer in the following determination by IDOT's professional cultural resources staff: "No Historic Properties Affected." This concurrence completes the necessary cultural resource coordination for the above referenced project.

Attachment

A handwritten signature in black ink, appearing to read "Brad Koldehoff".

BK:km



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

McHenry County
FAP 326, IL 47
Huntley & Woodstock
Roadway Improvements
IDOT Sequence #14677B
ISAS Log #13064

December 3, 2013

Federal - Section 106 Project

NO HISTORIC PROPERTIES AFFECTED

Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

Enclosed are copies of the Phase I Survey Report completed by Illinois State Archaeological Survey personnel concerning historical and archaeological resources potentially impacted by the above referenced project. Survey of the 40-acre project area resulted in the identification of one archaeological site (11MH516), a late 19th to middle 20th century Euro-American habitation, which lacks integrity and information potential. No architectural resources eligible for National Register consideration were identified by IDOT's cultural resources staff within the project area.

In accordance with the established procedure for coordination of proposed IDOT projects, we request the concurrence of the State Historic Preservation Officer in our determination that no historic properties subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, will be affected by the proposed project.

Very truly yours,

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design and Environment

CONCUR

By: Anne E. Haaker
Deputy State Historic Preservation Officer

Date: 12/3/13



Illinois Department of Transportation

Memorandum

To: Diane M. O'Keefe Attn: Peter E. Hamet
From: Scott E. Stitt By: Thomas C. Brooks
Subject: Biological Resources Review
Date: July 23, 2010

Thomas C. Brooks

FAP 326 (IL 47) (South Eastwood Drive)
Job No. P-91-101-07 (Seq. 14677)
From Reed Road to U.S. 14
Municipalities of Huntley and Woodstock
McHenry County

Introduction

The proposed project involves reconstruction of 7.5 miles of IL 47, with the anticipation of adding lanes from the existing two-lane section to four 12' lanes with median, shoulders, and open drainage. There will be structure replacement at the Kishwaukee River. An unknown acreage of additional right of way will be required.

The proposed project is being processed as an Environmental Assessment. Based on the information your office has provided regarding the scope of work, a discussion of relevant biological resources is provided. This project has been discussed with the resource agencies as part of the NEPA/404 Merger Process, most recently on February 18, 2010.

Endangered and Threatened Species

The U.S. Fish and Wildlife Service Region 3 list of threatened or endangered species in Illinois (<http://www.fws.gov/midwest/endangered/lists/illinois-cty.html>) lists the Indiana bat (*Myotis sodalis*) as occurring statewide and Eastern prairie fringed orchid (*Platanthera leucophaea*) and prairie bush clover (*Lespedeza leptostachya*) as occurring in McHenry County. Because there are no mesic to wet prairies in the project area, or high quality emergent wetlands (i.e., with FQI more than 20 or mean C 3.5 or higher), there is no suitable habitat for the Eastern prairie fringed orchid. Because there are no dry to mesic prairies with gravelly soil in the project area, there is no suitable habitat for the prairie bush clover.

Appendix 2 of the Indiana bat (*Myotis sodalis*) Draft Recovery Plan: First Revision lists no range-wide distribution records for *Myotis sodalis* in McHenry County. The Blue-Ribbon study performed in conjunction with IDOT, USFWS, and INHS did not capture any Indiana bats in northeastern Illinois.

There is no suitable habitat for any federal threatened and endangered species in the project area. We have determined that there will be no effect to any of the federally listed

species for McHenry County as a result of this project. Please keep this memorandum in your project files as it documents and concludes consultation with the USFWS.

The Illinois Endangered Species Protection Board lists a number of species as occurring in McHenry and adjacent counties. This office has concluded that there is no suitable habitat for any of these species in the project area, except as discussed below. The IDNR Natural Heritage Database has records of several listed species and natural areas near the project corridor, but none are close enough to be adversely impacted except for the Iowa darter. Due to a 2003 record of the state threatened Iowa darter (*Etheostoma exile*) occurring in the Kishwaukee River, Steve Hamer requested fish surveys (IDNR EcoCAT Response letter dated September 29, 2008).

Iowa Darter

The Illinois Natural History Survey conducted fish surveys in the project area on July 15, 2009 (report attached). They found thirteen Iowa darters at Site 1 and 6 Iowa darters at Site 2, both in the Kishwaukee River crossing the project area. No Iowa darters were found at Site 3, an unnamed tributary of the South Branch of the Kishwaukee River. Iowa darters spawn from late April to mid-June in clear streams. In order to reduce siltation, and hence impacts to the Iowa darter, a commitment should be made that no instream work occur during construction at Sites 1 and 2 from April 25 through June 15 of any construction year. This information should be placed in the project plans or plan notes. If this construction date restriction is adhered to, this office concludes that no adverse impact shall occur to the Iowa darter as a result of the project.

Commitment

The following commitment shall be placed at the appropriate location in the final project plans or plan notes, and adhered to:

In order to avoid impacts to the state threatened Iowa darter (*Etheostoma exile*), no instream work shall be conducted from April 25 through June 15 of any construction year at the following locations:

1. Site 1: Kishwaukee River at IL Route 47, approximately 0.6 miles south of U.S. Route 14.
2. Site 2: Kishwaukee River at IL Route 47, approximately 5 miles south of U.S. Route 14.

Wetlands

The National Wetland Inventory Map (Huntley and Woodstock Quadrangles) depicts wetlands in the project area. The project was sent for field survey by the Illinois Natural History Survey. Results were transmitted to District One via Sharepoint. Wetland definitions and arials depicting the wetland sites were emailed June 1, 2010, to IDNR (Mr. Steve Hamer and Mr. Patrick Malone), USFWS (Mr. Shawn Cirton), and USACOE (Ms. Kathy Chernich) for their information.

Wetland Sites 2-4, 6-21, 25, 29, 30, 32-35, 39, 40, 42, 43, 45, 46, 54, and 56-59 were considered jurisdictional by the Illinois Natural History Survey. Wetland Sites 5, 23, 27, 28, 44, 47-49, 52, 53, and 55 were considered isolated by the Illinois Natural History Survey. Wetland Sites 3, 27, 32, 33, 38, 41, 42, 45, 46, 56, 57, and 59 are ADID sites.

Please
note attached
email -
date
restriction
is April
1 through
June 15.
R

D. O'Keefe
July 23, 2010
Page 3 of 3

FQIs range from 0.5 to 17.1; mean Cs range from 0.2 to 3.4. If Wetland Site 27 is impacted, IEPA Case Specific Water Quality Certification may be necessary due to presence of river birch (*Betula nigra*); however, this site is considered isolated.

In accordance with Section V of the IDOT Wetlands Action Plan, wetland impacts are to be avoided, minimized and then mitigated.

For unavoidable impacts, it is now requested that District One fill out the Wetland Impact Evaluation Form (WIE Tab in the Wetland Form of the Project Monitoring Database) and submit the form to this office.

Streams

The project crosses the Kishwaukee River, which is listed as a Class I stream under the Memorandum of Understanding between IDNR and IDOT. The IDNR Biological Stream Rating (BSR) indicates that this portion of the Kishwaukee River is a Biologically Significant Stream and is rated C for diversity.

Instream work involves that which is necessary to remove and replace the existing structure over the Kishwaukee River.

Because of the construction activity in and around the stream, short-term sedimentation will occur. In accordance with Chapter 59, Section 8 of the BDE Manual, an erosion and sediment control plan will be designed incorporating measures to minimize sedimentation effects.

Tree Removal

Project construction will involve the removal of an unknown quantity of trees. Trees should be replaced in accordance with Departmental Policy D&E-18.

Coordination

By copy of this memorandum, IDNR and USFWS are being notified of this project. Their mitigation recommendations and our recommendations for further coordination will be forwarded to your office upon receipt of a response.

Conclusion

Project development may proceed with no additional Biological Resources Review unless (a) the scope of work is changed or otherwise different from that described to us, (b) IDNR or USFWS response requires further coordination, or (c) otherwise notified by this office.

Attachments

cc: Steve Hamer (IDNR)
Janice Engle (USFWS)

SED

Ruiz, Vanessa V

From: Hamer, Steve
Sent: Wednesday, August 04, 2010 2:16 PM
To: Ruiz, Vanessa V; Dees, Susan E
Cc: Mead, Sam M
Subject: RE: FAP 326 (IL 47) Job P-91-101-07 (Seq. 14677)

Consultation is closed. Thanks

Steve Hamer
Division of Ecosystems and Environment
One Natural Resources Way
Springfield, Illinois 62702-1271
Phone: 217-785-4862
Fax: 217-524-4177

From: Ruiz, Vanessa V
Sent: Wednesday, August 04, 2010 2:11 PM
To: Dees, Susan E
Cc: Hamer, Steve; Mead, Sam M
Subject: FW: FAP 326 (IL 47) Job P-91-101-07 (Seq. 14677)

Okay, we are good to go with the commitment of no in-stream work as indicated below.

From: Smith, Brian J. [mailto:brian.smith@aecom.com]
Sent: Wednesday, August 04, 2010 2:08 PM
To: Mead, Sam M
Cc: Ruiz, Vanessa V; Lewis, Cary D; Havel, Joe; Morse, Marnell M
Subject: RE: FAP 326 (IL 47) Job P-91-101-07 (Seq. 14677)

Yes. These are standard seasonal restrictions for in-stream work. The project reports will indicate restrictions for no in-stream work from April 1 through June 15 of any construction year to avoid the spawning of the Iowa darter.

From: Morse, Marnell M [mailto:Marnell.Morse@illinois.gov]
Sent: Wednesday, August 04, 2010 8:47 AM
To: Havel, Joe; Smith, Brian J.
Cc: Ruiz, Vanessa V; Mead, Sam M; Lewis, Cary D
Subject: RE: FAP 326 (IL 47) Job P-91-101-07 (Seq. 14677)

Please reply to the below question to Sam Mead ASAP with a cc to all above.

If you agree make sure it is documented in the CDR and environmental documents.

From: Mead, Sam M
Sent: Tuesday, August 03, 2010 12:10 PM
To: Morse, Marnell M; Lewis, Cary D

Cc: Ruiz, Vanessa V; Dees, Susan E
Subject: FW: FAP 326 (IL 47) Job P-91-101-07 (Seq. 14677)

Please review the e-mail below from IDNR and provide your concurrence ASAP so that we can close this issue. Please note that this will require an environmental commitment in the CDR and environmental document. Otherwise a lengthy ITA will be necessary.

Sam Mead

Environmental Unit Head

District One/Region One

847/705-4101

847/705-4159 (fax)

sam.mead@illinois.gov

From: Dees, Susan E
Sent: Tuesday, August 03, 2010 11:15 AM
To: Ruiz, Vanessa V; Mead, Sam M
Cc: Hamer, Steve
Subject: FW: FAP 326 (IL 47) Job P-91-101-07 (Seq. 14677)

Dear Sam and Vanessa,

If this date change is acceptable to District 1, please email Steve Hamer back stating such. Please cc me.

Thanks,

Susan E. Dees
Biological Resources Specialist
Bureau of Design and Environment
Illinois Department of Transportation
2300 South Dirksen Parkway, Room 330
Springfield, Illinois 62764
217/785-0150
Fax 217/524-9356
Susan.Dees@illinois.gov

From: Hamer, Steve
Sent: Monday, August 02, 2010 2:37 PM
To: Dees, Susan E
Subject: FAP 326 (IL 47) Job P-91-101-07 (Seq. 14677)

Official response for above project:

I have received the BRR for the above reference project and have one comment. The dates for no instream work should be April 1 through June 15 of any construction year to avoid the spawning of the Iowa darter. If these dates are

implemented and put into the Commitment notes, consultation will be closed upon receipt of an email stating acceptance of these dates.

Steve Hamer

Division of Ecosystems and Environment

One Natural Resources Way

Springfield, Illinois 62702-1271

Phone: 217-785-4862

Fax: 217-524-4177



Illinois Department of Transportation

Memorandum

To: Diane M. O'Keefe Attn: Peter E. Harmet
From: Scott E. Stitt By: Thomas C. Brooks
Subject: Biological Resources Review
Date: August 30, 2011

Thomas C. Brooks

FAP 326 (IL 47) Addendum A
Job No. P-91-101-07 (Seq. 14677A)
From Reed Road to U.S. 14
McHenry County

The Natural Resources Unit has reviewed this project. The project, as described on the Environmental Survey Request Form, does not require biological surveys. The IDNR Natural Heritage Database has a record of the state threatened Iowa darter (*Etheostoma exile*) within the project corridor (IDNR EcoCAT Response letter dated November 29, 2010). In accordance with the 2011 Memorandum of Understanding by and between IDNR and IDOT, consultation is terminated with the implementation of the prior commitment to protect the Iowa darter; see below. **Please note that the start date of the commitment is April 1, a change from a previous start date of April 25.**

Commitment for Iowa Darter

Please place the following commitment in the final project plans or plan notes:

No instream work shall occur April 1 through June 15 of any construction year at the following two locations:

1. Site 1: Kishwaukee River at IL Route 47, approximately 0.6 miles south of U.S. 14.
2. Site 2: Kishwaukee River at IL Route 47, approximately 5 miles south of U.S. 14.

A preliminary review was performed of the project area for the potential impact on threatened or endangered species pursuant to Section 7 of the Endangered Species Act as amended. The following threatened or endangered species are listed by the United States Fish and Wildlife Service (USFWS) as occurring in McHenry County: Eastern prairie fringed orchid (*Platanthera leucophaea*) and prairie bush clover (*Lespedeza leptostachya*). This office has determined that there will be no effect to the species listed for McHenry County, Illinois, as described below. Please keep this memorandum in your project files as it documents and concludes consultation with the IDNR and USFWS.

The federally threatened and Illinois endangered Eastern prairie fringed orchid (*Platanthera leucophaea*) is a plant of open-canopied mesic to wet prairies and wetlands. There is no prairie or high quality wetland (FQI at or above 20 or native mean C of 3.5 or greater with 4 or more associates present) within the project area. Wetland Sites 61 and 64 had mean Cs of 3.5 and 3.6, respectively. However, Wetland Sites 61 and 64 contained only one associate each (*Carex vulpinoidea* and *Lycopus americanus*, respectively). Therefore, we conclude absence of Eastern prairie fringed orchid in the project area.

The prairie bush clover requires dry to mesic prairies with gravelly soils. There is no such habitat in the project area.

The National Wetland Inventory Map (Huntley and Woodstock Quadrangles) depicts wetlands in the project area. The project was sent for field survey, with results received August 22, 2011. The INHS wetland delineation report and GIS data are posted on the shared O: drive. The results of the survey indicate the presence of ten jurisdictional wetlands within the project area (Sites 12, 19, 20, 32, 60-64, and 67 with Sites 27, 28, 52, 65 and 66 considered isolated) and twelve Waters of the United States (Sites 1-12).

In accordance with IDOT BDE Manual Section 26-8, wetland impacts are to be avoided, minimized and then mitigated. Section 26-8.05(c)4 states that for all projects that are surveyed for wetlands and determined to have wetlands within the study area, a Wetland Impact Evaluation (WIE) form must be completed and submitted to the BDE, even if there are no wetland impacts. Further information on completing and processing of WIEs is contained in IDOT BDE Manual Section 26-8.

By agreement, no coordination with the Illinois Department of Natural Resources and the U.S. Fish and Wildlife Service is required at this time.

Attachments

SDH

low

Environmental Survey Request Addendum

A. Project Information

Bio Cultural Wetlands Special Waste

Submittal Date: 11/09/2010 Sequence No: 14677 A
 District: 1 Requesting Agency: DOH Project No:
 Contract #: Job No.: P- 91-101-07
 Counties: McHenry
 Route: FAP 326 Marked: IL 47
 Street: S. Eastwood Drive Section:
 Municipality(ies): Huntley, Woodstock Project Length: 12.070 km 7.5 miles
 From To (At): Reed Rd. to US 14
 Quadrange: Huntley, Woodstock Township-Range-Section: T43N, R7E, T44M, R7E
 Anticipated Design Approval: 11/30/2010

B. Reason for Submittal (Check all that apply)

Acquisition of additional ROW or easement Addendum: _____ acres Total Project: _____ acres
 In-Stream Work Stream Name: Kishwaukee River
 Other: Wetland survey needed. Not all of the wetlands at southern leg of IL 176 and IL 47 were delineated by INHS.
 Field Sign Off (Bio & Cultural Only)

C. Addendum Description: Extended project length at cross roads, and shifted alignment to avoid homes.

D. Tree Removal?: Don't Know Number?: _____ ha/ _____ acres
 Existing Bridge(s) Structure Number: 056-0025 On Historic Bridge List: No

Wetland delineation performed by: BDE End. Species Consultation performed by: BDE

E. Contact Person: Steve Schilke	Local Contact Person:
Telephone #: (847) 705-4125 ext.	Telephone #:
Env. Contact: Sam Mead	E-Mail:
Telephone #: 8477054101	Title/Company:

Update Entire Project
 Addendum Only

Field Sign Off (Bio & Cultural Only) Received in CO

BIOLOGICAL RESOURCES
NO SURVEY OR FURTHER COORDINATION REQUIRED
 8-30-11
Thomas C. Rozales
 SIGNED (SDH) DATE

Implement commitments.

Applicant: Illinois Department of Transportation-BDE
Contact: Susan Dees
Address: 2300 South Dirksen Parkway
Springfield, IL 62764

IDNR Project #: 0902656
Alternate #: 14677
Date: 09/24/2008

Project: FAP 326 (IL 47), P-91-101-07, seq. 14677
Address: n/a, Woodstock and south

Description: This may be a dupe request as I may have timed out 1st time. Reconstruction IL 47 from Reed Rd to US 14, going from 2 to 4 lanes & potential realign IL 176; new bridge over Kishwaukee R. Map may show larger area than actual due to EcoCAT's limitations. WIRT: 2003 IA darter in Kish; 1994 Swainson's hawk sec. 9; Woodstock Marsh INAI & 1998 YHBB N end sec. 17.

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Hum Railroad Prairie East INAI Site
Pleasant Valley INAI Site
Woodstock Marsh INAI Site
Blanding'S Turtle (*Emydoidea blandingii*)
Blanding'S Turtle (*Emydoidea blandingii*)
Iowa Darter (*Etheostoma exile*)
Iowa Darter (*Etheostoma exile*)
Least Bittern (*Ixobrychus exilis*)
Sandhill Crane (*Grus canadensis*)
Slippershell (*Alasmidonta viridis*)
Swainson'S Hawk (*Buteo swainsoni*)
Yellow-Headed Blackbird (*Xanthocephalus xanthocephalus*)

An IDNR staff member will evaluate this information and contact you within 30 days to request additional information or to terminate consultation if adverse effects are unlikely.

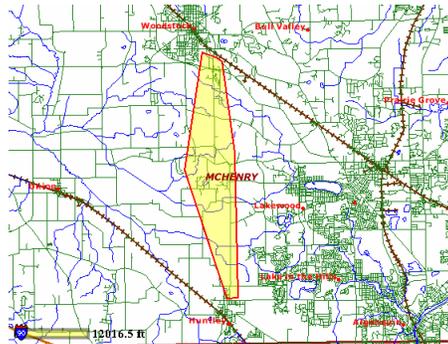
Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: McHenry

Township, Range, Section:

- 43N, 7E, 4 43N, 7E, 5
- 43N, 7E, 6 43N, 7E, 8
- 43N, 7E, 9 43N, 7E, 16
- 43N, 7E, 17 43N, 7E, 20
- 43N, 7E, 21 43N, 7E, 28
- 44N, 7E, 8 44N, 7E, 9
- 44N, 7E, 16 44N, 7E, 17
- 44N, 7E, 20 44N, 7E, 21
- 44N, 7E, 28 44N, 7E, 29
- 44N, 7E, 31 44N, 7E, 32
- 44N, 7E, 33



IL Department of Natural Resources Contact

Steve Hamer
217-785-5500
Division of Ecosystems & Environment

Local or State Government Jurisdiction

Illinois Department of Transportation
Susan Dees
2300 South Dirksen Parkway
Room 330
Springfield, Illinois 62764

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project’s implementation, compliance with applicable statutes and regulations is required.

Terms of Use

By using this website, you acknowledge that you have read and agree to these terms. These terms may be revised by IDNR as necessary. If you continue to use the EcoCAT application after we post changes to these terms, it will mean that you accept such changes. If at any time you do not accept the Terms of Use, you may not continue to use the website.

1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.
2. Unauthorized attempts to upload, download, or change information on this website are strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and/or the National Information Infrastructure Protection Act.

3. IDNR reserves the right to enhance, modify, alter, or suspend the website at any time without notice, or to terminate or restrict access.

Security

EcoCAT operates on a state of Illinois computer system. We may use software to monitor traffic and to identify unauthorized attempts to upload, download, or change information, to cause harm or otherwise to damage this site. Unauthorized attempts to upload, download, or change information on this server is strictly prohibited by law. Unauthorized use, tampering with or modification of this system, including supporting hardware or software, may subject the violator to criminal and civil penalties. In the event of unauthorized intrusion, all relevant information regarding possible violation of law may be provided to law enforcement officials.

Privacy

EcoCAT generates a public record subject to disclosure under the Freedom of Information Act. Otherwise, IDNR uses the information submitted to EcoCAT solely for internal tracking purposes.



Illinois Department of Transportation

Memorandum

To: Diane O'Keefe
From: Scott E. Stitt
Subject: PESA Review

Attn: Pete Harnet

By: Barbara H. Stevens

Date: June 20, 2011

Barbara H. Stevens

Refer to: Illinois Route 47 (FAP 326) (S. Eastwood Dr.)
Job No. P-91-101-07
Union Road to Pleasant Valley Road; Reed Road to US 14
McHenry County
ISGS # 1789A

Seq. # 14677A

Attached is a copy of the Preliminary Environmental Site Assessment (PESA) conducted by the Illinois State Geological Survey (ISGS) for the subject project as described in your Special Waste Survey Request.

The attached PESA report identifies sites along the project route that were determined to contain recognized environmental conditions (RECs). See Table 1 in the PESA report for a list of sites with RECs. It is the opinion of this office, in consultation with the Chief Counsel's Office, that a preliminary site investigation (PSI) is required if any site identified in Table 1 of the PESA report involves new right-of-way or easement, railroad right-of-way other than single rail rural with no maintenance facilities, or building demolition/modification. A PSI is also required to be conducted on any site identified in Table 1 of the PESA report that involves linear excavation or subsurface utility relocation or on existing right-of-way adjacent to a site identified in Table 1 of the PESA report.

If the district determines that they can avoid all the sites that contain RECs, then a PSI is not required for the project and the project will be in compliance with Departmental Policy D&E-11. If the district determines that the project will involve a site that contains RECs, then a PSI is required and the statewide consultant should be requested to perform the PSI. Please notify this office of any actions you may decide to take concerning these sites (avoidance or further investigation). The PESA Response form can be found on PMA.

The District's Bureau of Land Acquisition (DBLA) should determine if any new right-of-way or easement will involve any site identified in Table 1 or any site located adjacent to a site listed in Table 4 of the PESA report. On those sites identified, DBLA shall coordinate the acquisition with this office, Central Bureau of Land Acquisition, and the Chief Counsel's Office to determine if an "All Appropriate Inquiries" (AAI) is required for additional liability protection under CERCLA.

Other findings and recommendations of the report should be carefully considered. If you have any questions regarding this report or the tasking of the statewide consultant, please contact Jim Curtis at 217/558-4653 or Steven Gobelman at 217/785-4246.

Attachments

cc: Office of Chief Counsel – Rm. 313
District Bureau of Land Acquisition

Central Bureau of Land Acquisition
District Utility Coordinator



Illinois Department of Transportation

Memorandum

To: John Fortmann Attn: Pete Harmet, c/o Sam Mead
From: John D. Baranzelli By: Jim Curtis
Subject: PESA Review
Date: October 30, 2013

James R. Curtis

Project: FAP 326 (IL 47); Reed Road to US 14
District 1: McHenry County Job #: P-91-101-07
Requesting Agency: DOH Contract #: Not provided
Survey Target Date: 11/01/2013 Anticipated DA: 12/31/2013
Anticipated Letting: Not provided Section: Not provided
BDE Sequence #: 14677B ISGS PESA #: 1789V

Attached is a copy of the Preliminary Environmental Site Assessment (PESA) report prepared by the Illinois State Geological Survey (ISGS) for the subject project as described in your Special Waste Environmental Survey Request (ESR). Table 1 identifies sites along the project route that were determined to contain recognized environmental conditions (RECs). It is the opinion of this office, in consultation with the Chief Counsel's Office, that a preliminary site investigation (PSI) is required if any site identified in Table 1 of the PESA report involves any of the following situations:

- New right of way or easement (temporary or permanent);
- Railroad right-of-way, other than single rail rural with no maintenance facilities; or
- Building demolition / modification.

Additionally, a PSI is required if the project will have excavation or subsurface utility relocation on existing right-of-way adjoining a site identified in Table 1 of the PESA report.

If the district determines that they can avoid all the sites containing RECs, then a PSI is not required and the project will be in compliance with Departmental Policy D&E-11. If the district determines the project will involve a site containing a REC(s), then a PSI is required and the statewide special waste consultant should be requested to perform the PSI. Please notify this office of any actions you may decide to take concerning these sites (avoidance or further investigation). The PESA Response and Work Order form can be found on PMA.

The district should determine if any new right-of-way or easement will involve: any site identified in Table 1 of the PESA report, or any site adjoining a site listed in Table 4. For those identified situations, the District Bureau of Land Acquisition (DBLA) shall coordinate the acquisition with this office, Central Bureau of Land Acquisition, and the Chief Counsel's Office to determine if an "All Appropriate Inquiries" (AAI) assessment is required prior to the acquisition process for additional liability protection under CERCLA.

Other findings and recommendations of the report should be carefully considered. For questions regarding this report or the tasking of the statewide consultant, please contact James R. Curtis at 217/558-4653 or Steven Gobelman at 217/785-4246.

Attachments

cc: Office of Chief Counsel – Rm. 313 Central Bureau of Land Acquisition – Rm. 210
District Bureau of Land Acquisition District Utility Coordinator

COSIM 4.0 PRE-SCREEN MODELING RESULTS



06-09-13

07:59 AM

IL 47 at IL Route 176

Performed by:	Walt Zyznieuski
Intersection Location:	Mc Henry County
Intersection Name:	IL 47 at IL 176
Highest Approach Volume:	1075 vph
Closest Receptor:	955 feet

Pass

Intersection PASSES Pre-Screen. COSIM analysis not required.
Highest design-year approach volume on the busiest leg of the intersection
is less than 5,000 vph or 62,500 ADT.

Please include the following statement in the project report or NEPA document:

In accordance with the IDOT-IEPA Agreement on Microscale Air Quality Assessments for IDOT Sponsored Transportation Projects, this project is exempt from a project-level carbon monoxide air quality analysis because the highest design-year approach volume on the busiest leg of the intersection is less than 5,000 vph or 62,500 ADT.



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, CORPS OF ENGINEERS
231 SOUTH LA SALLE STREET
CHICAGO, ILLINOIS 60604-1437

April 21, 2014

Technical Services Division
Regulatory Branch
LRC-2010-00267

SUBJECT: Pre-application Comments on Post-Construction Best Management Practices for the Illinois Route 47 Road Improvements from Reed Road to U.S. Route 14 in Huntley and Woodstock, McHenry County, Illinois

John Fortmann
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Dear Mr. Fortmann:

This letter is in response to your request that the Department of the Army (Corps) review the White Paper on Post Construction Best Management Practices (BMPs) for the Illinois Route 47 Road Improvements from Reed Road to U.S. Route 14. Various Federal and state agencies provided a concurrent review of the project under the terms and conditions as set forth in the "Statewide Implementation Agreement National Environmental Policy Act And Clean Water Act Section 404 Concurrent NEPA/404 Processes For Transportation Projects in Illinois" and requested additional discussions regarding BMPs following the completion of this review.

Following attendance at the February 27, 2014 NEPA/404 Merger Meeting and a review of the provided White Paper, the Corps provides the following comments:

1. Provide a draft BMP proposal with the target of retaining the stormwater runoff from the 1 inch rain event. For areas that drain to High Quality Aquatic Resources (HQARs), the 1.25 inch rain event should be the target. The volume of stormwater runoff should be calculated based on the amount of new impervious surface resulting from the proposed work;
2. Discuss the considerations for implementing the BMP proposal such as ROW limitations, sensitive surface and groundwater resources, soil limitations, etc.;
3. Identify any areas with proposed in-line detention. The potential for utilizing detention basins in place of in-line detention should be discussed;
4. Specify if the bioswales will utilize an underdrain. The Corps favors the use of bioswales without an underdrain to enhance infiltration and reduce runoff;

5. Discuss the methodology and design criteria for the proposed wildlife crossings included in the provided BMP exhibits.

If you have any questions, please contact Mr. Soren Hall of my staff by telephone at 312-846-5532, or email at Soren.G.Hall@usace.army.mil.

Sincerely,

Keith L. Wozniak
Chief, West Section
Regulatory Branch

Copy Furnished:

U.S. Environmental Protection Agency (Elizabeth Pelloso)
U.S. Fish and Wildlife Service (Shawn Cirton)
Illinois Department of Natural Resources (Steve Hamer)
Illinois Department of Transportation (Cary Lewis)
Hey and Associates (Steve Rauch)
Huff & Huff (Alycia Klueenberg)
Federal Highway Administration (Matt Fuller)

Meeting Minutes

Subject	Discuss Draft Responses to USACE Comments on BMPs and Wildlife Crossings for the IL 47 Study (Reed Rd to US 14)
Date	October 14, 2014
Time	11:00 AM
Location	IDOT Dist. 1 Offices
Attendees	John Baldauf, IDOT Alycia Klunenburg, IDOT/Huff & Huff Cary Lewis, IDOT Perry Masouridis, IDOT Vanessa Ruiz, IDOT Steve Schilke, IDOT Agar Shirani, IDOT Rick Wojcik, IDOT Soren Hall, USACE Kirsten Mawhinney, AECOM Brian Smith, AECOM Edward Yousif, AECOM
Prepared	October 15, 2014
Prepared by	Edward Yousif / Kirsten Mawhinney
Distribution	Attendees

Purpose: The purpose of this coordination meeting was to discuss the draft responses and approach to the U.S. Army Corps of Engineers (USACE) comments on the concept Best Management Practices (BMPs) to capture the first flush of rainfall and wildlife crossings for the IL Route 47 Study (Reed Rd to US 14).

1. Overview of Concept BMPs and Wildlife Crossings

- 1.1. AECOM introduced the project and discussed the conceptual BMPs and wildlife crossing implementation, white paper, and exhibits, which have been presented at previous NEPA/404 coordination meetings. Following the submittal of these documents to the NEPA/404 resource agencies, the USACE submitted comments on these materials and requested additional evaluation of the first flush capture of storm water. In response, IDOT and AECOM evaluated Best Management Practices (BMPs) to increase the first flush capture rate. As a result, the first flush capture rate was increased by approximately 0.6 inches (from 0.31 to 0.94 inches). The 1.25-inch requirement for High Quality Aquatic Resources (HQARs) was met at both Kishwaukee River crossings.
- 1.2. AECOM distributed a memo to meeting attendees with information in response to the USACE comments. IDOT clarified that this is an internal memo and a formal response on

IDOT letterhead would be provided to the USACE.

2. USACE Comments on First Flush Capture Rate

- 2.1. USACE asked if AECOM investigated areas of suitable soils for infiltration. AECOM indicated that they are aware of areas where there are unsuitable soils. This knowledge is based on a review of soil maps because soil borings were not completed throughout the project corridor for Phase I. They will be completed in Phase II (Design).
- 2.2. AECOM explained that the concept bioswales shown at the NEPA/404 meetings were 10-foot wide by 200-foot long. These were located upstream of wetlands and major waterway crossings. Several of these bioswales were then widened to 15 to 20 feet in order to increase the first flush capture, while additional BMPs were added at feasible locations. Some ditches and BMPs were deepened in order to capture a higher amount for the first flush storm. BMPs were not placed at high points along the corridor or within floodplains or wetlands.
- 2.3. The only feasible location for a detention storage facility within the project limits is at the north end of the project (near Cobblestone Way). While other locations for detention storage facilities were investigated, they were determined to not be feasible because of conflicts with wetlands, floodplains, and limited tributary pavement areas draining to these locations.
 - 2.3.1. USACE asked if the memo explains the issues related to the identification of detention storage basin locations. It was confirmed that the memo does clarify these points.
- 2.4. One compensatory storage site was used to capture some of the first flush run-off for Outlet #15 because there was a significant amount of roadway pavement tributary to it. This site is located north of the Foster Road/Union Road intersection.
- 2.5. USACE also asked if acquiring additional right-of-way (ROW) was investigated. This option was investigated, but would result in BMPs 30 to 50 feet wide, which is not recommended because of several issues including standing water close to the roadway, maintenance issues, etc. AECOM also noted that the BMPs are currently in a conceptual phase and that the final design would be refined during Phase II.

3. USACE Comment about Inline Detention

- 3.1. AECOM explained that the southern portion of the project (between Reed Road and Hercules Road) is drained via grass medians and roadway ditches. The northern portion of the project (between Hercules Road and U.S. 14), the roadway is drained via a storm sewer system; however, it does not provide inline detention. The section between Hercules Road and Cobblestone Way is the only portion of the northern section which would not drain to the detention storage facility. A hydrodynamic separator would be included at this location for water quality purposes.

4. USACE Comment about Underdrains

- 4.1. AECOM noted that currently no pipe underdrains are included in the proposed plans; however, during Phase II it may be determined that underdrains are needed for some of the BMP locations. USACE agreed with the approach to plan BMPs without underdrains and include them later only if necessary.

5. USACE Comment about Wildlife Crossings

- 5.1. AECOM explained that the locations of the proposed wildlife crossings are based on animal/vehicle crash data as well as field observations. The crossings are designed to have a natural bottom.
- 5.2. USACE asked what measures were being taken to encourage the use of the wildlife crossings. AECOM indicated there are options for encouraging use (e.g. fencing). USACE requested the inclusion of additional discussion on how to encourage use of the wildlife crossings.
- 5.3. USACE asked if the crossings accommodate all wildlife. AECOM clarified that the crossings are designed to accommodate small mammals. For example, coyotes could fit through them, but not deer.
- 5.4. AECOM asked if the USACE has any preference to the design of having a natural bottom culvert (sediment fill versus using rocks). USACE's preference is to fill the void with natural sediment rather than rocks, unless there are known adverse effects, because the rocks may not attract as much additional sediment over time. USACE noted that based on their experience most buried culverts located along stream crossings tend to fill up with natural soils fairly quickly.

6. Other Discussion Items

- 6.1. IDOT asked if USACE considers the effect of standing water for mosquitos or resident preferences in regard to meeting the 1.25-inch requirement for capturing the first flush. USACE does not generally see the concern over mosquitos as an issue because mosquitoes will exist regardless if there is standing water present. They have not had to make any decisions on transportation projects with regard to resident preferences to not having ditches with noticeable ponding over long periods of time. IDOT noted that sometimes they receive requests to regrade ditches to avoid standing water.
- 6.2. USACE generally agrees with the approach taken as described in the meeting and AECOM memo. USACE requested that they share this information with U.S. Fish and Wildlife Service and U.S. Environmental Protection Agency. IDOT requested that USACE wait until the formal response letter is provided.
- 6.3. IDOT asked if USACE was concerned about invasive species that might occur in the ditches (e.g. cattails). USACE indicated their preference for naturalized areas, even if it ends up with invasive species, over storm sewer systems.
- 6.4. IDOT asked USACE how they should address future requests for developments along the corridor that might impact the project BMPs. Should IDOT request the impacts to the BMPs be mitigated or preclude impacts to the BMPs? USACE would hope to be involved in these



processes; however, since developments may occur with local agencies these discussions may not involve the USACE. IDOT also indicated that the municipalities have plans to annex unincorporated areas along the corridor. The frontage along IL 47 has been zoned commercial by municipalities with setbacks up to 200-feet, according to zoning plans provided to the Department by the municipalities.

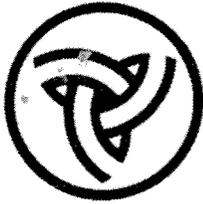
These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

Kirsten Mawhinney, P.E.

Project Manager

kirsten.mawhinney@aecom.com



FILE COPY

Illinois Department of Transportation

Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Illinois Route 47
Reed Road to US Route 14
McHenry County

March 2, 2015

Mr. Keith Wozniak
Chief
Chicago District - West Section Regulatory Branch
U.S. Army Corps of Engineers
231 South LaSalle Street
Chicago, IL 60604-1437

Attention: Technical Services Division
Regulatory Branch
LRC-2010-00267

Dear Mr. Wozniak:

This letter is in response to your letter dated April 21, 2014 regarding the Best Management Practices (BMPs) for the Department's improvement of Illinois Route 47 (IL 47) from Reed Road to US Route 14. The Department is nearing completion of the Phase I study (preliminary engineering and environmental studies) and we anticipate holding a public hearing on March 12, 2015 to present the preferred alternative. The Environmental Assessment will be distributed prior to the public hearing.

We have the following responses to the comments and concerns (**noted in bold**) you raised in your letter:

1. ***Provide a draft BMP proposal with the target of retaining the stormwater runoff from the 1-inch rain event. For areas that drain to High Quality Aquatic Resources (HQARs), the 1.25-inch rain event should be the target. The volume of stormwater runoffs should be calculated based on the amount of new impervious surface resulting from the proposed work.***

Response – In order to capture the first flush of rainfall from the increased pavement surface area, several BMP's and other water quality measures were investigated. The primary BMP proposed along IL 47 are Bioswales which would be constructed upstream of major waterway crossings and wetlands. The location and sizing of these concept bioswales are constrained by the location and size of floodplains and wetlands within the corridor. As you know, we are required to minimize impacts to these natural resources as much as possible.

Detention storage facilities were also investigated and were determined to be not feasible at most locations due to conflicts with high points in the topography, small tributaries, and impacts to the numerous floodplains and wetlands throughout the corridor. The original design determined that in addition to the roadside ditches throughout the project limits, one detention storage facility was feasible at the north end of the project (near Cobblestone Way). The BMP improvements in the original design resulted in approximately 0.31 inches of captured runoff being provided within the project improvement limits (see attached 11 x 17 inch "Proposed BMP/First Flush Capture" Exhibits for locations highlighted in dark blue).

In response to USACE's request regarding stormwater runoff retention targets, the storage sites were reevaluated to potentially increase the total captured runoff for the first flush storm. Despite the constraints along the corridor, it appears feasible to increase the first flush capture rate from 0.31-inches to 0.94-inches on average to allow for a larger ground infiltration volume (See Table 1 below for a comparison between the original and updated design per USACE comments). This was accomplished by slightly widening some of the proposed bioswales, adding additional bioswales where feasible, and lowering a few of the roadside ditches utilized for detention storage purposes by approximately 1 foot below the control structure outlet invert elevations.

The proposed right-of-way (ROW) provides enough space to accommodate the increased first flush capture rate. Please note that poorly drained soils or other constraints such as a high water table may necessitate revising the first flush capture rates during Phase II. At that time, a detailed soil investigation will be completed and additional coordination as well as evaluation of these locations will occur during the Clean Water Act (CWA) Section 401/404 permitting process.

To address your specific concerns regarding High Quality Aquatic Resource (HQAR) locations (See Table 1 below), the proposed detention storage facility at Outlet #32 and the compensatory storage site at Outlet #15 were increased to improve the first flush capture rate at these sites. This allows for the potential to capture the 1.25-inch first flush capture rate for these two watershed outlets. For the other three watershed outlets, which are not considered HQAR, a 1-inch first flush capture rate appears feasible for Outlet #4. The desired 1-inch rate could not be met at Outlet #7 and Outlet #21B due to multiple floodplain and wetland conflicts.

In summary, we have sized the proposed ROW to accommodate 4.52 acre-feet of detention storage volume with an average "first flush" capture rate of a 0.94-inch rainfall event and the capture rate at the Kishwaukee River Outlets now having the potential to achieve the desired 1.25-inch rainfall event.

TABLE 1: ORIGINAL DESIGN VS. DESIGN REVISED PER USACE COMMENTS

FIRST FLUSH STORAGE – IL 47				Original Design		Design Revised per USACE Comments		
Watershed Outlet		Stations		Added Impervious	Total Storage	Average First Flush Capture	Total Storage	Average First Flush Capture
		From	To	(AC)	(AC-FT)	(IN)	(AC-FT)	(IN)
4	Tributary to Kishwaukee Creek	362+58	422+70	5.77	0.19	0.40	0.50	1.04
7	Kishwaukee Creek	422+70	494+00	9.52	0.30	0.38	0.67	0.84
15	Kishwaukee River*	494+00	568+00	10.65	0.13	0.15	1.11	1.25
21 B	Kishwaukee River Tributary	568+00	691+50	23.95	0.74	0.37	1.40	0.70
32	Kishwaukee River*	691+50	773+00	8.12	0.15	0.23	0.84	1.25
Totals or Average				58.01	1.51	0.31	4.52	0.94

*HQAR

The attached “Proposed BMP / First Flush Capture” Exhibits provide additional information for the original vs. updated design to address USACE comments. Please note that the proposed bioswales highlighted in dark blue on these exhibits are based on the original design, while the areas highlighted in red include the revised design per USACE comments.

2. Discuss the considerations for implementing the BMP proposal such as right-of-way limitations, sensitive surface and groundwater resources, soil limitations, etc.

Response – As presented in the NEPA/404 Merger Meetings, the BMP concepts were developed to help protect wetlands and waterways from roadway runoff. Locations were selected near these sensitive resources to provide a filter or treatment train for stormwater conveyance prior to entry into the waterway. In order to meet the 1.25-inch target for all watersheds, additional right-of-way would be required to widen some of the proposed ditches and bioswales. However, per further investigation, this is not recommended since it would require 30 to 40 foot wide bioswales and roadside ditches to be constructed at multiple locations within the project improvement limits. This option would result in constant standing water along IL 47, which would not be desirable for maintenance purposes, would raise potential environmental concerns (such as invasive species), and would not meet IDOT roadside ditch conveyance/velocity requirements. Providing additional detention storage facilities to meet McHenry County’s stormwater ordinance requirements was also considered, but due to impacts to existing wetlands and floodplains, as well as limited tributary pavement area draining into them, this option was not deemed feasible.

Other options such as providing infiltration within the grassed median ditches were investigated, but due to shallow ditch depths (less than 2 feet), freeboard and roadway pavement ponding were a major concern. It should be reiterated that design of BMPs will be further developed during Phase II after a more detailed soil investigation has been completed.

3. ***Identify any areas with proposed in-line detention. The potential for utilizing detention basins in place of in-line should be discussed.***

Response – No in-line detention storage within storm sewer systems are currently proposed for this project as we also prefer that all storm water and detention storage be provided in open ponds, ditches as well as basins and treated through of BMPs. For the proposed IL 47 rural section (extending approximately 7 miles from Reed Road to Hercules Road) the roadway inside shoulder and lanes are drained via grass lined median ditches, while the outside lanes and shoulder sections are drained via roadside ditches. The proposed roadway curb and gutter is primarily drained via catch basins that outlet directly into roadside ditches. For the urban section of this project, extending from Hercules Road to US Route 14 (approximately 1 mile), the proposed IL 47 roadway pavement area is drained via storm sewer systems. However, these sewer systems are only used for conveyance purposes and do not provide any in-line stormwater detention storage. Within this section of the project, a detention storage facility is proposed at Outlet #32 (near Cobblestone Way) to provide the necessary detention storage volume to meet McHenry County requirements.

4. ***Specify if the bioswales will utilize an underdrain. The CORPS favors the use of bioswales without an underdrain to enhance infiltration and reduce runoff.***

Response – On typical roadway projects, IDOT does not specify using underdrains to drain bioswales. However, specific site conditions may be identified during Phase II design that may indicate the need for an underdrain system. Please note that even if underdrains are provided at some locations, some ground infiltration will still take place within these bioswale systems, which will reduce the amount of runoff to the outlet.

5. ***Discuss the methodology and design criteria for the proposed wildlife crossings included in the proposed BMP exhibits.***

Response – Data was obtained regarding animal crashes that have occurred along IL 47 between 2008 and 2012. In conjunction with habitat assessments made via aerial photography and a site reconnaissance, this data was combined to determine areas (labeled in the attached exhibit) most likely to be used by animals for crossing the road. As presented in the NEPA/404 Merger Meetings and Workshops for the project, wildlife crossings under IL 47 are recommended and will be further investigated during Phase II design.

Mr. Keith Wozniak
March 2, 2015
Page 5

The crossings recommended at this time consist of openings 4.0 feet wide by 5.0 feet high so that soil and other natural ground components can be added to naturally bring the bottom of the crossing up to grade level. These crossings are intended to accommodate small animals. In many instances, the crossings would be placed adjacent and parallel to box culverts or bridges at stream crossings. The wildlife crossings will be raised slightly above the low flow line elevation so they are kept relatively dry during low flow periods. Also, the wildlife crossings themselves can be used for hydraulic purposes in addition to the adjacent waterway crossings (if necessary) based on the storm frequency. These box culverts will either be installed below grade (by approximately one foot) to allow for a natural soil stratum to build up, or a three sided box culvert will be installed instead.

Design efforts to guide animals towards the crossing locations will be provided. For example, channeling turtles to a crossing by using a turtle fence or high curb along the side of the road and then directed to the culvert opening will be considered in the final design process.

If you have any questions or need additional information, please contact me or Steve Schilke, Major Projects Unit Head, at (847) 705-4125.

Very truly yours,



John Fortmann, P.E.
Deputy Director of Highways,
Region One Engineer

Attachments

cc: Mike Hine, FHWA

bcc: John Fortmann
Jose Rios
John Sherril, BDE
Cary Lewis

Prepared By: Cary Lewis, Ext.4330
Bureau of Programming

HUNTLEY

PROJECT LIMIT

BMP
VOLUME = 0.023 AC-FT

ADD BMPs
VOLUME = 0.0057 AC-FT

ADD BMPs (10' X 330')
VOLUME = 0.038 AC-FT

REED RD

ADD BMPs (10' X 170')
VOLUME = 0.019 AC-FT

WIDEN BMP TO 15'
VOLUME = 0.0557 AC-FT

WIDEN BMP TO 14'
VOLUME = 0.0321 AC-FT

RAINSFOR DR

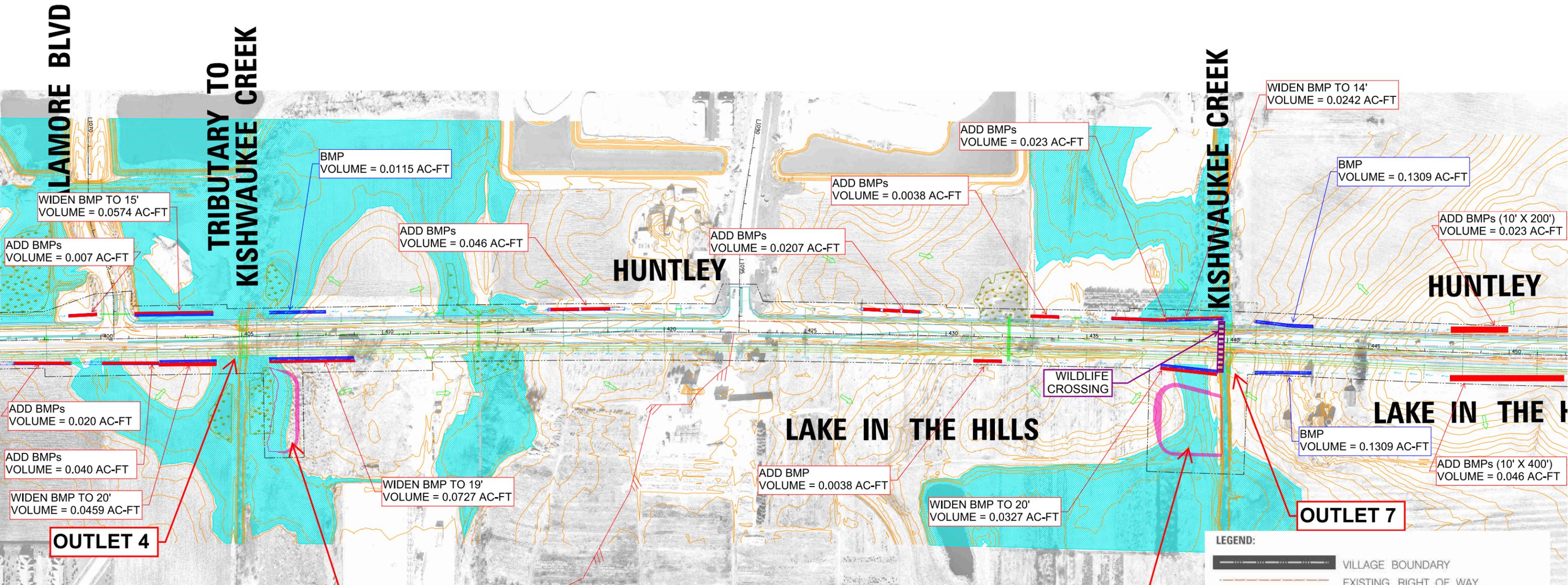
LEGEND:

- VILLAGE BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- WETLAND (APPROXIMATE BOUNDARY)
- 100 YEAR FLOODPLAIN
- WATERSHED BOUNDARY
- POTENTIAL BIOSWALE

PROJECT LENGTH: 7.9 MILES
SCALE 1" = 100'

- ORIGINAL BMP
- BMP REVISED PER USACE COMMENTS
- POTENTIAL WILDLIFE CROSSING

**ILLINOIS ROUTE 47
POTENTIAL BMP / FIRST FLUSH CAPTURE**



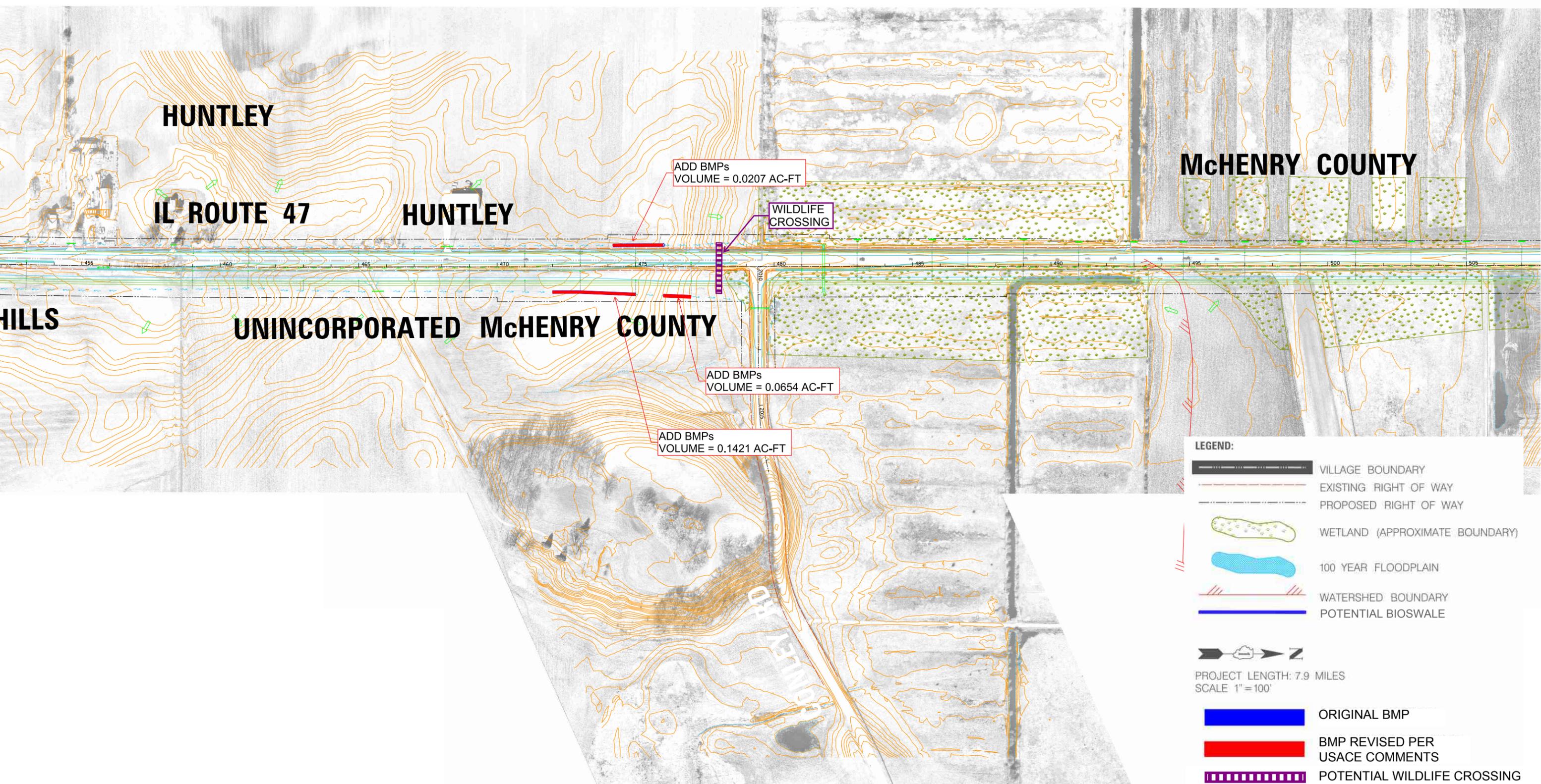
COMPENSATORY STORAGE BASIN

COMPENSATORY STORAGE BASIN

LEGEND:

- VILLAGE BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- WETLAND (APPROXIMATE BOUNDARY)
- 100 YEAR FLOODPLAIN
- WATERSHED BOUNDARY
- POTENTIAL BIOSWALE
- PROJECT LENGTH: 7.9 MILES
- SCALE 1" = 100'
- ORIGINAL BMP
- BMP REVISED PER USACE COMMENTS
- POTENTIAL WILDLIFE CROSSING

**ILLINOIS ROUTE 47
POTENTIAL BMP / FIRST FLUSH CAPTURE**



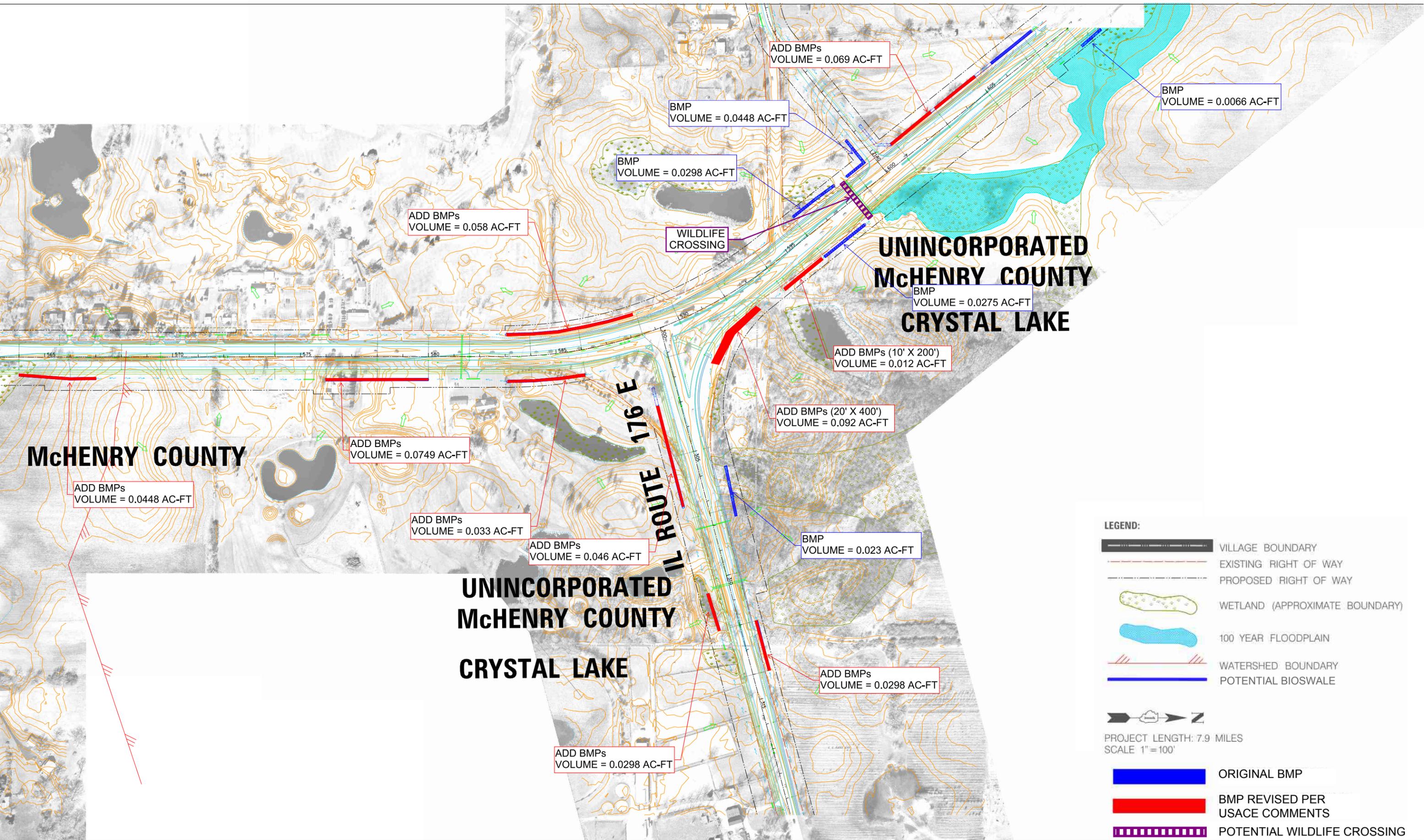
LEGEND:

- VILLAGE BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- WETLAND (APPROXIMATE BOUNDARY)
- 100 YEAR FLOODPLAIN
- WATERSHED BOUNDARY
- POTENTIAL BIOSWALE

PROJECT LENGTH: 7.9 MILES
 SCALE 1" = 100'

- ORIGINAL BMP
- BMP REVISED PER USACE COMMENTS
- POTENTIAL WILDLIFE CROSSING

**ILLINOIS ROUTE 47
 POTENTIAL BMP / FIRST FLUSH CAPTURE**



McHENRY COUNTY

**UNINCORPORATED
McHENRY COUNTY
CRYSTAL LAKE**

**UNINCORPORATED
McHENRY COUNTY
CRYSTAL LAKE**

IL ROUTE 176 E

**ILLINOIS ROUTE 47
POTENTIAL BMP / FIRST FLUSH CAPTURE**

LEGEND:

- VILLAGE BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- WETLAND (APPROXIMATE BOUNDARY)
- 100 YEAR FLOODPLAIN
- WATERSHED BOUNDARY
- POTENTIAL BIOSWALE
-
- PROJECT LENGTH: 7.9 MILES
- SCALE 1" = 100'
- ORIGINAL BMP
- BMP REVISED PER USACE COMMENTS
- POTENTIAL WILDLIFE CROSSING

ADD BMPs
VOLUME = 0.069 AC-FT

BMP
VOLUME = 0.0448 AC-FT

BMP
VOLUME = 0.0066 AC-FT

BMP
VOLUME = 0.0298 AC-FT

ADD BMPs
VOLUME = 0.058 AC-FT

WILDLIFE
CROSSING

BMP
VOLUME = 0.0275 AC-FT

ADD BMPs (10' X 200')
VOLUME = 0.012 AC-FT

ADD BMPs (20' X 400')
VOLUME = 0.092 AC-FT

ADD BMPs
VOLUME = 0.0448 AC-FT

ADD BMPs
VOLUME = 0.0749 AC-FT

ADD BMPs
VOLUME = 0.033 AC-FT

ADD BMPs
VOLUME = 0.046 AC-FT

BMP
VOLUME = 0.023 AC-FT

ADD BMPs
VOLUME = 0.0298 AC-FT

ADD BMPs
VOLUME = 0.0298 AC-FT

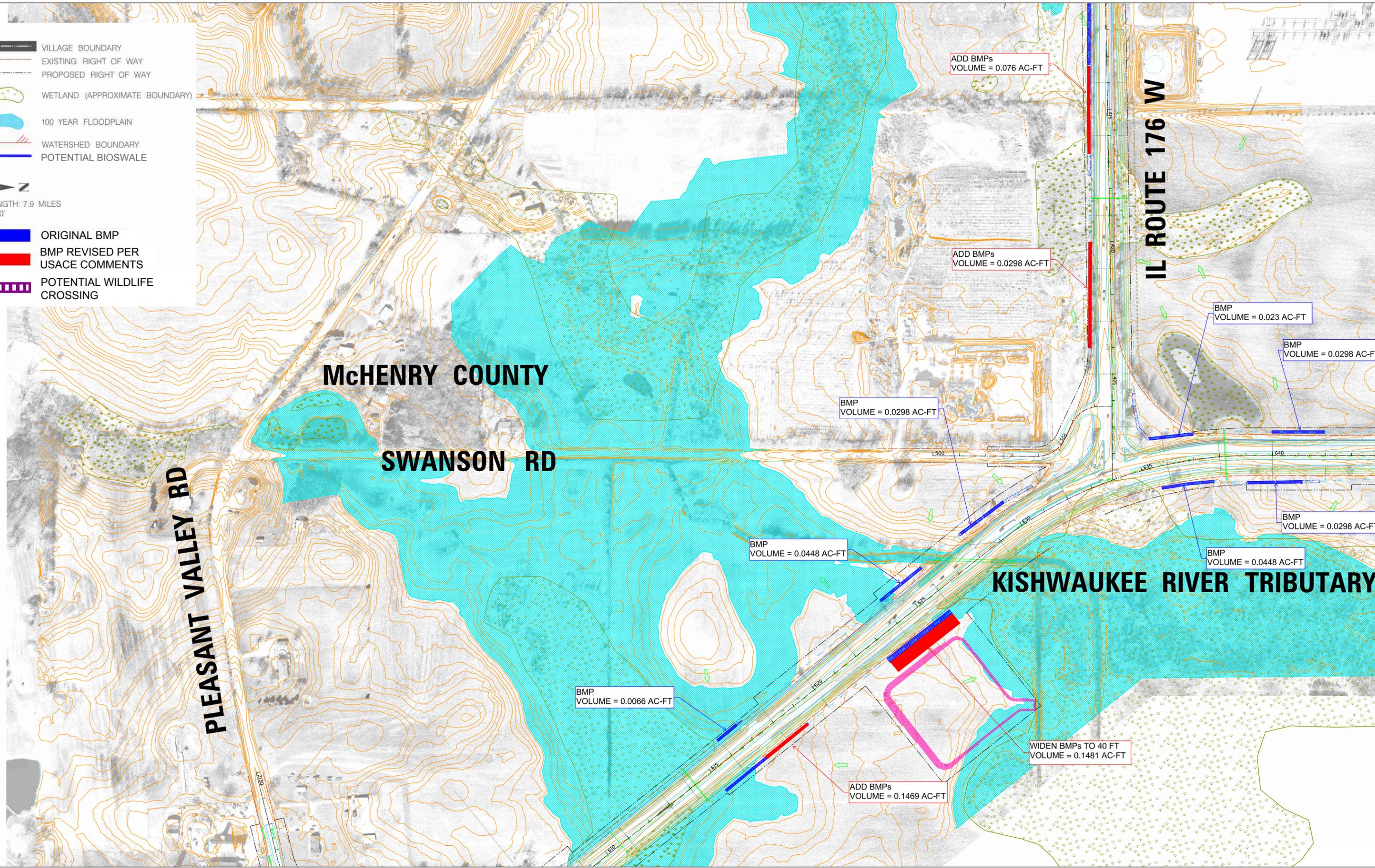
ILLINOIS ROUTE 47 POTENTIAL BMP / FIRST FLUSH CAPTURE

LEGEND:

- VILLAGE BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- WETLAND (APPROXIMATE BOUNDARY)
- 100 YEAR FLOODPLAIN
- WATERSHED BOUNDARY
- POTENTIAL BIOSWALE

PROJECT LENGTH: 7.9 MILES
SCALE 1" = 100'

- ORIGINAL BMP
- BMP REVISED PER USACE COMMENTS
- POTENTIAL WILDLIFE CROSSING



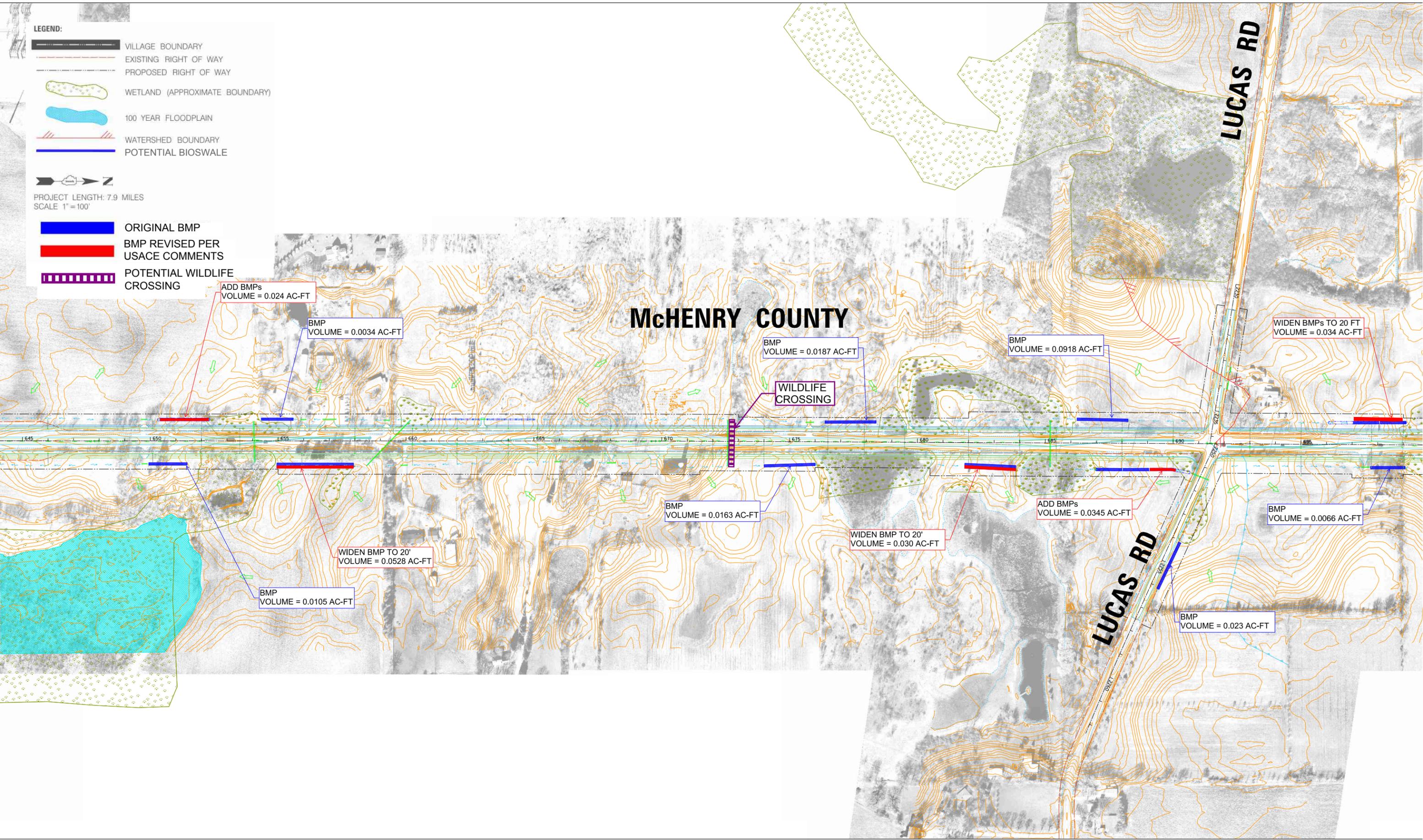
ILLINOIS ROUTE 47 POTENTIAL BMP / FIRST FLUSH CAPTURE

LEGEND:

-  VILLAGE BOUNDARY
-  EXISTING RIGHT OF WAY
-  PROPOSED RIGHT OF WAY
-  WETLAND (APPROXIMATE BOUNDARY)
-  100 YEAR FLOODPLAIN
-  WATERSHED BOUNDARY
-  POTENTIAL BIOSWALE

PROJECT LENGTH: 7.9 MILES
SCALE 1" = 100'

-  ORIGINAL BMP
-  BMP REVISED PER USACE COMMENTS
-  POTENTIAL WILDLIFE CROSSING



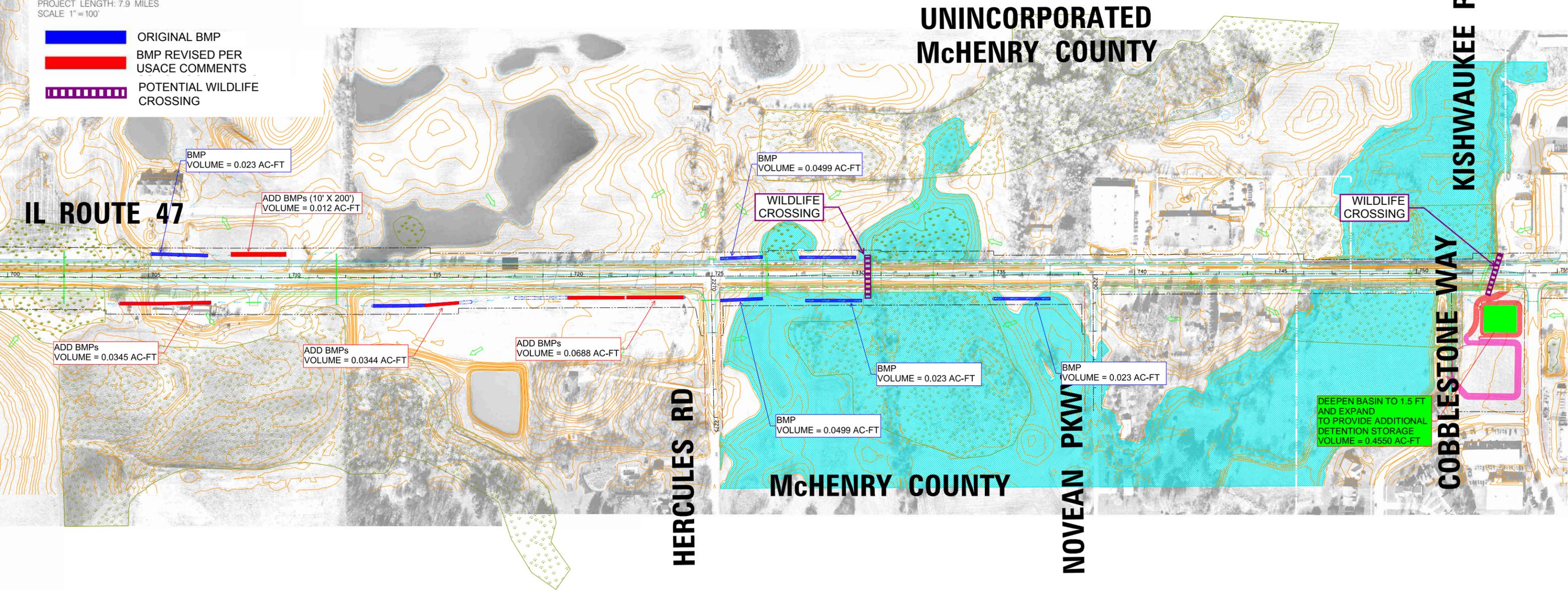
ILLINOIS ROUTE 47 POTENTIAL BMP / FIRST FLUSH CAPTURE

LEGEND:

-  VILLAGE BOUNDARY
-  EXISTING RIGHT OF WAY
-  PROPOSED RIGHT OF WAY
-  WETLAND (APPROXIMATE BOUNDARY)
-  100 YEAR FLOODPLAIN
-  WATERSHED BOUNDARY
-  POTENTIAL BIOSWALE
- 

PROJECT LENGTH: 7.9 MILES
SCALE 1" = 100'

-  ORIGINAL BMP
-  BMP REVISED PER USACE COMMENTS
-  POTENTIAL WILDLIFE CROSSING



ILLINOIS ROUTE 47 POTENTIAL BMP / FIRST FLUSH CAPTURE

PROJECT LIMIT

LEGEND:

- VILLAGE BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- WETLAND (APPROXIMATE BOUNDARY)
- 100 YEAR FLOODPLAIN
- WATERSHED BOUNDARY
- POTENTIAL BIOSWALE

PROJECT LENGTH: 7.9 MILES
SCALE 1" = 100'

- ORIGINAL BMP
- BMP REVISED PER USACE COMMENTS
- POTENTIAL WILDLIFE CROSSING



APPENDIX B-6
UTILITY COORDINATION



Nicor Gas
1844 Ferry Road
Naperville, IL 60563-9600

Mailing Address:
P.O. Box 190
Aurora, IL 60507-0190

Phone 630 983-8676
Internet www.nicor.com

February 21, 2013

Mr. Stephan Schiller
Area Utility Coordinator
Illinois Department of Transportation
Division of Highways/Region One/District One
201 West Center Court
Schaumburg, IL 60196-1096

RECEIVED
FEB 25 2013
UTILITY UNIT

RE: Illinois Route 47
Reed Road to U.S. Route 14
County: McHenry

Dear Mr. Schiller:

Your project has been assigned Engineering #N9036. Please refer to this number in all future correspondence to assist with expediting any future inquiry.

With reference to your request received on January 18, 2013, I am returning one set of marked plans along with our atlas pages indicating the location of our gas main(s) in the area of your proposed project. The dimensions and location of Nicor Gas utility facilities as shown on these plans are an estimate for design purposes only, and are not intended for use as field locations for construction. Nicor Gas does not warrant accuracy. These pages are considered confidential. Please handle these pages accordingly.

Please supply pre-final plans including right-of-way and cross-sections to my attention at the following address:
Nicor Gas
1844 Ferry Road
Naperville, IL 60563

Design analysis occurs after receipt of pre-final plans. Ample time requires a minimum of 6 months for design and planning. This time does not take into consideration the installation of mains and services or reimbursable requirements if applicable.

Utility rights are generally documented through permit, license or easement and in some cases, Nicor Gas may own property. It is up to the requesting/design party(s) to research existing land rights of their proposed project. Nicor Gas will perform its own investigation to determine if any portion is reimbursable when construction is requested to relocate gas main.

Please phone JULIE at 811 or 1-800-892-0123, 48 hours prior to construction for location of our facilities within your proposed improvement.

Thank you for your cooperation in this matter.

Sincerely,


Constance (Connie) Lane, PE
DOT Liaison
Engineering - Design
(630) 388-3830 office

#N9036
Enclosures



Comcast Cable
688 Industrial Drive
Elmhurst, IL 60126

February 13, 2013

John Fortmann, P.E.
Illinois Department of Transportation
Division of Highways/ Region One/ District One
201 West Center Court
Schaumburg, IL 60196-1096
Attn: Stephan Schiller, Area Utility Coordinator

RECEIVED
FEB 15 2013
UTILITY UNIT

RE: Utility Information Request
Illinois Route 47
Reed Rd to US 14
McHenry County

Dear Mr. Fortmann:

Regarding the above request, enclosed are highlighted topography maps which are intended to show the approximate location of our aerial (yellow) and underground (magenta) facilities within the referenced project limits.

Feel free to call if you have questions pertaining to this information.

Very truly yours,

Robert L. Schuller, Jr.
Right-of-Way Manager
Greater Chicago Market

By:

Thomas Munar
Right-of-Way Engineer
(630) 600-6316

Encl: 10 Topography Drawings



City of
WOODSTOCK

Department of Public Works
326 Washington Street
Woodstock, Illinois 60098

RECEIVED

815/334-2263 Fax 815/334-2263
woodstockil.gov
www.woodstockil.gov

MAR 06 2013

March 5, 2013

UTILITY UNIT

Mr. Stephan Schiller
Illinois Department of Transportation - Bureau of Design-Utilities
Division of Highways/Region One/District One
201 West Center Court
Schaumburg, Illinois 60196-1096

**Re: Illinois Route 47
Reed Road to U.S. 14
County: McHenry**

Dear Mr. Schiller,

Per your request, enclosed is a set of existing topography plans for the subject improvement that we have "marked up" to identify our existing underground utilities.

If you have any questions regarding this information, please contact me directly.

Sincerely,

Alan E. Wilson
City Engineer



VILLAGE OF HUNTLEY

VILLAGE PRESIDENT
Charles H. Sass

BOARD OF TRUSTEES
Pam Fender
Ron Hahn
Nick Hanson
Niko Kanakaris
Harry Leopold
John Piwko

VILLAGE MANAGER
David J. Johnson

March 5, 2013

Mr. John Fortmann, P.E.
Acting Deputy Director of Highways
Region One Engineer
201 West Center Court
Schaumburg, Illinois 60196-1096

RECEIVED
MAR 11 2013

DIST. ONE - DESIGN

RE: Illinois Route 47, Reed Rd to U.S. 14

Dear Mr. Fortmann,

Please find enclosed copies of the engineering / GIS drawings as requested. If you desire further information feel free to contact me at my office between the hours of 7:00 AM and 3:30 PM.

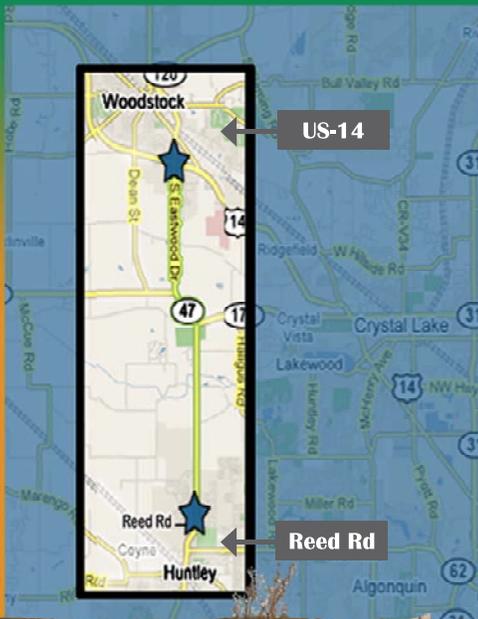
Sincerely,

Keith Schaedel
Project Manager
Village of Huntley
847-515-5285

**APPENDIX B-7
NEWS LETTERS**

Update

November 2010



Public Input To Date

The public has been included in the process of determining potential improvements for IL-47. Two Public Meetings and three Stakeholder Workshops have been held to obtain public input. Volunteers who participated in the Workshops were drawn from those who expressed an interest at the first Public Meeting and initial meetings with local Villages, Townships, and County Agencies. Volunteers include representatives from local municipalities, environmental groups, residences, business owners, and other interested groups. Below is a summary of Public Involvement held to date. Additional information can be found on the project website.



www.Route47Study.com

Public Informational Meeting #1 Held September 30, 2008

The purpose of the meeting was to introduce the Context Sensitive Solutions process, present existing road conditions, and obtain input into the issues the public sees within the project limits. Primary issues raised by attendees were traffic mobility and traffic safety. Attendees expressed desires to add more lanes, study the IL-47 at IL-176 intersection, and add traffic signals to improve safety.



Stakeholder Workshop #1 Held February 13, 2009

The purpose of the workshop was to introduce the Context Sensitive Solutions (CSS) process and obtain stakeholder input for the project's goals and objectives. Consensus was achieved on the project goals and objectives. The goals and objectives are to improve safety of IL-47, improve mobility on IL-47, protect the environment along IL-47, and accommodate economic development along IL-47.



Stakeholder Workshop #2 Held May 29, 2009

The purpose of the workshop was to obtain consensus for the Project Purpose and Need, discuss project transportation deficiencies, and to obtain public input into possible solutions to the deficiencies. The goals and objectives established at Workshop #1 were used to establish a project purpose and need statement.

Consensus was reached on Project Purpose & Need and Preferred Project Elements (4 lanes, raised barrier or wide grass median, paved shoulder or paved shoulder with curb & gutter, and bicycle and pedestrian accommodations was preferred).



Stakeholder Workshop #3 Held October 6, 2009

The purpose of the workshop was to obtain input on the alternatives developed based on the Purpose & Need and desired Project Elements reached by consensus in Workshop #2.

On the South End of the project (Reed Road to Hercules Road, 6.9 miles), the Workshop preferred Alternative 2 which improves IL-47 to include 2 lanes in each direction separated by a grass median. Alternative 2 would shift the improvements 33' to the east from Ackman Road to IL-176 (3.0 Miles) to reduce impacts to residences and business on the west side of IL-47. On the North End of the project (Hercules Road to US-14, 0.9 miles), the Workshop preferred Alternative 2 which improves IL-47 to include 2 lanes in each direction separated by a raised barrier median, a side walk on one side of the roadway, and a bike path on the other side of the roadway.



Illinois 47 Study

Reed Road to US-14

Public Meeting #2

Held November 19, 2009

The purpose of the meeting was to obtain public input into the alternatives developed in the Stakeholder Workshops. The alternatives presented are in the very early stages of development, we will start detailed analysis and refinement of the alternatives as the study progresses. The refining process will involve applying much of the "context" we have learned from input at the workshops and public meetings.

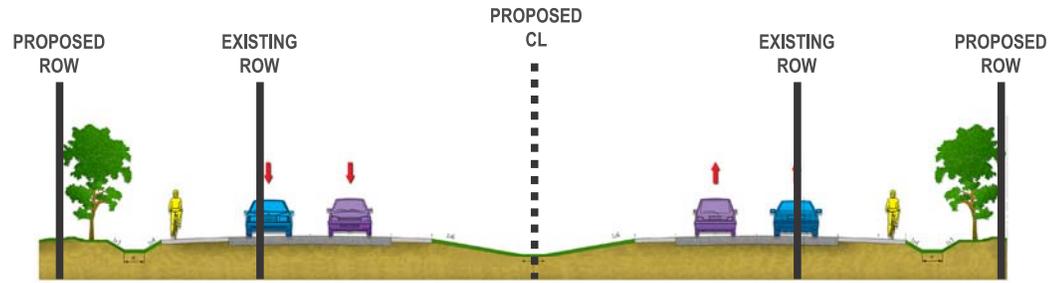
See Large Scale Exhibits on Web Site for Alternative Details

www.Route47Study.com

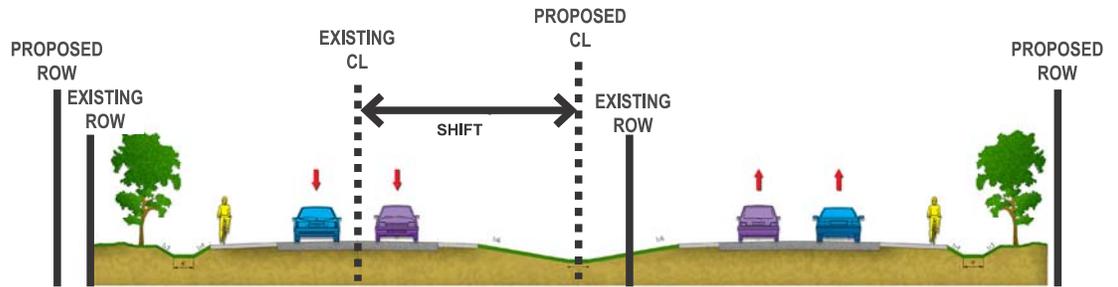
SOUTH ALTERNATIVES

Two alternatives were presented for the South End (Rainsford Drive to Hercules Road, 6.9 miles). Both alternatives improve IL-47 to include 2 lanes in each direction separated by a 42 foot wide grass median. Alternative 1 would remain centered on the existing roadway while Alternative 2 would shift the improvements to the east to reduce impacts to residences. Alternative 2 was generally favored by those who attended the Public Meeting.

South Alternative #1



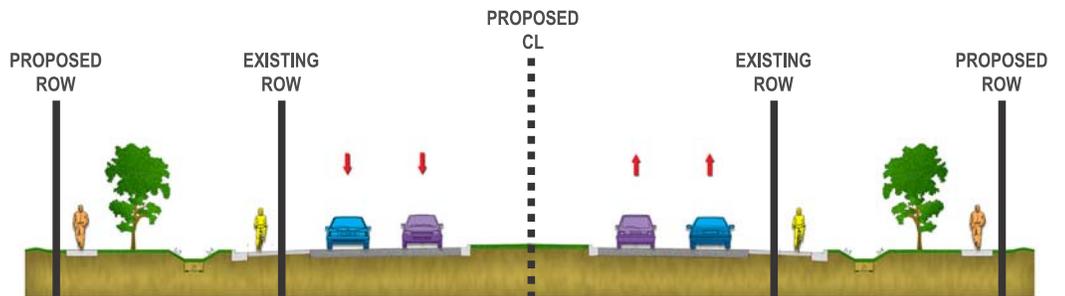
South Alternative #2



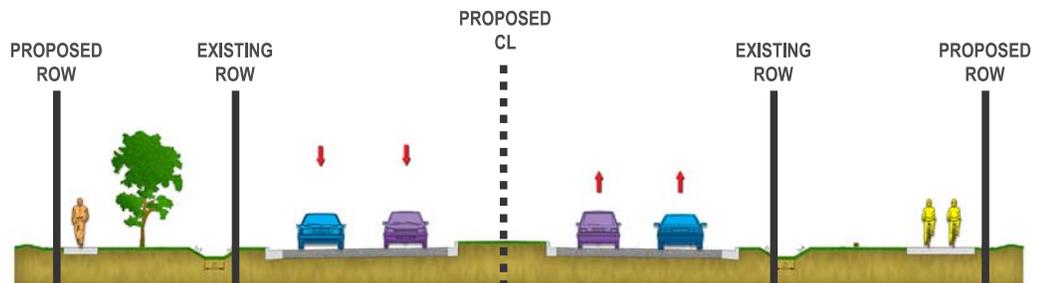
NORTH ALTERNATIVES

Two alternatives were presented for the North End (Hercules Road to US-14, 0.9 miles). Both alternatives would provide 2 lanes in each direction separated by a raised barrier median. Alternative 1 would provide sidewalk on both sides of the roadway with bicycle accommodations on the roadway. Alternative 2 would provide a bicycle path on one side of the roadway and a sidewalk on the other side. Alternative 2 was generally favored by those who attended the Public Meeting.

North Alternative #1



North Alternative #2



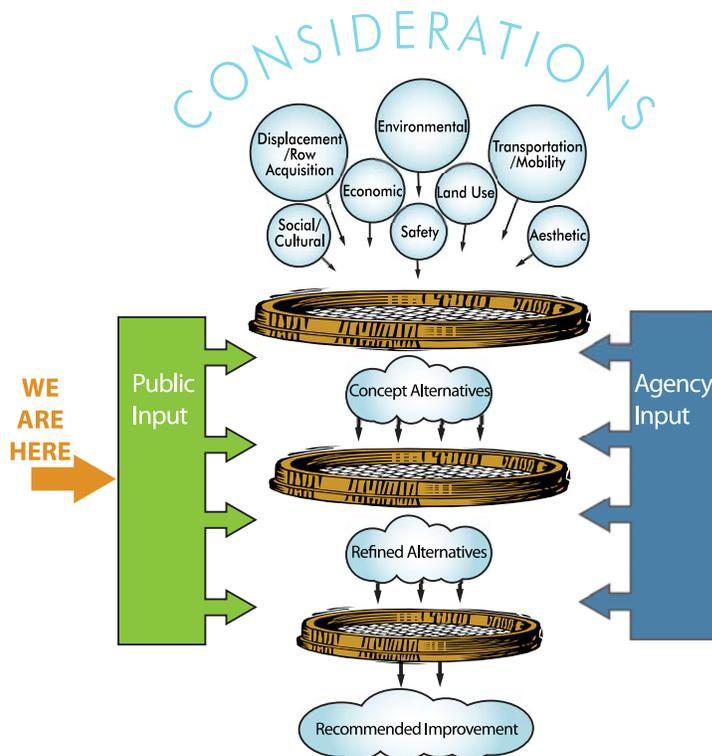


Progress Since the Last Public Meeting

Since the last public meeting in November 2009, we have been coordinating with IDOT Bureau of Design and Environment (BDE) and the Federal Regulator Agency Review Committee (Review Committee). The Review Committee is made up of representatives of from the US Environmental Protection Agency (USEPA), US Fish and Wildlife (USFW), US Department of Agriculture (USDA), Federal Highway Administration (FHWA), and US Army Corps of Engineers (USACOE). The purpose of the Review Committee is to assure that projects balance the needs of the traveling public with impacts to environmental resources.

To date we have received preliminary approval of the purpose and need statement from the BDE. Some minor revisions have been made to the alternatives presented at the workshops and public meetings to bring them into current IDOT policy.

As the project is in an area rich with environmental resources, such as an abundance of wetlands and the headwaters of the Kishwaukee River, the Review Committee was concerned about the impacts to such rich environmental resources. As a result we have worked closely with the Review Committee presenting the project on several occasions and attending field meetings with them. The Review Committee wanted to be assured that the project was needed before giving concurrence. At the last meeting on September 9, 2010, we received concurrence for the purpose and need from all committee members except USACOE. We have since received concurrence from USACOE. See website for revised purpose and need.



Next Steps: Evaluate and Screen Alternatives



Next Steps

Our next step will be to present the alternatives presented at the public meeting held in November 2009 at the next Review Committee meeting in February 2011. We hope to gain concurrence on the alternatives to be carried forward at that meeting. After we receive concurrence we will start detailed environmental and technical analysis and refinement of the alternatives. The refining process will involve applying much of the "context" we have learned from input at the workshops and public meetings. We anticipate holding the next workshop in the summer of 2011.

Illinois 47 Study

Reed Road to US-14

Questions, Comments and Information

Written comments and opinions may be submitted to the Illinois Department of Transportation. Correspondence should be addressed to:

Illinois Department of Transportation
Attn: Marty Morse, Project Manager
201 West Center Court
Schaumburg, Illinois 60196

For more information about the project please visit the project website below.

www.Route47Study.com



**Illinois Department
of Transportation**

Illinois Route 47 Project
Illinois Department of Transportation
Division of Highways – District One
201 W. Center Court
Schaumburg, IL 60196

Update

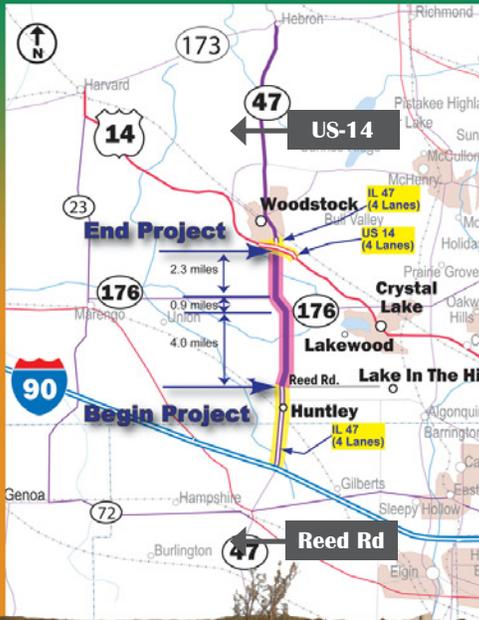
Progress Since The Last Newsletter

Since the last Newsletter on November 2010, we have been coordinating with IDOT Bureau of Design and Environment (BDE) and the Federal Regulatory Agency Review Committee (Review Committee). The Review Committee is made up of representatives of from the State and Federal Agencies. The purpose of the Review Committee is to assure that projects balance the needs of the

traveling public with impacts to environmental resources.

On April 15, 2011 we received concurrence for the Alternatives to be carried forward for detailed study. The Alternatives are very similar to the Alternatives presented at the Public Meeting held on November 19, 2009.

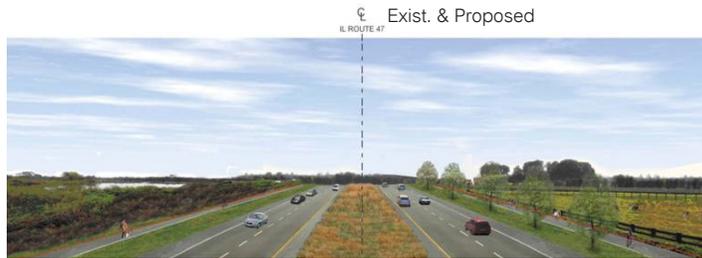
Below are the Alternatives which will be carried forward for detailed study.



www.Route47Study.com

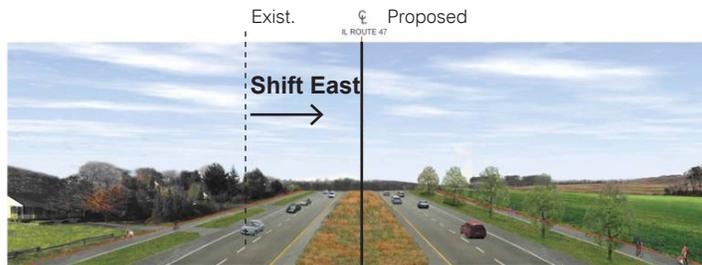
Alternatives To Be Carried Forward

See large scale exhibits on website for alternative details.



South End Alternative 1 – Reed Rd. to Hercules Rd.

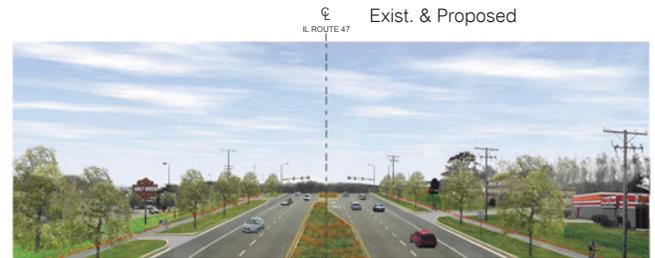
Proposed roadway centered on existing roadway.



South End Alternative 2 – Ackman Rd. to IL 176

Note: Use Alternative 1 Reed Rd. to Ackman Rd. and IL 176 to Hercules Rd.

Proposed roadway shifted east, so proposed southbound lanes are centered on existing roadway.



North End Alternative 1 – Hercules Rd. to US Route 14



North End Alternative 2 – Hercules Rd. to US Route 14

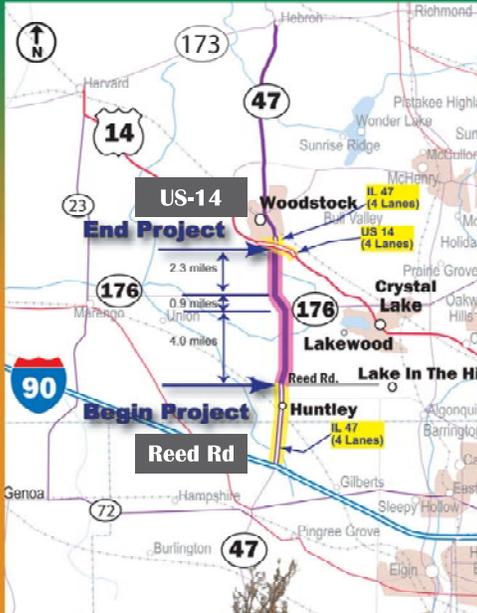
Update

Progress Since The Last Newsletter

Since the last Newsletter in July 2011, we have been coordinating with IDOT Bureau of Design and Environment (BDE) and the Regulatory Agency Review Committee (Review Committee). The Regulatory Agencies represented on the Review Committee include representatives from the US Environmental Protection Agency (USEPA), US Fish and Wildlife Service (USFWS), the US Army Corps of Engineers (USACE) Federal Highway Administration (FHWA), and Illinois Department of Natural Resources (DNR). The purpose of

the Review Committee is to assure that projects balance the needs of the traveling public with impacts to environmental resources.

On June 15, 2012 we received concurrence from the Review Committee for the Preferred Alternatives for detailed study. The Alternatives are very similar to the Alternatives presented at the Public Meeting Held on November 19, 2009. Below are the Preferred Alternatives which will be carried forward for detailed study.



www.Route47Study.com

Impact Reduction Efforts

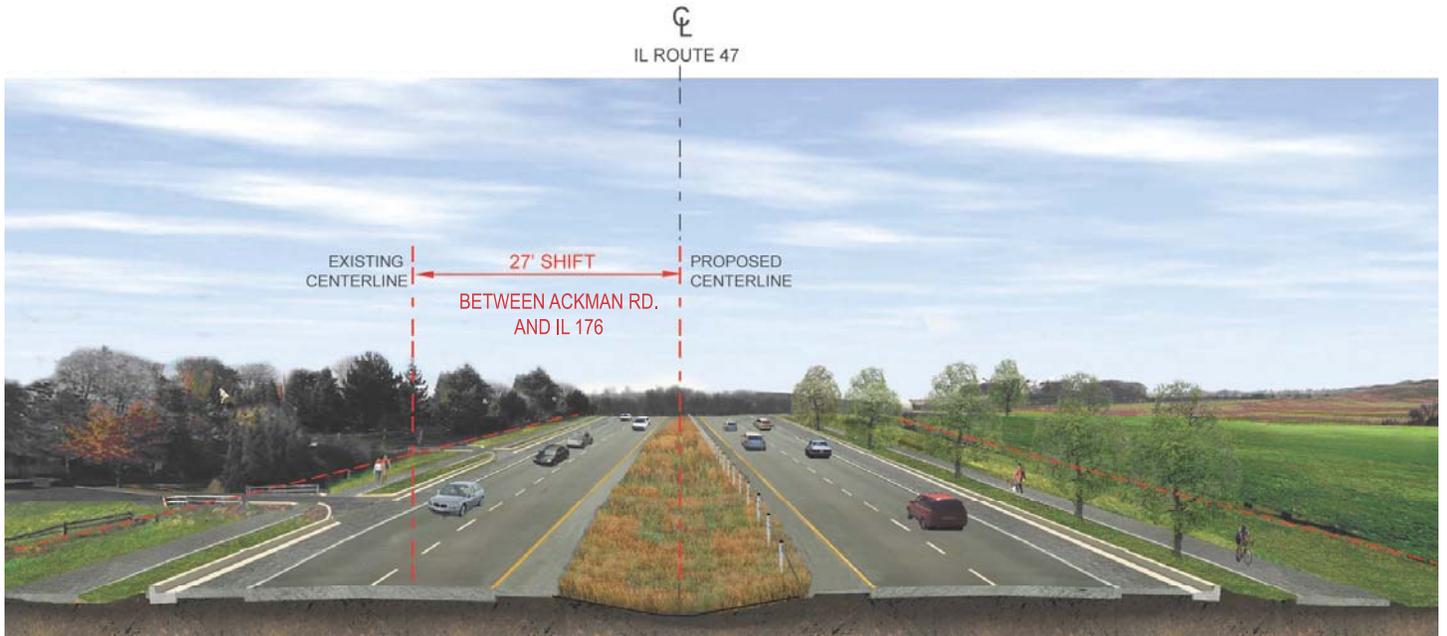
Item	Location	Potential Impact Reduction
Shift Alignment	The alignment was shifted between Ackman and IL 176 (east leg)	8 residences avoided
Modify Typical Cross Section	The median was narrowed from 50' to 30' between Rainsford Drive and Hercules Road.	4 acres of wetland avoided
Modify Typical Cross Section	Curb and Gutter was added to outside shoulder between Rainsford Drive and Hercules Road.	2 acres of wetland avoided
Eliminate Sidewalk	Sidewalk was eliminated between Conley Road and Hawthorne Way, utilize shared use path on east side.	0.7 acres of wetland avoided
Add Retaining Walls	Retaining walls added at Kishwaukee Headwaters near Cobblestone Way.	0.7 acres of wetland avoided

Notes

1. Reductions are preliminary estimates.
2. Does not include final efforts to minimize impacts.
3. Displacement assumed if residence or business is within proposed ROW.
4. Based on assumed ROW.

We continue to refine the alternatives to minimize impacts. The above table represents some of the efforts so far.

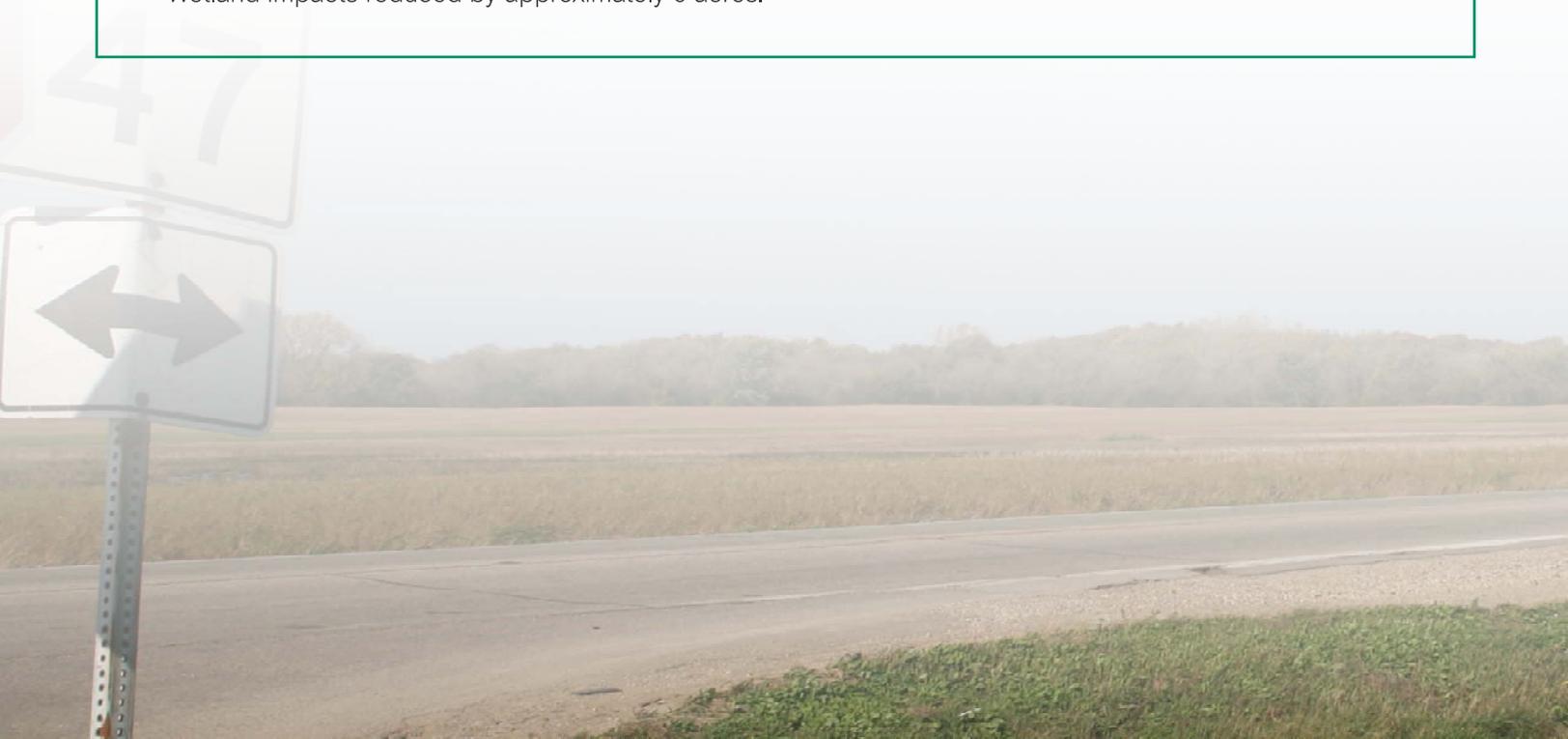
Preferred South Alternative – Reed Rd. to Hercules Rd.



The Preferred South Alternative is similar to the South Alternatives presented at the Public Meeting held on November 19, 2009 with a few changes to reduce impacts.

Key changes include:

- Median width reduced from 50' to 30'.
- Curb and gutter added at the outside edge of shoulder.
- ROW reduced by 20' on each side of the roadway.
- Sidewalk eliminated on west side between Conley Road and Hawthorne Way, utilize shared use path on east side.
- Wetland impacts reduced by approximately 6 acres.



Preferred North Alternative – Hercules Rd. to US Route 14



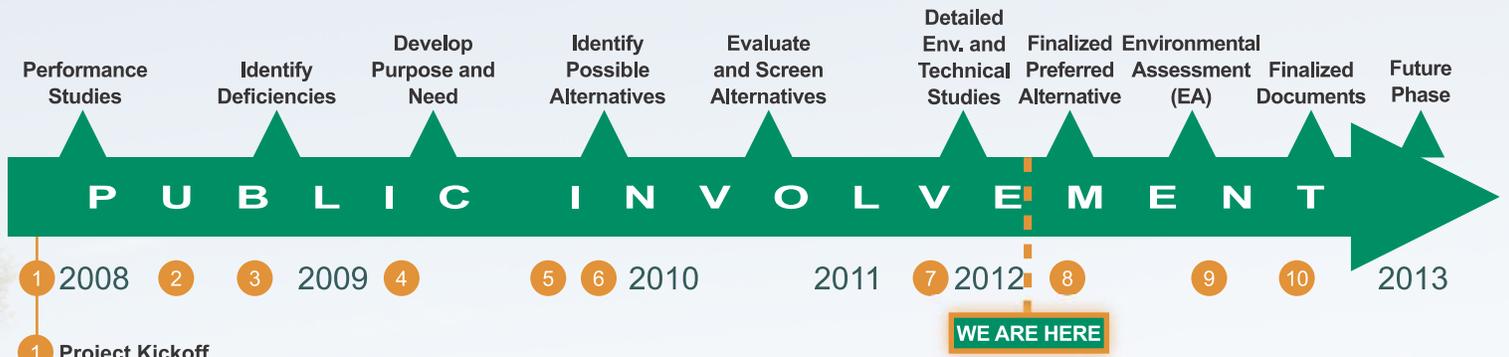
The Preferred North Alternative is similar to the North Alternative 2 presented at the Public Meeting held on November 19, 2009 with a few changes to reduce impacts.

Key changes include:

- Distance between curb and sidewalk reduced to reduce required ROW.
- Retaining wall added at the Kishwaukee Headwaters to reduce wetland impacts.

Illinois 47 Study

Reed Road to US-14



- 1 **Project Kickoff**
- 2 **Public Informational Meeting #1 (September 30, 2008)**
- 3 **Stakeholder Workshop #1 (February 13, 2009)**
Project Goals and Objectives Identified
- 4 **Stakeholder Workshop #2 (May 29, 2009)**
Purpose and Need Consensus
Preferred project Elements Consensus
- 5 **Stakeholder Workshop #3 (October 6, 2009)**
Alternative Development Input
- 6 **Public Meeting #2 (November 19, 2009)**
Alternative Development Input
- 7 **Stakeholder Workshop #4 (August 23, 2011)**
Environmental Concerns
- 8 **Stakeholder Workshop #5 (Winter 2012)**
Preferred Alternative Input
- 9 **Public Hearing (Spring 2013)**
Preferred Alternative Input
- 10 **Design Approval (Summer 2013)**

Next Steps

Our next step will be to continue detailed environmental and technical analysis. The preferred alternatives will continue undergoing the refining process which will involve applying much of the “context” we have learned from input at the workshops and public meetings. We anticipate holding the next workshop in the Winter of 2012.

Questions, Comments and Information

Written comments and opinions may be submitted to the Illinois Department of Transportation. Correspondence should be addressed to:

AECOM
Attn: Joe Havel, Project Manager
303 East Wacker Drive, Suite 600
Chicago, Illinois 60601



Illinois Route 47 Project
Illinois Department of Transportation
Division of Highways – District One
201 W. Center Court
Schaumburg, IL 60196

**APPENDIX B-8
PRESS CLIPPINGS**

NORTHWEST HERALD

Lakewood buys 43.8-acre parcel for development

By BRETT ROWLAND - browland@shawmedia.com

Created: Friday, May 25, 2012 5:30 a.m. CDT

LAKEWOOD – Commercial development near the intersection of Routes 47 and 176 is so crucial to the future of Lakewood that the Village Board agreed to buy 43.8 acres there for \$600,000.

The board voted this week to approve a real estate sale agreement with Harvard State Bank to buy the bank-owned land using reserve funds.

Buying the land will allow the village to control how it's developed, Village President Erin Smith said.

It also makes Lakewood a landlord and property-tax payer.

Once the village owns the land, it can begin cleaning up the property to make it more marketable and working with the Illinois Department of Transportation to improve the intersection there.

The property is at the southwest intersection of Route 47 and Pleasant Valley Road. In 2010, McHenry County SportsPlex LLC announced plans to build a \$46 million sports complex there but wasn't able to get financing for the project. Some Pleasant Valley Road residents had opposed development in the area.

Smith said the deal made sense for the village because the land was available and relatively cheap.

Officials said the \$600,000 price was "substantially less" than the most recent appraisal of the property, but they couldn't immediately provide the Northwest Herald with the date and amount of the appraisal.

Lakewood's agreement with Harvard State Bank is similar to a mortgage, but there are some key differences.

Village officials will make a down payment of \$60,000 and plan to borrow the remaining \$540,000 at a rate of 4 percent for a 10-year period. There is no penalty for paying off the loan early, but if the village is able to sell the land for a profit within the next five years, it will have to split the profit with Harvard State Bank, according to a village memo.

As part of the deal, the village agreed to take over two bank-negotiated leases on the property. One lease is for the home on the property and the other is for 30 acres of farmland. If the property isn't sold and the leases continue for the next 10 years, Lakewood would make a \$4,500 profit. The leases will bring in \$118,000 in revenue while property taxes and interest on the purchase would cost \$113,500, according to city documents.

Smith said the goal isn't to make a profit. She said the Village Board might even consider selling the property to a potential developer for less than it's worth as an incentive to build in the village. Official wants to see commercial development that would generate sales tax, making the village less reliant on property taxes to pay for services.

Smith said the deal was "cost neutral" and no new taxes would be levied to pay for it. She emphasized that it was different from the village's purchase of RedTail Golf Club in that respect.

NORTHWEST HERALD

LOCAL NEWS AND VIDEO FOR MCHENRY COUNTY, ILLINOIS

Sunday, March 13, 2011

Lakewood sports complex developers still optimistic

LAKEWOOD – Developers and village officials remain committed to a plan to build a \$46 million sports complex in Lakewood.

Developer McHenry County Sportsplex LLC missed a key deadline for securing federal economic stimulus bonds Dec. 31 to help fund the 100-plus acre sports facility southwest of the intersection of Routes 47 and 176.

Nonetheless, the project still is alive, and the developer is seeking other sources of funding.

“We have some deadlines that are coming up, and we are working feverishly to tie up all the loose ends so the project can move forward in the near future,” managing partner and CEO Lou Tenore said.

Tenore said he would provide more details about the status of the project in the coming month.

Land central to the future complex remains pinned to a bankruptcy case. The 38-acre parcel at 11717 Pleasant Valley Road is owned by Donald Alan Swanson. Swanson since has filed for bankruptcy. Recent motions in that case indicate McHenry County Sportsplex LLC still could purchase the land, according to court documents.

Lakewood officials are standing behind the project, even though it hasn’t progressed quickly.

“We are still hopeful funding will be secured,” Lakewood Village President Erin Smith said. “When that happens, there will still be unanimous support from the village of Lakewood for this to move forward.”

Commercial development ancillary to the sports complex, including a gas station, was expected to begin this year.

“I’d love to see work starting, but unfortunately that hasn’t happened,” Lakewood board member Kenneth Santowski said.

Even so, Santowski said he would like to give the developer “every opportunity” to see the sports complex come to fruition.

Lakewood pledged to contribute \$5 million to the project. That would come in the form of fee waivers and grant dollars the village helps secure for the sports complex.

McHenry County Sportsplex LLC formed a limited liability company and planned to take advantage of EB-5 foreign funding. Through the federal program, those who invest at least \$500,000 in job-creating projects can qualify for immigrant visas.

In 2009, McHenry County received \$27.5 million in bonding authority for private-sector projects under the economic stimulus bill. The county handed over \$18 million of that to the Upper Illinois River Valley Development Authority, which allocated it to the sports complex project as part of a \$46 million bond package. Those bonds never were issued because backers missed the Dec. 31, 2010, deadline for using the stimulus bonds.

Tenore initially said he would return to UIRVDA seeking \$46 million in taxable bonds in the first quarter of this year.

UIRVDA has not yet received a request from McHenry County Sportsplex LLC this year, Executive Director Andrew Hamilton said.

The sports complex project gained notoriety in August 2010 when it was listed in a report of 100 stimulus-funded projects considered boondoggles by two Republican U.S. senators. Labeled "If Government Builds It, They Will Come ... We Hope," the project was number 67 behind such stimulus-funded projects as new windows for a closed visitor center and a study of how cocaine affects monkeys.

SportsPlex developer won't ask for more time

By BRETT ROWLAND - browland@shawmedia.com

Created: Saturday, January 14, 2012 5:30 a.m. CST

LAKESWOOD – The developer behind a plan to build a \$46 million sports complex in Lakewood said this week that he won't ask for more time in the face of a looming deadline.

Lakewood's development agreement with McHenry County SportsPlex LLC expires at the end of the month. The agreement pledged \$5 million in incentives for the project. In late July, a year after the deal was first approved, the Village Board voted, 4-3, to grant a six-month extension.

"At this time, it doesn't look like the deadline is going to be met," said Lou Tenore, managing partner and CEO of McHenry County SportsPlex LLC.

However, Tenore continues to move forward with plans for the sports complex. The 100-plus-acre facility would be located southwest of the intersection of Routes 47 and 176.

"We have engaged an investment firm that is committed to finding financing for this project," Tenore said this week.

The financing isn't contingent on the development agreement. If the company gets funding for the development, Tenore said he would return to the Village Board to restart the planning process.

Village officials couldn't immediately be reached for comment Friday afternoon.

Lakewood long had planned for commercial development along the Route 176 corridor, but the SportsPlex proposal spurred the Village Board to take action. In June 2010, the board annexed 565 acres to the village at the cost of \$101,000. The money was borrowed from the village's impact fee fund and will be repaid, primarily with sales-tax revenue, over five years. The land eventually would have been annexed regardless of the SportsPlex project.

The village spent \$51,500 on engineering and legal fees directly related to the SportsPlex project. It waived an additional \$483,000 in annexation and plat review fees for properties specific to the development.

Designs for the two-phase project included playing fields for soccer, baseball, lacrosse, basketball and volleyball. A building of more than 100,000 square feet would house a restaurant, retail space and indoor sports facilities. There also would be an outdoor arena able to accommodate local, national and international teams.

At the end of 2010, McHenry County SportsPlex LLC lost a multimillion-dollar financing package when it missed a deadline for using federal economic stimulus bonds.

NORTHWEST HERALD

LOCAL NEWS AND VIDEO FOR MCHENRY COUNTY, ILLINOIS

Thursday, January 20, 2011

Sportsplex avoids setback

Parcel key to project spared auction block

By BRETT ROWLAND - browland@nwherald.com

LAKEWOOD – A key piece of land sought for a sports complex in Lakewood narrowly avoided the auction block.

A 38-acre parcel that McHenry County Sportsplex LLC hopes to buy had been in foreclosure and was scheduled for a sheriff's sale Jan. 13. McHenry County Sportsplex is working to build a 165-acre sports complex near the intersection of Routes 47 and 176.

The property, at 11717 Pleasant Valley Road, is owned by Donald Alan Swanson. Had it been sold at auction, McHenry County Sportsplex wouldn't have been able to buy it, managing partner and CEO Lou Tenore said. The day before the auction, Swanson filed for bankruptcy, according to court documents.

Tenore said that his company still intended to buy the land and that the bankruptcy action "doesn't deter the project from moving forward."

The action comes as newly released documents shed more light on conceptual plans for the sports complex. Initially, the group behind the effort sought bonds in 2009 from the Upper Illinois River Valley Development Authority, a development agency created by the state. At that time, they wanted to incorporate as a nonprofit organization exempt from income taxes and noted that "the complex has the flexibility to assess an admissions tax to repay public support for the project," according to a report.

The report was prepared by H&K Sportsfields and submitted with an application to UIRVDA.

Both a citizens' group opposed to the project and the Northwest Herald filed Freedom of Information Act requests with UIRVDA for the application last year. At first, UIRVDA Executive Director Andrew Hamilton responded to those requests with 48 pages of redacted documents. On many pages, everything but "a," "an," "the" and a few other words were blacked out.

After consulting with the Illinois Attorney General's Office, Hamilton released another copy of the application this month.

Much of the text was legible, but nearly all of the numbers – such as percentages and dollar figures – were blacked out. Even spending by public agencies such as the Elgin Parks and Recreation Department was redacted from the documents.

The numbers and other information were withheld at the request of Tenore's attorney, William Mortimer. In a letter, Mortimer claimed the deleted information was exempt from the FOIA request because of its proprietary nature. As a whole, the newly released documents show how much the sports complex project has changed since it first was conceived.

The company since has formed a limited liability company and plans to take advantage of EB-5 foreign funding. Through the federal program, those who invest at least \$500,000 in job-creating projects can qualify for immigrant visas.

Lakewood has pledged to contribute \$5 million to the project, but that will come in the form of fee waivers and grant dollars the village helps secure for the project.

The project gained notoriety in August 2010 when it was listed in a report of 100 stimulus-funded projects considered boondoggles by two Republican U.S. senators. Labeled "If Government Builds It, They Will Come ... We Hope," the project was number 67 behind such stimulus-funded projects as new windows for a closed visitor center and a study of how cocaine affects monkeys.

NORTHWEST HERALD

Thursday, July 7, 2011

Funding deadline looms for \$46 million Lakewood SportsPlex project

By BRETT ROWLAND - browland@nwherald.com



A look at the proposed site of the McHenry County SportsPlex in Lakewood, looking west from the intersection of Routes 176 and 47 (lower left). The one-year annexation and development agreement between McHenry County SportsPlex LLC and Lakewood ends July 27. (H. Rick Bamman – hbamman@nwherald.com)

Plans to build a \$46 million sports complex in Lakewood remain stalled as a key development agreement pledging public financial support is set to end.

The one-year annexation and development agreement between McHenry County Sportsplex LLC and the village of Lakewood ends July 27. The agreement calls for Lakewood to contribute \$5 million in fee waivers and grant assistance to the project.

If the agreement lapses, officials could modify it to reduce the village's obligation, Lakewood Village President Erin Smith said.

"Our contract doesn't expire for a month. Today we remain fully committed to this project," Smith said last week. "We have had no discussions as a board that would indicate any desire to change the agreement, but in light of current economic realities, that possibility exists."

It's the latest hurdle for the developer, which has yet to buy the land needed for the project. At the end of 2010, McHenry County Sportsplex LLC lost a multimillion-dollar financing package when it missed a deadline for using federal economic stimulus bonds.

McHenry County Sportsplex LLC wants to build a 100-plus-acre sports facility southwest of the intersection of Routes 47 and 176.

Company officials said they didn't know whether they could secure financing before the development agreement expired.

"I'm not sure," Lou Tenore, managing partner and CEO of McHenry County SportsPlex LLC, told the Northwest Herald in a recent interview.

Tenore had not requested an extension of the development agreement as of June 30. The Village Board would have to vote to approve an extension.

The developer initially sought financing from the federal EB-5 foreign funding program that allows those who invest at least \$500,000 in job-creating projects to qualify for immigrant visas. That has been abandoned in favor of private backing.

"Nothing is final yet, but we have promises and commitments from several groups," Tenore said.

Lakewood officials have spent years working with McHenry County SportsPlex LLC. Even before the project became public in late 2009, village leaders had been in talks with the developer.

Lakewood long had planned for commercial development along the Route 176 corridor, but the SportsPlex proposal spurred the Village Board to take action. In June 2010, the board annexed 565 acres to the village at the cost of \$101,000. The money was borrowed from the village's impact fee fund and will be repaid, primarily with sales tax revenue, over five years, Village Manager Catherine Peterson said. The land eventually would have been annexed regardless of the SportsPlex project, she added.

The village has spent \$51,500 on engineering and legal fees directly related to the SportsPlex project. It waived an additional \$483,000 in annexation and plat review fees for properties specific to the development, Peterson said.

Designs for the two-phase project include playing fields for soccer, baseball, lacrosse, basketball and volleyball. A 125,000- to 150,000-square-foot building would house a restaurant, retail space and indoor sports facilities. There also would be an outdoor arena able to accommodate local, national and international teams.

The SportsPlex gained notoriety in August 2010 when it was listed in a report of 100 stimulus-funded projects considered boondoggles by two U.S. senators.

NORTHWEST HERALD

LOCAL NEWS AND VIDEO FOR MCHENRY COUNTY, ILLINOIS
Created: Sunday, July 24, 2011 5:30 a.m. CDT

Sportsplex developer asking for more time

By BRETT ROWLAND - browland@nwherald.com

LAKEWOOD – The developer behind a stalled plan to build a sports complex in Lakewood has asked the village for six more months to get the \$46 million project started.

McHenry County Sportsplex LLC sent a letter to village officials this week requesting a six-month extension to its one-year annexation and development agreement. The agreement calls for Lakewood to contribute \$5 million in fee waivers and grant assistance to the project.

“Due to the current economy, financing is more difficult to obtain than ever,” said Lou Tenore, managing partner and CEO of McHenry County SportsPlex LLC. “The extra time is needed to tie up all the loose ends.”

The Lakewood Village Board is to consider the request at a meeting scheduled for 7 p.m. Tuesday at RedTail Golf Club, 7900 RedTail Drive, Lakewood.

Board members could vote to grant the extension without any changes to the original agreement, Village President Erin Smith said. Other municipalities, including Crystal Lake, have granted similar extensions to developments put on hold by the recession.

Despite some setbacks in the past year, Smith said she supported the endeavor.

“I believe there is still a real possibility that the sportsplex can move forward,” she said. “We don’t have any other projects waiting in the wings.”

The agreement is set to expire Wednesday. If allowed to lapse, Lakewood officials could try to modify it to reduce the village’s obligation.

McHenry County Sportsplex LLC wants to put the 100-plus-acre sports facility southwest of the intersection of Routes 47 and 176.

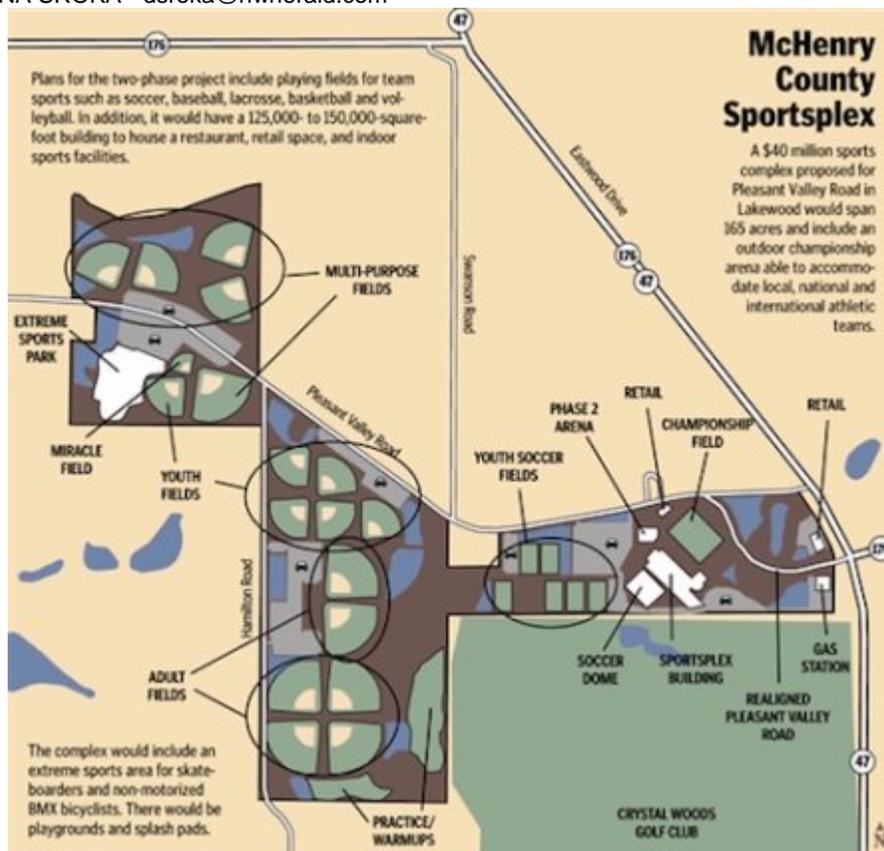
Designs for the two-phase project include playing fields for soccer, baseball, lacrosse, basketball and volleyball. A 125,000- to 150,000-square-foot building would house a restaurant, retail space and indoor sports facilities. There also would be an outdoor arena able to accommodate local, national and international teams.

The SportsPlex gained notice in August 2010 when it was listed in a report of 100 stimulus-funded projects considered boondoggles by two U.S. senators.

Created: Thursday, July 29, 2010 5:30 a.m. CDT

Residents near planned \$40 million sports complex not happy

By DIANA SROKA - dsroka@nwherald.com



LAKEWOOD – When Larry Larson looks outside the window of his Pleasant Valley Road home, he sees acre after acre of farmland and greenery.

That view could become a thing of the past if the plan to build a \$40 million sports complex continues moving forward.

Early Wednesday, the Lakewood Village Board unanimously approved the preliminary plans for the complex, which developers have said would span 165 acres and include an outdoor championship arena able to accommodate local, national and international athletic teams.

Village officials are buzzing about the prospect of a new tax base and growing the corporate boundaries of the historically tiny town, but many residents near the proposed building site don't plan to embrace the project anytime soon.

"It stinks," said Larson, who has lived in the home since 1993. "If they had to use their own money, they wouldn't do it."

In April, the McHenry County Finance and Audit Committee voted to recommend giving the proposed sports complex \$18 million of its bonding authority from the 2009 federal economic stimulus bill.

Lakewood officials plan to contribute \$4 million through grant partnerships and \$1 million by waiving development fees. It's a step back from an earlier agreement to provide the developer, McHenry County Sportsplex LLC, with \$5 million in economic incentives, including a \$1 million cash contribution. That cash contribution was "taken off the table," Lakewood Village President Erin Smith has said.

The proposed complex would be off the west side of Route 47, south of the northwest leg of Route 176. The complex would span to the west from Route 47 to just past Hamilton Road, along Pleasant Valley Road.

Several homes are sprinkled along Pleasant Valley Road, but most of the area is open land.

Jill McCaffrey, whose parents have lived on the road since 1964, said that despite what she's heard about the project, she still didn't think that particular street was the best place for a project of this type.

"It needs to be along the highway, not along a country road," McCaffrey said.

She said the project not only would make the street an undesirable place to live, but also make it impossible for homeowners to sell their property if they wanted to get away from the Sportsplex.

"Nobody's going to want to live next to an extreme sports park," she said.

The next step for developers is to complete a final plan and secure the funding for the remaining cost of the project.

Plans for the two-phase project include playing fields for team sports such as soccer, baseball, lacrosse, basketball and volleyball. In addition, it would have a 125,000- to 150,000-square-foot building to house a restaurant, retail space, and indoor sports facilities.

The complex would include an extreme sports area for skateboarders and non-motorized BMX bicyclists. There would be playgrounds and splash pads. Walking paths are planned throughout the development to make it pedestrian-friendly.

The developer's business plan states that the facility would create 420 permanent jobs, bring in 600,000 visitors a year, and make \$15 million in its first year, according to preliminary documents submitted to the county.

The complex's planners estimate \$5.6 million in tax revenue over 10 years to the village from the sports complex, or about \$500,000 a year.

However, these dollar signs and project perks haven't swayed Larson. He's skeptical the project will succeed, even if it's built.

And his thoughts on the lengthy meeting Tuesday night, where developers tried to assuage concerns?

"I thought it was a farce," he said.

- Northwest Herald reporter Joe Bustos contributed to this article.



NORTHWEST HERALD

LOCAL NEWS AND VIDEO FOR MCHENRY COUNTY, ILLINOIS

Created: Monday, August 23, 2010 5:30 a.m. CDT

Destination: Lakewood?

Sports complex could spur other area development

By BRETT ROWLAND - browland@nwherald.com



An artist rendering of Lakewood's approved \$40 million sports complex. (Artist rendering provided)

LAKEWOOD – A \$40 million sports complex developers hope will make Lakewood a “destination” could spur growth and economic activity throughout the county.

But a building boom could be years off and could depend in part on the success of the proposed 165-acre McHenry County SportsPlex.

Draft guidelines submitted to Lakewood describe the goal of the facility as “the first phase in a masterplan development.”

“The SportsPlex will act as a catalyst to encourage future mixed-use development along the Route 47 corridor, thus creating a new urban core for the village,” the guideline goals state. “While growth will be beneficial to the village, it is important to preserve Lakewood’s unique scale, agrarian culture and conservationist character.”

Plans for the two-phase project include playing fields for team sports such as soccer, baseball, lacrosse, basketball and volleyball. In addition, it would have a large building to house a restaurant, retail space and indoor sports facilities. It is being designed with an outdoor championship arena able to accommodate local, national and international competitions.

The developer’s business plan shows the facility would attract 600,000 visitors a year, create 420 permanent jobs and make \$15 million in its first year, according to preliminary documents submitted to the county.

“Those are great numbers,” said Cort Carlson, executive director of the McHenry County Convention and Visitors Bureau. “The sports complex could be a major destination with tournaments and events being the reason people sleep, eat and shop here.”

Lakewood, with a population of about 3,600, has limited commercial amenities. However, surrounding cities have the capacity to accommodate this kind of sports tourism.

“We can support big tournaments already,” Carlson said.

The complex will be marketed to athletes and families throughout the region and state. Lou Tenore, managing partner and CEO of McHenry County SportsPlex LLC, wants to draw international competition as well.

Lakewood officials long have anticipated development along the Route 47 corridor, Village Manager Catherine Peterson said. She said the sports complex, which recently was granted preliminary approval by the Lakewood Village Board, “sets a wonderful tone for what we want out there.” Peterson pointed to the environmental design and unique offerings of the sports complex as examples.

“We believe this will generate ancillary development such as hotels, restaurants and retail,” she said.

But a sudden influx of commercial building is unlikely. Village leaders want “very deliberate” growth, Peterson said.

“It won’t happen overnight,” Lakewood board member Gene Furey said. “We are committed to green development and we have a town of neighborhoods that we want to preserve.”

He added: “I’m not going to let this turn into another Randall Road.”

Some residents are opposed to the sports complex development – and what it might attract. They have raised concerns about traffic, drainage and water quality.

“We want more information – a lot more,” said Bill Franz, an attorney for Hamilton Road residents Donald and Beverly Brinckman. “We don’t want some half-baked sports center hurting land values.”

Such fears were stoked recently when the sports complex was lumped together with projects such as putting new windows on a closed visitor center and studying the effects of cocaine on monkeys in a list of “100 stimulus projects that give taxpayers the blues.” The list was published by U.S. Sens. Tom Coburn, R-Okla., and John McCain, R-Ariz., to draw attention to projects funded with money from the \$862 billion American Recovery and Reinvestment Act.

Village officials, county leaders, and the developer called such criticism unfair and unfounded. EnRico Heirman, who has been working with Tenore on the project, said the plan was to be “a good neighbor.”

“We are going to do our best to preserve the integrity of the area,” said Heirman, who serves as the executive director of the Continental Amateur Baseball Association World Series. “We want to be good stewards of the land and we believe this will increase property values.”

Lakewood board member Ken Santowski said he was looking to the developers to “set the standard” for development in the area.

But Lakewood’s future commercial growth isn’t pinned to the complex, Village President Erin Smith said. Even if the sports complex isn’t as successful as its backers hope, Smith said she wanted to see unique growth along Route 47.

“Ancillary development is hard to predict,” Smith said. “Some businesses might come our way [because of the sports complex], but others could come independently.”

Smith has invited several companies to look at sites in Lakewood Commons or along the Route 47 corridor.

She is confident that should the sports complex be built as planned, it would be a boon not just for Lakewood, but the entire county.

Friday, November 5, 2010 |

NORTHWEST HERALD

LOCAL NEWS AND VIDEO FOR MCHENRY COUNTY, ILLINOIS

County Board passes on bonding power for sportsplex to state authority

By KEVIN P. CRAVER - kcraver@nwherald.com

WOODSTOCK – The McHenry County Board passed the political hot potato of the Lakewood sportsplex to a state development authority.

Board members voted Thursday, 15-7, to give the ability to allocate \$18 million in federal stimulus bonding power for the sportsplex to the Upper Illinois River Valley Development Authority. McHenry County Sportsplex LLC wants to build a 165-acre sportsplex in Lakewood west of Route 47, a controversial project opposed by neighboring residents and others.

Expediency, not politics, spurred the move – UIRVDA exists to help issue bonds to finance job-creating capital improvements, and the stimulus bonds expire at year's end.

But opponents of the project, such as Kathleen Bergan Schmidt, D-Crystal Lake, took the opportunity to question its viability.

"I'm perfectly happy for the county to get out of this [bonding] business, but if I vote yes, it could appear that I support this project," Bergan Schmidt said.

McHenry County last year received \$27.5 million in bonding authority for private-sector projects under the economic stimulus bill. The bonds are designed to attract investors to job-creating projects by offering a 45 percent discount of the federal taxes payable on them, which in turn saves the borrower money by lowering the interest. County Board members in April approved allocating \$18 million of it for the sportsplex.

Backers have said that the complex of sports fields anchored by an indoor sports center would bring in 600,000 visitors a year, make \$15 million in its first year, and create 420 permanent jobs.

The project is championed by the village of Lakewood but opposed by neighbors and other residents. It gained notoriety in August when it was listed in a report of 100 stimulus-funded projects considered boondoggles by two Republican U.S. senators.

County leaders decided to cede the bonding authority to UIRVDA after the sportsplex developers asked the county in October to issue a \$16 million industrial revenue bond to help pay for land and other expenses that can't be covered through the stimulus bonds. Much of that extra expense is tied to additional road improvements requested by the Illinois Department of Transportation.

Board Finance and Audit Committee Chairman Marc Munaretto, R-Algonquin, called Thursday's vote a procedural matter, because while the county is not traditionally in the bond business, UIRVDA is. McHenry County is one of eight counties covered by the authority, created by state lawmakers in 1990.

"The only thing we're doing is to give that allocation to a different authority to make [the project] move along more expeditiously," said board member Daniel Ryan, R-Huntley, who supports the project.

Project opponent Ersel Schuster, R-Woodstock, said she was very skeptical of the projections as to how much money and how many jobs the sportsplex would create. She said the county should let the bonds expire at year's end.

"Let the darn thing run out. Sorry," Schuster said.

Several opponents questioned whether the county's representative on the UIRVDA board, Blake Hobson, would give the proposal an impartial hearing. Hobson also is a Lakewood village trustee and supports the sportsplex project.

Hobson said later Thursday that helping the project along on the UIRVDA board would not be a conflict of interest because he had no personal financial stake in it. He said he planned to support it, given the authority's role of bringing economic development to its eight-county jurisdiction.

"Looking at it from an UIRVDA perspective, I think this is an overall outstanding project for McHenry County," Hobson said.

Monday, November 15, 2010 |

NORTHWEST HERALD

LOCAL NEWS AND VIDEO FOR MCHENRY COUNTY, ILLINOIS

Lakewood looks to expand utilities for sports complex

By BRETT ROWLAND - browland@nwherald.com

LAKEWOOD – Village officials are studying several options for providing utility services to the sports complex and other development expected along Route 176.

Extending utilities to the area won't be cheap. Preliminary options presented to the Lakewood Village Board for water service range in cost from \$735,000 to more than \$1.6 million. Options for sanitary sewage range from \$1.4 million to \$7.1 million, according to a report prepared by Public Works Director Paul Ruscko.

McHenry County Sportsplex LLC wants to build a 165-acre sportsplex in Lakewood west of Route 47. It would be the first major project in the area, which has been slated for development for many years. Additional commercial development is expected to follow.

The village is required to provide utility service to the sports complex as part of a development agreement, Village Manager Catherine Peterson said. Village officials haven't decided how to pay for the utility infrastructure, but user fees are expected to "help defray the upfront costs," Peterson said.

Board members discussed utility options for the first time last week.

"We've narrowed the list of options," Village President Erin Smith said. "Now we want staff to develop each one and provide us with more information."

The board asked for additional details about a proposal to extend a water main to the site and about a proposal to build a well nearby.

Extending the water main is expected to cost more than \$1.6 million. Though costly, this option would serve all development in the area.

Drilling a well near the southern junction of Routes 47 and 176 is expected to cost about \$830,000, but that doesn't include treatment costs, which still are unknown. While this eventually could improve the village's overall well capacity, it wouldn't be connected to existing wells and water treatment facilities. Providing enough storage, stable pressure and fire flows will make this an expensive option, according to reports.

"We're in the process of weighing the short-term needs versus the long-term vision," Ruscko said. "Much more thorough analysis is needed."

Utilities for sewage could be even more expensive. Two options for extending the village's sanitary sewer system to the area were presented. One proposal is expected to cost \$7.1 million, the other \$4.1 million. A plan to contract with another community for the service was estimated to cost \$4.2 million.

The board asked for more information about a fourth option – constructing an on-site wastewater reclamation and re-use system. Since much of the sports complex would be athletic fields, the treated water could be used for irrigation, according to the reports. However, the major drawback of this option, which is expected to cost \$1.4 million, is that it would have the capacity to serve only the sports complex. Another solution would have to be devised to serve any ancillary development, Ruscko said.

"There may be some way to combine several of the options in the interim," he said.

Smith said residents would have a chance to weigh in on the utility options before the board made a final decision.

The next step will be to refine the options and gather more information, officials said.

Board members also need to find a way to pay for the utilities. Preliminary staff recommendations put the total cost of water and sewer infrastructure between \$2.135 million and \$3.005 million. Reports identified nearly \$500,000 in user fees from projects that already have been proposed, such as the sports complex, a retail center, and a nearby gas station and car wash.

“Funding opportunities include, but are not limited to, issuing bonds, interfund loans, public/private partnerships, etc.,” the utility report said.

While not yet a done deal, both village officials and the developer expect the sports complex project to go forward.

“My confidence level has never been higher,” said Lou Tenore of McHenry County Sportsplex LLC.

Though optimistic, he added, “There is so much work to be done.”

NORTHWEST HERALD

LOCAL NEWS AND VIDEO FOR MCHENRY COUNTY, ILLINOIS

Created: Tuesday, December 28, 2010 5:30 a.m. CST

Sportsplex backers say setbacks won't kill project

By KEVIN P. CRAVER - kcraver@nwherald.com

The end of the year marks two deadlines for the developers backing a controversial \$46 million Lakewood sportsplex.

It marks the expiration of \$18 million in federal economic stimulus bonds that county government allocated toward the project. But also expiring Friday are the agreements that McHenry County Sportsplex LLC has to buy the three large properties needed for it.

While there is nothing that managing partner and CEO Lou Tenore can do about the bonding power – it goes away as of Saturday – he said that he was in good shape to extend again the agreements with the landowners.

Complicating matters is the fact that one of the properties is in foreclosure and is set for a sheriff's auction Jan. 13, according to the county foreclosure list. Tenore said he was talking with the bank to get the date pushed back.

"I've talked with all three owners today, and all three are likely to be extended," Tenore said Monday.

The company announced last week that it could not meet the Dec. 31 deadline to issue the bonds. McHenry County last year received \$27.5 million in bonding authority for private-sector projects under economic stimulus legislation, and the County Board allocated \$18 million of it for the sportsplex.

Plans call for a 100-plus acre sports facility southwest of the intersection of Route 47 and Route 176. The design includes numerous playing fields, anchored by a 150,000-square-foot indoor facility with room for retail space.

Tenore said he was hopeful that the \$46 million in bonds could be sold and the project started in the first quarter of the new year, with a 2012 opening. But opponents, such as neighbor Al Stenstrom, said that the failure of the deal to close with \$18 million of stimulus bonds should tell people something about the project's viability.

"Personally, I think this is a smokescreen if they couldn't sell tax-exempt bonds," said Stenstrom, a member of the anti-sportsplex group Citizens Against Irresponsible Government Spending.

The stimulus bonds are designed to attract investors to job-creating projects by offering a 45 percent discount of the federal taxes payable on them, which in turn saves the borrower money by lowering the interest.

The County Board voted in April to give the \$18 million of bonding authority. However, members voted in October to cede that authority to the Upper Illinois River Valley Development Authority, after the sportsplex's developers asked the county to issue a \$16 million industrial revenue bond to help pay for land and other expenses the stimulus bonds legally could not cover.

The authority, created in 1990 to help issue bonds for job-creating capital improvements, covers an eight-county area. It voted Dec. 7 to approve the issuance of \$46 million in bonds, with three weeks left before the stimulus bonds expired.

UIRVDA Executive Director Andrew Hamilton said the authority still supported the project. Tenore likely will have to bring it back before the group to re-authorize the bond issuance in taxable bonds.

"If [McHenry County Sportsplex LLC] needs for us to be a conduit and issue taxable bonds on this, we would support that, and assist in creating the jobs and supporting the local business economy," Hamilton said.

Hamilton is a part-time independent contractor in his role as executive director for UIRVDA. He gets paid a base salary of \$18,000, and also gets a fee for successfully issued bonds. In this case, he said, he stands to make \$76,000 should the bonds be sold.

The project gained notoriety in August when it was listed in a report of 100 stimulus-funded projects considered boondoggles by two Republican U.S. senators. Labeled "If Government Builds It, They Will Come ... We Hope," the project was number 67 behind such stimulus-funded projects as new windows for a closed visitor center and a study of how cocaine affects monkeys.

Lakewood village board OKs special use permit, preliminary plan for sports complex

By JOSEPH BUSTOS - jbustos@nwherald.com



Lakewood could become the home of a \$40 million sports complex seen here in an architectural rendering. (Photo provided)

LAKEWOOD – The Village Board early Wednesday approved a special use permit and annexed land for a planned \$40 million sports complex, which will help move the project forward.

Developers still need to complete a final plan that needs to be approved by the village board and obtain financing for the project. The project has been approved for \$18 million in federal stimulus bonds to help get things started.

The meeting ended shortly before 12:15 a.m.

The developer, McHenry County Sportsplex LLC, plans to build a major 165-acre sports complex. Plans for the two-phase project include playing fields for team sports such as soccer, baseball, lacrosse, basketball and volleyball.

In addition, it would have a 125,000- to 150,000-square-foot building to house a restaurant, retail space and indoor sports facilities. It is being designed with an outdoor championship arena able to accommodate local, national and international athletic teams.

Nearby the site of the proposed complex, there are plans for a 5-acre gas station and retail complex, according to the documents.

The proposed complex would be located west side of Route 47, south of the northwest leg of Route 176. The complex would span to the west from Route 47 to just past Hamilton Road, along Pleasant Valley Road.

About 120 people Tuesday crammed into the RedTail Golf Club for the public hearing. There was standing room in the back of room and in the hallway to the meeting room.

Residents who questioned the project asked about how water quality might be affected, how drainage would be handled, traffic impact and utilities.

Sharon Bills, who lives to the south of the project site in an unincorporated area near Woodstock, spoke in opposition of the project. She said a sports complex was a beautiful idea, but she was against the location.

"As trustees, you aren't bringing a sports complex into your community, you're bringing it into our community," Bills said.

She has two special needs children.

"My concern is traffic," Bills said. "You did not address traffic on Hamilton Road ... I felt you completely disregard us residents in Colleens Cote [subdivision]."

Kathryn Francis lives to the south of the project. She said 200 homes would feel affects of the project. She said the presentation was well done, but she still was skeptical.

"We haven't heard one member address our needs," Francis said.

Crystal Lake attorney William Franz spoke on behalf of residents to the south of the project.

"The increased activity will change the area from a rural area to a ... recreational area," Franz said.

Lou Tenore, the managing partner and CEO of the project, said the development group brought in traffic, lighting and sound consultants to help make the development friendly to nearby residents. "We're going to be respectful to their points ... we want to be good neighbors," Tenore said.

Tenore said he thought the \$40 million project could be completed by the end of next year.

Derek Rauchenberger of Lakewood spoke on behalf of the project and said the developers were creating parks. "If the investor doesn't achieve success, we wind up with a park," Rauchenberger said. "Change is inevitable."

"What is being proposed is good change for the area," Rauchenberger said.

The complex would include an extreme sports area for skateboarders and non-motorized BMX bicyclists. There would be playgrounds and splash pads. There would be walking paths throughout the development to make the it friendly to pedestrians.

Project engineers and designers spent more than an hour and half presenting their preliminary plan of the project, describing its design features, from the drainage features, traffic patterns and lighting patterns.

Lindsey Peckinpugh, an engineer for the project, said the site would "create a safe family-oriented environment ... [that's] pedestrian oriented ... and a bikeable development."

"It's really endless, the quality of fields and quality of play. It's a true marquee project," said Stacey Robinson of Land Design, one of the engineers of the project.

The developer's business plan states that the facility would create 420 permanent jobs, bring in 600,000 visitors a year, and make \$15 million in its first year, according to preliminary documents submitted to the county.

The complex planners estimate \$5.6 million in tax revenue over 10 years to the village from the sports complex, or about \$500,000 a year.

Water and sewer utilities would be needed to service the site, Village Manager Catherine Peterson said.

Utility lines can be extended to the site but would cost about \$5 million, Peterson said. Costs can be recouped through future tap on fees, Peterson said. McHenry County Sportsplex would be responsible for running the lines through the complex.

The village is considering options such as the complex having its own stand alone facilities for water and sewer. Costs for other options still need to researched, Peterson said.



Northwest Herald graphic.

Created: Wednesday, October 27, 2010 5:30 a.m. CDT

Stadium developer returns bonding authority to county

By KEVIN P. CRAVER – kcraver@nwherald.com

WOODSTOCK – EquityOne Sports Development is returning the \$3.5 million in federal bonding authority it received from the McHenry County Board to help build a minor-league baseball stadium.

The McHenry County K-Nines stadium is very much alive, EquityOne President Mark Houser said Tuesday. But the gap between the Dec. 31 deadline for borrowing the money and the construction set to begin in fall 2011 for a 2012 opening season would mean an extra \$1.3 million in cost.

“I don’t really need those bonds until September, maybe October of next year, so I’d have to carry those bonds for nine to 10 months,” Houser said. “We looked at this and have some other financing courses that we’re pursuing.”

Plans call for a 37,000-square-foot stadium on 38 acres at Route 14 and Lake Shore Drive in Woodstock. The stadium would hold about 6,500 people for sporting events and 10,000 spectators for concerts, according to EquityOne’s bond application.

The County Board Finance and Audit Committee on Tuesday passed a resolution taking the bonding power back. Another party is interested in the bonds, but county leaders said they would not disclose the identity until they received a formal application.

McHenry County received \$27.5 million in bonding authority for private-sector projects under federal economic stimulus legislation. The bonds are designed to attract investors to ready projects by offering a 45 percent discount of the federal taxes payable on them, which in turn saves the borrower money by lowering the interest.

EquityOne asked for \$15 million of it in August 2009. But although Houser was the first to apply, two other parties beat him to the bonds because they had their financing lined up sooner.

The County Board granted \$18 million in bonding authority to McHenry County Sportsplex LLC, which wants to build a 165-acre sportsplex in Lakewood west of Route 47, and granted \$5.4 million to the Wonder Lake Master Property Owners Association to dredge the lake.

The \$3.57 million left for EquityOne was less than 25 percent of what Houser requested. But Finance and Audit Committee Chairman Marc Munaretto, R-Algonquin, revealed in August that another county, later revealed to be neighboring Lake County, was willing to cede \$11.5 million in unused bonding authority to make up the difference.

Munaretto said Tuesday that Lake County since had taken back the \$11.5 million and allocated it toward another project.

The resolution that passed through Munaretto’s committee gives EquityOne preference should Congress extend the program past Dec. 31 and if more bonding authority becomes available.

Committee members also voted Tuesday, 6-1, to recommend moving the authority to allocate the \$18 million in bonding power for the sportsplex to the Upper Illinois River Valley Development Authority.

The LLC backing the sportsplex asked the county last week to issue a \$16 million industrial revenue bond to help pay for land and other expenses that cannot be covered through federal stimulus bonds, Munaretto said. Much of the extra expense comes from extra improvements to the north intersection of Routes 47 and 176 requested by the Illinois Department of Transportation.

County officials concluded that UIRVDA, created in 1990 to help issue bonds to finance capital improvements, would be a better conduit, Munaretto said. The agency covers Bureau, Grundy, Kane, Kendall, LaSalle, Marshall, McHenry and Putnam counties.

The full County Board will vote on both resolutions at its Nov. 4 meeting.

NORTHWEST HERALD

Talamore brings boost to Huntley

By SHAWN SHINNEMAN - sshinneman@shawmedia.com

Created: Thursday, August 9, 2012 5:30 a.m. CDT

HUNTLEY – The number of building permits issued in Huntley this year has exceeded expectations, thanks in part to development in the village's Talamore subdivision.

About 90 single-family homes and townhomes are scheduled to reach completion this year in the neighborhood, located west of Route 47 on the north end of Huntley.

The 100 new homes started in Talamore during the last 12 months are the highest among all new home communities in the Chicago area, according to data compiled by Metrostudy, a research and consulting company whose Chicago branch is based in Elgin.

So far in 2012, the village has issued 52 single-family permits and an additional seven for townhome buildings. They've exceeded the revenue projection from building permits laid out in the 2012 budget.

"We didn't anticipate the numbers because frankly we didn't have enough development to generate enough permit activity," Village Manager Dave Johnson said.

The Talamore construction comes in contrast to the rest of the county, which has remained stagnant this year, according to Metrostudy.

McHenry County's has seen a slight jump in year-to-date housing development, but it's come mainly by virtue of Talamore, Metrostudy Director Chris Huecksteadt said.

"There aren't as many new home communities that are actively marketing homes in McHenry County when compared to Kane County or Will County," he said.

Other areas in the Chicago region have fared better.

In the 12 counties Metrostudy focuses on around and encompassing Chicago, housing construction is up 27 percent year-to-date from this time last year.

"The housing market has come back a little bit," Huecksteadt said. "We're not ready to say that everything is behind us and it's clear sailing from here on, but the first six months of this year were a lot stronger than last year."

Huecksteadt said he expects that progress to slow somewhat in the second half of 2012.

"It's an election year and a lot of people are going to wait to see what happens," he said. "Talamore – they'll likely continue on in that success. There's certainly a lot of development lots remaining out there."

John Carroll, president of the Chicago division of Ryland Homes, which is heading up current Talamore development, said more construction could start later this year.

Ryland will soon propose an active adult living addition to the subdivision that would consist of single-story, ranch-style homes “targeted or restricted to buyers 55 or 45 and older.”

“We would expect that the active adults neighborhood would add another 25 to 30 closings a year to Talamore,” Carroll said.

The home would be targeted to an older group that wants “a little less restriction,” he added. Residents would be allowed to take their grandchildren to the pool every day or have them stay with them all summer.

“We’re going to be adding programming to Talamore for active adults,” Carroll said. “Recreational amenities that are more suited to an active adult community.”

The active adult homes would range from 1,200 to 2,200 square feet and from about \$150,000 to \$250,000.

**APPENDIX B-9
DISTRICT COORDINATION**

APPENDIX C-1
OPEN HOUSE PUBLIC MEETING #1
SEPTEMBER 30, 2008

Preliminary Engineering
Illinois Route 47: Reed Road to US Route 14
P-91-101-07
PTB 142/33
McHenry County

Public Meeting #1 Summary

The first Public Informational Meeting for the Illinois Route 47 (IL-47) Study was held on September 30, 2008 from 4 to 7 p.m. at the Chesak Elementary School (10910 Reed Road) located approximately two blocks east of the start of the study area. The purpose of the presentation was to introduce the Context Sensitive Solutions process and present existing road conditions and data that has been collected. The input from the meeting will be used to format stakeholder workshops and develop the purpose and need for the project. The meeting was attended by approximately 30 people. Advertisements for the meeting were published in the *Daily Herald* and the *Northwest Herald* on September 9th and 23rd and approximately 350 meeting invitations and brochures were mailed to residents who live in and around the study area. An audio-visual presentation and exhibits were available from 4 to 7 p.m. Attendees were provided post-it notes to place comments and questions directly onto the displayed exhibits and project staff answered questions throughout the meeting.

One of the primary issues discussed at the meeting was traffic mobility. Residents are concerned about the amount of traffic currently present along the route and the potential effects the increase in traffic will have on mobility in the future. One comment suggested adding a signal at the IL-47 intersection with Ballard Road. Meeting attendees suggested additional lanes be added to the route to accommodate increasing traffic along IL-47. While some attendees feel that heavy traffic congestion poses potential dangers along IL-47 and would like to see additional lanes along the route, other attendees are concerned with how much right of way and land acquisition would be necessary to add such additional lanes. The owner of the golf driving range located near the IL-47 and southern IL-176 intersection cannot afford to give up more property.

Another primary issue is traffic safety. The comments indicated heavy concern for the realignment of IL-176 intersections with IL-47. The IL-176 intersections with IL-47 have been identified as 5% accident locations. Attendees suggested those intersections be realigned to improve traffic safety in those areas. Another comment suggested providing bike paths in order to deter bicycles from riding along the IL-47.

Miscellaneous issues include concerns with adding a longer merge for the southbound lanes onto US-14, securing funding for the next phases of the project, and adding a park & ride near the IL-176 and IL-47 intersection. In addition to municipal representatives, other local representatives were present. State Representative Michael Tryon, County Board Member Tina Hill and County Administrator Peter Austin attended.

The next step for the study will be to hold stakeholder workshops and develop the purpose and need for the project. Conceptual alternatives will be developed after public and IDOT input is gathered at the stakeholder workshops.

APPENDIX C-2
STAKEHOLDER WORKSHOP #1
FEBRUARY 13, 2009

Preliminary Engineering
Illinois Route 47: Reed Road to US Route 14
P-91-101-07
PTB 142/33
McHenry County

Stakeholder Workshop #1 Summary

The first Stakeholder Workshop Meeting for the Illinois Route 47 (IL 47) Study was held on February 13, 2009 from 10:00 a.m. to 12 p.m. The workshop was held at the Huntley Park District REC Center (12015 Mill Street, Huntley, IL) located approximately ¼ mile west of IL 47 and 1 1/3 miles south of the start of the study area. The purpose of the workshop was to introduce the Context Sensitive Solutions (CSS) process and obtain public input for the project's goals and objectives which will establish a purpose and need statement. Stakeholders who attended the Public Informational Meeting and contacted through additional meetings with interested groups and agencies, volunteered to participate in stakeholder meetings throughout the duration of the CSS process. The meeting was attended by 19 stakeholders. A total of 28 volunteers were identified and invited to the workshop. Invitation letters were mailed to home or business addresses, electronic invitation cards were sent by email, and stakeholder volunteers were contacted by telephone to participate in the workshop.

The workshop consisted of a power point presentation and 2 group exercises. The power point presentation included an introduction to the project team, a brief description of CSS/SIP, and a brief project overview. The 2 group exercises were lead by a moderator from AECOM. The purpose of the exercises was to determine the project goals and objectives. In Exercise 1, 3 groups of 6 – 7 volunteers were formed. The exercise took 40 minutes to complete. During Exercise 1, each small group was tasked with brainstorming preliminary issues within the project study area. Groups considered transportation and safety issues, business needs, environmental issues and the quality of life for residents and persons who travel along the route. An AECOM staff member was present at each table to keep the small group focused and to answer questions. IDOT representatives moved around the room to answer policy questions. Each small group developed a list of project issues and prioritized them. After which, each group presented their list to the other stakeholders. Exercise 2 defined the project goals and objectives. This 20 minutes exercise was lead by the moderator and allowed all of the stakeholders to work together as one large group. The stakeholders worked together to discuss the results of exercise #1 and combine each small group's lists of issues into one master list that identified the project goals and objectives. Consensus of the project goals and objectives was obtained in the second exercise. Throughout the meeting attendees were provided post-it notes to place comments and questions directly onto the displayed exhibits and project staff was available to answer questions.

The workshop obtained consensus on 4 project goals and objectives. The goals and objectives are: improve safety of IL 47, improve mobility on IL 47, protect the environment along IL 47, and accommodate economic development along IL 47.

Stakeholders identified the following safety issues:

- Identify / anticipate problem intersections.
- Provide signals and channelization.
- Accommodate agricultural vehicles and gravel trucks.
- Study IL 47 and IL 176 intersections.

- Accommodate bicycle crossings and travel lanes.
- Improve flow of through traffic.

Stakeholders identified the following mobility issues:

- Accommodate both local and through traffic.
- Coordinate signals to minimize backups.
- Limit access, but balance land owner concerns with the use of frontage roads.

Stakeholders identified the following environmental issues:

- Protect the Kishwaukee River and Tributaries.
- Keep wetland mitigation within the watershed.
- Comprehensive approach to minimize storm water pollution from salt, oil and other fluids.
- Consider conservation planning.

Stakeholders identified the following economic growth issues:

- Facilitate thoughtful economic growth.
- Consider Comprehensive Plans of all parties along IL 47.
- Identify zones where development can be best accommodated by IL 47.

The next step for the study will be to develop the purpose and need for the project. Conceptual alternatives will be developed after the purpose and need has been developed. The conceptual alternates will be presented to the public at a Public Informational Meeting and additional stakeholder workshops.

APPENDIX C-3
STAKEHOLDER WORKSHOP #2
MAY 29, 2009

Preliminary Engineering
Illinois Route 47: Reed Road to US Route 14
P-91-101-07
PTB 142/33
McHenry County

Stakeholder Workshop #2 Summary

The first Stakeholder Workshop Meeting for the Illinois Route 47 (IL 47) Study was held on May 29, 2009 from 10:00 a.m. to 12 p.m. The workshop was held at the Huntley Park District REC Center (12015 Mill Street, Huntley, IL) located approximately ¼ mile west of IL 47 and 1 1/3 miles south of the start of the study area. The purpose of the workshop was to obtain consensus for the Project Problem Statement, review the Project Purpose and Need, discuss project transportation deficiencies, and to obtain public input into possible solutions to the deficiencies. Volunteers to participate in the Workshop were drawn from those who expressed interest at the first Public Informational Meeting or additional meetings with interested groups and agencies. A total of 29 volunteers were identified and invited to the workshop. Invitation letters were mailed to home or business addresses, electronic invitation cards were sent by email, and stakeholder volunteers were contacted by telephone to participate in the workshop. The meeting was attended by 17 stakeholders.

The workshop consisted of a power point presentation and a group exercise. The power point presentation included a review of goals and objective set in the first Workshop, presentation of the Project Problem Statement, review of the Project Purpose and Need, and presentation of project transportation deficiencies. Consensus was obtained on the Project Problem Statement. A copy of the Draft Purpose and Need was emailed to all volunteers before the meeting, posted on the website and handed out at the workshop. The stakeholders were encouraged to comment on the Project Purpose and Need by June 15, 2009.

The group exercise was lead by a moderator from AECOM. The purpose of the exercise was to obtain public input into possible solutions to the identified deficiencies. The exercise consisted of discussing how well project elements such as number of lanes, medians, edge treatments, and pedestrian/bicycle accommodations meet the project needs. The workshop obtained consensus on the following 4 project elements:

- Number of Lanes – consensus was 4 lanes preferred.
- Median Type – consensus was barrier median or wide grass median preferred.
- Edge Treatment - consensus was paved shoulder with or without curb & gutter preferred.
- Pedestrian/Bicycle Accommodations - consensus was bicycle path preferred.

The next step for the study will be to develop conceptual alternates. The conceptual alternates will be presented to the public at a Public Informational Meeting and additional stakeholder workshops.

APPENDIX C-4
STSAKEHOLDER WORKSHOP #3
OCTOBER 6, 2009

Preliminary Engineering
Illinois Route 47: Reed Road to US Route 14
P-91-101-07
PTB 142/33
McHenry County

Stakeholder Workshop #3 Summary

The third Stakeholder Workshop Meeting for the Illinois Route 47 (IL 47) Study was held on October 6, 2009 from 10:00AM to 12:00PM (noon). The workshop was held at the Huntley Park District REC Center (12015 Mill Street, Huntley, IL) located approximately ¼ mile west of IL 47 and 1 1/3 miles south of the start of the study area. The purpose of the workshop was to obtain input on the alternates which will be presented at the Public Meeting planned for November 19, 2009. Volunteers who participated in the Workshop were drawn from those who expressed interest at the first Public Informational Meeting or additional meetings with interested groups and agencies. Invitation letters were mailed to home or business addresses, electronic invitation cards were sent by email, and stakeholder volunteers were contacted by telephone to participate in the workshop. The meeting was attended by 19 stakeholders.

The workshop included review of alternatives which will be presented at the Public Meeting. The alternatives presented were produced based on input from stakeholders at previous project workshops. Each of the alternatives was presented on large scale exhibits. IDOT and AECOM representatives are on hand to answer any questions regarding the improvement. The following alternatives were presented:

- South End Alternatives (Reed Road to Hercules Road - 6.9 miles) - Two alternatives are presented for the South End of the project. Both alternatives improve IL-47 to include 2 lanes in each direction separated by a 42' grass median. Option 1 would remain centered about the current centerline. Option 2 would shift the improvements 33' to the east from Ackman Road to IL-176 (3.0 miles) to avoid impact to residences and business on the west side of IL-47.
- North End Alternatives (Hercules Road to US-14 – 0.9 miles) - Two alternatives are presented for the North End of the project. Both alternatives would improve IL-47 to include 2 lanes in each direction separated by a raised barrier median. Option 1 would provide a 22' median, shoulders, and sidewalk on both sides of the roadway. Option 2 would provide a 16' median, sidewalk on one side of the roadway, and a bicycle path on the other side.

The public response to the alternatives was very favorable. On the South End of the project, the public preferred Option 2 which shifted the roadway to the east. On the North End of the project, the public preferred Option 2 which provided a side walk on one side and a bike path on the other side of the roadway. Five major categories of comments were received including:

- Provide accommodation for possible future bicycle overpasses. (9 comments)
- Wetland impact concerns (9 comments)
- Reduced access concerns (7 comments)
- Storm water detention or run off quality concerns (5 comments)
- Residence or business impact concerns (5 comments)

The next step for the study will be to present the alternatives at a Public Meeting anticipated on November 19, 2009.

**APPENDIX C-5
PUBLIC MEETING #2
NOVEMBER 19, 2009**

Preliminary Engineering
Illinois Route 47: Reed Road to US Route 14
P-91-101-07
PTB 142/33
McHenry County

Public Meeting 2 Summary

The second Public Informational Meeting for the Illinois Route 47 (IL-47) Reed Road to US 14 Study was held on November 19, 2009 from 4 to 7 PM at the Martin Elementary School (10920 Reed Road, Lake in the Hills) located approximately two blocks east of the start of the study area. Advertisements for the meeting were published in the *Daily Herald* and the *Northwest Herald* on October 29th and November 12th and meeting invitations and brochures were mailed to public official, agencies, business owners, and residents who live in and around the study area. The meeting was attended by approximately 23 people. Village of Lake in the Hills, Village of Huntley, Village of Crystal Lake, Village of Lakewood, McHenry County, Grafton Township, Openlands, residents, land owners and local businesses were in attendance. The purpose of the presentation was to obtain public input on the alternatives developed to date. The alternatives were developed based on public input obtained during the 3 stakeholder workshops. The input from the meeting will be used to select the preferred alternate to be carried forward.

An audio-visual presentation and exhibits were available for viewing by the attendees. The exhibits consisted of display boards describing the Context Sensitive Solutions Process (CSS), traffic data, accident data, and large scale plots of the alternatives. Two alternatives were presented for the South End of the project. Both south alternatives improve IL-47 to include 2 lanes in each direction separated by a 42 foot wide median. South Alternative 1 would remain centered about the current centerline. South Alternative 2 would shift the improvements 33 feet to the east from Ackman Road to IL-176 to avoid impact to residences and businesses on the west side of IL-47. Two alternatives were presented for the North End of the project. Both north alternatives would improve IL-47 to include 2 lanes in each direction separated by a raised barrier median. North Alternative 1 would provide a 22 foot wide median, shoulders and sidewalk on both sides of the roadway. North Alternative 2 would provide an 18 foot wide median, sidewalk on one side of the roadway, and a bicycle path on the other side. Attendees were provided comment forms for comments and questions. Project staff was on hand to answer questions throughout the meeting.

The primary concerns of the stakeholders via discussion or in written comments were accessibility, providing bike paths, runoff water quality, wetland impacts, tree removal, general geometric differences of the Public Meeting's two alternatives vs. the IDOT SRA study, being a participant in further workshops, and ROW acquisition.

Of the two South Alternatives presented the majority of stakeholders, who had a preference, favored South Alternative 2. Of the two North Alternatives presented the majority of stakeholders, who had a preference, favored North Alternative 2 with only one stakeholder favoring North Alternative 1.

The next step for the study will be to select and refine the preferred alternative through further geometric, FHWA and BDE review, along with another stakeholder workshop. Once the preferred alternative is chosen it will be presented at a Public Hearing in the fall of 2010.

APPENDIX C-6
STAKEHOLDER WORKSHOP #4
AUGUST 23, 2011

Preliminary Engineering
Illinois Route 47: Reed Road to US Route 14
P-91-101-07
PTB 142/33
McHenry County

Stakeholder Workshop #4 Summary

The fourth Stakeholder Workshop Meeting for the Illinois Route 47 (IL 47) Study was held on August 23, 2011 from 10:00AM to 12:00PM (noon). The workshop was held at the Huntley Park District REC Center (12015 Mill Street, Huntley, IL) located approximately ¼ mile west of IL 47 and 1 1/3 miles south of the start of the study area. The purpose of the workshop was to update the stakeholders on project progress and to obtain input on the concepts which are being utilized to reduce impacts. Volunteers who participated in the Workshop were drawn from those who expressed interest at the Public Meetings or additional meetings with interested groups and agencies. Electronic invitation cards were sent by email to stakeholder volunteers to participate in the workshop. The meeting was attended by 17 stakeholders.

The workshop consisted of a power point presentation and a group exercise. The power point presentation included an overview of the project progress and presentation of the concepts being utilized to reduce impacts. Exhibits were available for stakeholders to review. The exhibits included – a roll plot of the project showing proposed over an aerial background, renderings of the typical sections, and charts summarizing the impacts. After the power point presentation a group exercise was held. The group exercise consisted of reviewing the exhibits and placing “post-it” note comments onto the roll plots identifying additional concepts which should be evaluated as possible means to reduce impacts. A form was also provided for the stakeholders to state their opinion of the concepts presented and to list additional concepts they may have. 10 comment forms were returned.

The next step for the study will be to develop preferred alternative and continue to evaluate means to reduce impacts.

APPENDIX C-7
STAKEHOLDER WORKSHOP #5
MARCH 5, 2014

Preliminary Engineering
Illinois Route 47: Reed Road to US Route 14
P-91-101-07
PTB 142/33
McHenry County

Stakeholder Workshop #5 Summary

The fifth Stakeholder Workshop Meeting for the Illinois Route 47 (IL 47) Study was held on March 5, 2014 from 10:00AM to 12:00PM (noon). The workshop was held at the Huntley Park District REC Center (12015 Mill Street, Huntley, IL) located approximately ¼ mile west of IL 47 and approximately one mile south of the southern end of the study area.

Volunteers who participated in the Workshop were drawn from those who expressed interest at the Public Meetings or additional meetings with interested groups and agencies. Electronic invitation cards were sent by email to stakeholder volunteers to participate in the workshop and hard copies were mailed to stakeholders who did not have an email address on file. Twenty-two stakeholders attended the meeting.

The purpose of the workshop was to:

- update the stakeholders on project progress and next steps
- present the Preferred Alternative, and
- present the proposed Best Management Practices (BMPs).

The workshop included a power point presentation on the following topics:

- Project Overview
- Summary of Process to Date
- Purpose and Need
- Existing Conditions
- Preferred Alternative
- Proposed BMPs
- Next Steps

Following the presentation, stakeholders expressed concerns or questions on the following topics:

1. Reimbursement to local agencies (Townships) for additional roadway maintenance costs which would be incurred as a result of traffic diverting to local roads during construction of the proposed project.
2. Will the water treatment BMPs be designed to reduce or eliminate impacts to sensitive areas including the Kishwaukee Headwaters?
3. Will there be accommodations for bicycle crossings perpendicular to the roadway?
4. Would single-family homes on a cross-road receive noise abatement?

5. Will there be enough culverts designed to adequately allow water flow from the Kishwaukee Headwaters?

Attendees were able to review the exhibit boards after the presentation. The exhibits included: (1) a roll plot of the proposed improvements over an aerial background, (2) renderings of the typical sections, and (3) exhibit boards showing the project purpose and need, crash data, and traffic volume data.

The next step for the study will be to finalize the Environmental Assessment and have a public hearing.

Project Team Attendance

- Cary Lewis, IDOT
- Marty Morse, IDOT
- Kirsten Mawhinney, AECOM
- Brian Smith, AECOM

Stakeholder Member Attendance

- Connie Lane, Nicor
- Dan Havlir, Citizen
- Jerry Hutchinson, Citizen
- Marilyn Hutchinson, Citizen
- Ders Anderson, Openlands
- Mike Balleto, Gardens of Woodstock
- Chalen Daigle, McHenry County Division of Transportation
- Timothy Farrell, Village of Huntley
- Kirk Hamilton, Citizen
- Tom Harding, Citizen
- Scott Hennings, McHenry County Division of Transportation
- Tim Kellogg, Templeton Property Consultants
- Fred Mullard, Village of Lake in the Hills
- Charlie Nordman, Village of Huntley
- Jason Osborne, McHenry County Division of Transportation
- Shannon Andrews, Village of Lakewood
- Paul Ruscko, City of Woodstock
- Nancy Topalovich, American Community Bank & Trust
- Penny Wilkerson, Citizen
- Nancy Williamson, Illinois Department of Natural Resources
- Dan Olson, Village of Lake in the Hills
- Jeff Mawdsley, City of Crystal Lake

**APPENDIX C-8
PUBLIC HEARING
MARCH 12, 2015**

IL Route 47 from Reed Road to U.S. Route 14 Preliminary Engineering and Environmental (Phase I) Study Public Hearing Summary

Public Hearing Summary

The public hearing for the IL Route 47 from Reed Road to U.S. Route 14 Preliminary Engineering and Environmental (Phase I) Study was held on Thursday, March 12, 2015 at the Huntley Recreation Center, 12015 Mill Street, Huntley, IL from 4 – 7 PM. The public hearing was conducted in an open house format with a public comment forum, which started at 6:00 p.m. A court reporter was present to transcribe oral comments during the public hearing. Attendees could sign-up for the public comment forum to publicly speak their comments, which were documented by the court reporter.

There were two rooms available for the public to view project materials, one room displayed a continuous audio-visual presentation that included information regarding the project overview, a review of the Purpose and Need, alternatives development and evaluation process, preferred alternative, Environmental Assessment (EA), request for feedback on the Environmental Assessment and public hearing materials, and the next steps of the project. The second room contained exhibit boards and roll plot maps, and attendees had the opportunity to speak with representatives from IDOT and the Project Study team. Representatives from the Pleasant Valley Road Re-alignment Study were also available to speak with attendees about that project. An exhibit showing the proposed improvements from that study was also displayed at the Public Hearing. The hearing was attended by **84 people**. Within the comment period, which ended on March 26, 2015, **10 comment forms, 13 emails, 7 letters** were received. In addition, three individuals spoke during the public comment forum and nine individuals spoke with the court reporter during the hearing. These comment methods resulted in 155 comments submitted during the public comment period.

Identification of Stakeholders

Per IDOT's Context Sensitive Solutions (CSS) procedures, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. Stakeholders are identified as all residents of the study area and interested parties that help IDOT understand the needs for, and concerns about, the transportation system. IDOT can take this input, along with all of its other work and analysis, and use it to make planning and design decisions.

The identification of stakeholders was done through a combination of desktop searches and input from local community leaders. Stakeholders were added to the initial stakeholder list throughout the project process. All stakeholders expressing interest in the project were added to the project mailing list, and have had the opportunity to participate in the process through various public outreach opportunities including: the project website, public meetings, newsletters, and press releases. All stakeholders expressing interest in the project will continue to be added to the project mailing list and will be able to participate in the process through various public outreach opportunities.

Public Involvement Efforts

Display Ad:

Below is the display ad notifying the public of the Thursday, March 12, 2015 Public Hearing. The ad included the purpose of the hearing, a description of the hearing format, and contact information.



Illinois Department of Transportation
PUBLIC HEARING

The Illinois Department of Transportation (Department) cordially invites you to attend an open house public hearing concerning the improvement of Illinois Route 47 (IL 47) from Reed Road to U.S. Route 14 in McHenry County. The scope of work for this improvement will consist of reconstruction and widening of IL 47 to provide two lanes in each direction separated by a median, bridge replacement, intersection improvements, drainage improvements, and pedestrian and bicycle improvements. The details of the hearing are as follows:

Date: Thursday March 12, 2015
Time: 4:00 p.m. to 7:00 p.m.
Location: Huntley Park District REC Center
 12015 Mill Street
 Huntley, IL 60142

Purpose of the hearing:

- To present the Environmental Assessment (EA)
- To present the Preferred Alternative
- To obtain public input

Exhibits will be on display and an audio-visual presentation will be shown continuously during the hearing. Project team members will be present to discuss the project and answer questions. A Public Forum will begin at 6:00 PM, where the public will be invited to make a statement to a court reporter.

The EA report has been completed and will be presented at the public hearing. The EA describes the purpose and need of the proposed project, alternatives considered, the recommended preferred alternative, anticipated environmental impacts, project benefits, and potential mitigation measures. It will be available on February 19, 2015 for public review and comment at the Village of Huntley and City of Woodstock public libraries, at the Department's District One office in Schaumburg, and on the project website. A complete list of these locations can be found on the project website. Comments will be accepted through Wednesday March 26, 2015.

This hearing will be accessible to people with disabilities. Anyone needing special assistance should contact John Baldauf, P.E., Project Manager at 847-705-4103. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the Department's TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and Telebraille (877) 526-6670 at least five (5) days prior to the meeting.

All correspondence regarding this project should be sent to:

Illinois Department of Transportation
 201 W. Center Court
 Schaumburg, IL 60196-1096
 Attn: Bureau of Programming
 John Baldauf, P.E.

or submitted through the project website: www.Route47Study.com

The display ad ran in the following newspaper.

Publication		Type	Run Date(s)
The Northwest Herald		Daily	Thursday, February 19, 2015 Thursday, March 5, 2015

Postcards:

A 4"x6" postcard which served as a public hearing invitation was produced and mailed to 280 stakeholders approximately three (3) weeks prior to the public hearing.

 <p>You're Invited!</p> <p>Public Hearing</p> <p>March 12, 2015 4:00 – 7:00 p.m.</p> <p>Huntley Park District REC Center 12015 Mill Street Huntley, Illinois 60142</p> <p><i>Exhibits will be on display and an audio-visual presentation will be shown continuously during the hearing. Project team members will be present to discuss the project and answer questions. A Public Forum will begin at 6:00 PM, where the public will be invited to make a statement to a court reporter.</i></p> <p>For more information visit: www.route47study.com</p>	<p>ILLINOIS ROUTE 47</p> <p>The Illinois Department of Transportation (Department) cordially invites you to attend an open house public hearing concerning the improvements of Illinois Route 47 (IL 47) from Reed Road to U.S. Route 14 (US 14) in McHenry County.</p> <p>The scope of work for this improvement will consist of reconstruction and widening of IL 47 to provide two lanes in each direction separated by a median, bridge replacement, intersection improvements, drainage improvements, and pedestrian and bicycle improvements. The objectives of the hearing are:</p> <ul style="list-style-type: none"> To present the Environmental Assessment (EA) To present preferred alternative To obtain public input <p>The EA report has been completed and will be presented at the public hearing. The EA describes the purpose and need of the proposed project, alternatives considered, the recommended preferred alternative, anticipated environmental impacts, project benefits, and potential mitigation measures. It will be available on February 19, 2015 for public review and comment at the Village of Huntley and City of Woodstock public libraries, at the Department's District One office in Schaumburg, and on the project website. A complete list of these locations can be found on the project website. Comments will be accepted through Wednesday March 26, 2015.</p> <p>For additional information, please contact John Baldauf, P.E., Project Manager, Bureau of Programming via email at webadmin@route47study.com</p> <p><small>*This hearing will be accessible to individuals with disabilities. Anyone needing special assistance should contact John Baldauf at (815) 706-4155. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the Department's TTY/TDD number (800) 528-0844 or 711; TTY Users (Spanish) (800) 501-0884 or 711; and for Telebraille dial (877) 528-6070 at least five (5) days prior to the meeting.</small></p>	 <p>Illinois Department of Transportation</p> <p>Bureau of Programming Attn: John Baldauf, P.E., Project Manager 201 West Center Court Schaumburg, IL 60196-1096</p> <p style="text-align: center; background-color: #333; color: white; padding: 5px;">Join us for a Public Hearing!</p>
---	---	--

Press Release:

A press release announcing the public hearing was distributed through IDOT's Office of Communication.

	<p>State of Illinois Bruce Rauner, Governor</p> <p>Illinois Department of Transportation Randall S. Blankenhorn, Acting Secretary</p> <p>CONTACT: Carson Quinn 312.814.4693 Guy Tridgell 312.793.4199</p>	
<p>FOR IMMEDIATE RELEASE: February 19, 2015</p> <p style="text-align: center;">**PUBLIC NOTICE**</p>		
<p style="text-align: center;">Public Hearing for Proposed Improvement of Illinois Route 47 from Reed Road to U.S. Route 14 set for March 12, 2015</p>		
<p>Huntley – The Illinois Department of Transportation (IDOT) will host a public hearing to discuss the proposed improvement of Illinois Route 47 (IL 47) from Reed Road to U.S. Route 14 in McHenry County. The scope of work for this improvement is anticipated to consist of reconstruction and widening of IL 47 to provide two lanes in each direction separated by a median, bridge replacement, intersection improvements, drainage improvements, and pedestrian and bicycle improvements.</p>		
<p>The public hearing (open house format) will take place on:</p> <p style="text-align: center;">March 12, 2015 4 p.m. – 7 p.m. Huntley Park District REC Center 12015 Mill Street Huntley, IL 60143</p>		
<p>The purpose of the public hearing is to present and obtain input on the preferred alternative and the Environmental Assessment (EA) report. The EA describes the purpose and need of the proposed project, alternatives considered, the recommended preferred alternative, anticipated environmental impacts, project benefits, and potential mitigation measures.</p>		
<p>Exhibits will be on display and an audio-visual presentation will be shown continuously during the hearing. Project team members will be present to discuss the project and answer questions. A Public Forum will begin at 6:00 PM, where the public will be invited to make a statement to a court reporter. Written comments can be submitted at the hearing, mailed after the hearing, or submitted to the project website at www.Route47Study.com. Comments received by Wednesday March 26, 2015 will become part of the official public hearing record.</p>		
 <p>Illinois Department of Transportation</p>		

	<p>State of Illinois Bruce Rauner, Governor</p> <p>Illinois Department of Transportation Randall S. Blankenhorn, Acting Secretary</p>	
<p>The Environmental Assessment (EA) is available for public review and comment at the project website, the Village of Huntley and City of Woodstock public libraries, and the Department's District One office in Schaumburg. A complete listing of these locations can be found on the project website. Comments on the EA will be accepted through Wednesday, March 26, 2015.</p>		
 <p>Illinois Department of Transportation</p>		

E-blast Invitation:

In addition to the advertisements, press release, and newsletter mailing, the public hearing was announced to stakeholders on February 23, 2015 via electronic invitations to those stakeholders who provided email addresses.

The Illinois Department of Transportation (Department) cordially invites you to attend an open house public hearing concerning the improvement of Illinois Route 47 (IL 47) from Reed Road to U.S. Route 14 in McHenry County. The scope of work for this improvement will consist of reconstruction and widening of IL 47 to provide two lanes in each direction separated by a median, bridge replacement, intersection improvements, drainage improvements, and pedestrian and bicycle improvements.

The details of the hearing are as follows:

Date: **Thursday March 12, 2015**

Time: **4:00 p.m. to 7:00 p.m.**

Location: **Huntley Park District REC Center
2015 Mill Street
Huntley, IL 60142**

Purpose of the hearing:

- + To present the Environmental Assessment (EA)
- + To present the Preferred Alternative
- + To obtain public input

Exhibits will be on display and an audio-visual presentation will be shown continuously during the hearing. Project team members will be present to discuss the project and answer questions. A Public Forum will begin at 6:00 PM, where the public will be invited to make a statement to a court reporter. The EA report has been completed and will be presented at the public hearing. The EA describes the purpose and need of the proposed project, alternatives considered, the recommended preferred alternative, anticipated environmental impacts, project benefits, and potential mitigation measures. The EA is available for public review and comments on the EA will be accepted through Wednesday March 26, 2015.

This hearing will be accessible to people with disabilities. Anyone needing special assistance should contact John Baldauf, P.E., Project Manager at 847-705-4103. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the Department's TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and Telebraille (877) 526-6670 at least five (5) days prior to the meeting.

All correspondence regarding this project should be sent to:

Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096
Attn: Bureau of Programming
John Baldauf, P.E.

Or submitted electronically through the "Contact Us" form on the project website: www.route47study.com.

3rd Party Outreach:

Third party outreach included the following efforts:

- McHenry County Division of Transportation provided a link to the project website and public hearing announcement.
- City of Woodstock: the public hearing was added to the City's website calendar.
- Village of Huntley: the public hearing announcement was added to the Village website.

Attendance

The following officials were in attendance:

- Four McHenry County Board members were present, including the County Board Chair. These were Tina Hill (D5), Mike Skala (D5), Bob Nowak (D1), and Joe Gottemoller (D3 and Chair).

Additional agencies/organizations represented:

- McHenry County Division of Transportation: Wally Dittrich, Kirsten Mellem, Scott Hennings
- McHenry County Conservation District: Brad Woodson, Sarah Rummel
- City of Woodstock: Joe Starzynski, Paul Ruscko
- Village of Huntley: Tim Farrell, Lisa Armour, Ronda Goldman (Huntley Trustee)
- Village of Lake in the Hills: Fred Mullard, Dan Olson
- Village of Crystal Lake: Abby Wilgreen
- McHenry County Farm Bureau: Dan Volkers
- Kishwaukee River Ecosystem Partnership (KREP): Ders Anderson

Businesses represented:

- Hamilton Farms
- Crystal Woods Golf Course
- Visit McHenry County (Convention and Visitors Bureau)

Media outlets represented:

- The Courier News
- The First Electric Newspaper

Comments

The project comment period was open from February 19, 2015 to March 26, 2015. Throughout the public comment period, hard copies of the EA were available for public review at IDOT – District 1 offices as well as the Huntley and Woodstock public libraries. The EA was also available on the project website. Within this period the project received **155 comments**. The topics include the following:

Common Comment themes include:

- Access management
- Alternative routes during construction
- Concerns about increased noise
- Constructability
- Environmental Assessment documentation
- Environmental impacts
- Expected growth accommodations
- Funding
- General support for the project
- Mailing List Interest
- Pedestrian/bicycle accommodations
- Preferred Alternative Design
- Property acquisition
- Signalized intersection considerations
- Transit accommodations
- Wildlife crossings